

## Appendices

# 2024-27 Metropolitan Transportation Improvement Program (MTIP)

June 2023

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**Project web site:** [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip)



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# Memo

Date: August 5, 2022  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: 2024-2027 MTIP – Performance Evaluation Approach and Methods

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## **Purpose**

Provide an overview and gather feedback on the proposed approach to evaluating the 2024-2027 Metropolitan Transportation Improvement Program (MTIP).

## **Request to TPAC**

Provide input and comment to the approach for evaluating the 2024-2027 MTIP draft investment program. The evaluation is to take place in winter 2022 through early 2023.

## **Introduction and Background: Performance Assessment of the MTIP**

As part of federal requirements, Metro, as the lead in developing and implementing the MTIP, must demonstrate how the MTIP as a package of transportation investments 1) is consistent with the Regional Transportation Plan (RTP) by advancing the goals and outcomes identified in the adopted RTP; and 2) makes progress towards achieving federal performance targets.<sup>1</sup> To demonstrate and comply with federal regulations, a performance evaluation will be conducted on the package of investments to comprise the 2024-2027 MTIP.

The performance evaluation of the 2024-2027 MTIP continues and builds upon the previous MTIP performance evaluations. First undertaken with the 2015-2018 MTIP cycle, the performance evaluation is one component as to how the MTIP meets federal requirements and demonstrates progress towards the implementation of the RTP.

The performance evaluation of the 2024-2027 MTIP is organized by two tracks:

- Evaluating progress towards RTP priorities
- Evaluating progress towards federal performance targets

Each track has a proposed approach as they each have different requirements and/or guidelines in demonstrating federal compliance. The following sections outline the approach and methodology for each track in which the 2024-2027 MTIP will evaluate performance and report.

## **Background: Regional Transportation Plan Priorities**

To demonstrate how the investments in the MTIP is consistent and makes progress towards goals and outcomes of the Regional Transportation Plan, the 2024-2027 MTIP performance evaluation will focus on the 2018 Regional Transportation Plan (RTP) priorities. Adopted by the Metro Council in December 2018, the 2018 RTP sets the long-range vision, goals, and outcomes for the regional transportation network. The 2018 RTP also includes policies and a long-range investment strategy for achieving the region's vision, goals, and outcomes for the system. Through the development of the 2018 RTP, four policy priorities – safety, equity, addressing climate change, and managing congestion (also known as mobility) – emerged and were identified to make further near-term progress. Stakeholders and leadership called upon the region to develop policies and refine transportation investments to better achieve outcomes that address the four priorities in the Plan and make more progress in near-term implementation. This was reinforced in the adoption of the

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<sup>1</sup> Metropolitan Planning, Content of the Transportation Improvement Program 23 C.F.R. § 450.326



2018 RTP, where the ordinance called out specifically for the MTIP to make progress in advancing the four priorities. As the current adopted regional policy, the 2024-2027 MTIP performance evaluation will look to understand how well the four year investment program continues to implement the four priority areas of the 2018 RTP.<sup>2</sup>

### **2024-2027 MTIP Performance Evaluation Approach**

The 2024-2027 MTIP performance evaluation will take a multi-pronged approach to assess the four-year package of investments. The multi-pronged approach includes the following:

- Investment analysis of the 2024-2027 MTIP<sup>3</sup>
- System performance analysis of the 2024-2027 MTIP towards RTP priorities
- Performance analysis towards federally mandated performance targets

A short description of each evaluation approach is provided. Further detail about each approach can be found as part of Attachments 1 and 2.

#### Investment Analysis Evaluation Approach

The investment analysis of the 2024-2027 MTIP will assess the level of investment the region plans to make across different categories over the next four years. Some category examples include: type (e.g. capital investment, planning, operations, preservation and maintenance), mode (e.g. active transportation, transit, roads and bridge, etc.). The investment analysis – to the extent practicable – will also compare investment across categories from the 2021-2024 MTIP and 2018 RTP to the current proposed MTIP. The analysis of the investment profile will provide general size, scale, and profile of the investment package to help place in context the performance of the four year program. The investment analysis is not new to the MTIP, but it is usually conducted as part of creating a summary of the adoption draft version of the MTIP. The approach is to bring the investment analysis forward to incorporate as part of the performance evaluation. The investment analysis purpose and intention is to support the demonstration of making progress towards the region's performance targets for federal performance targets established through the transportation reauthorization in 2012.

#### System Performance Evaluation Approach

The 2024-2027 MTIP system performance evaluation will apply a similar approach to how the 2018 RTP evaluated the long-term package of investments. This means the evaluation will apply a system-wide analysis of the overarching investment program and transportation projects programmed in the MTIP will not be evaluated independently.<sup>4,5,6</sup> The evaluation will primarily be

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<sup>2</sup> At this point in time, the 2023 RTP will be in process, but not adopted. The 2023 RTP is likely to continue with the four policy priorities from the 2018 RTP – safety, equity, climate, and mobility – with some refinements.

<sup>3</sup> As of the time of the 2024-2027 MTIP performance assessment analysis in late autumn 2022. There is likelihood the final adopted 2024-2027 MTIP in summer 2023 will have modifications. The modifications are documented as part of the final documentation of the 2024-2027 MTIP performance assessment.

<sup>4</sup> Transportation investments can also be referred to as transportation projects.

<sup>5</sup> It is recognized that large-scale capital projects can have a large influence on the overall system performance evaluation results, but individual projects will not be evaluated.

<sup>6</sup> The rationale for not individually evaluating projects is because each transportation project proposed for inclusion of the MTIP undergoes a prioritization, selection, and decision process (i.e. Metro's Regional Flexible Fund allocation process, ODOT's STIP funding categories and funding program allocations – Fix-It, ARTS, etc.) prior to the stage of proposed inclusion in the MTIP. As a result, the projects have usually undergone an evaluation process at the individual project scale. Early during the initial development of the MTIP, Metro works with partners to ensure project evaluation criteria reflect/apply the lens of the RTP priorities as well

a quantitative assessment focused on assessing the four RTP priority areas: safety, equity, climate, and mobility. A number of the same performance measures employed from the development of the 2018 RTP will be used for the system performance evaluation. Some modifications will be applied to the individual performance measures to reflect current data and feedback previously provided through TPAC, JPACT, and the Metro Council. These modifications are further discussed in Attachment 1. Lastly, to the extent information is available the baseline information being compiled for the 2023 RTP needs assessment will be used as baseline information to help inform the system performance evaluation.

#### Federal Performance Target Evaluation Approach

As part of federal requirements, the performance evaluation of the 2024-2027 MTIP will also assess how the investment profile makes progress towards federally mandated performance targets. The federal performance target analysis will focus primarily in demonstrating how the mix of investments proposed for 2024 through 2027 advance the region towards achieving federal performance targets for asset management, environment, national highway system performance and freight mobility, and safety. A primarily qualitative approach will be applied for the assessment of the 2024-2027 MTIP towards federal performance targets and include information from the investment analysis. As applicable, quantitative information from the system performance evaluation will also be applied in the analysis of progress towards federal performance targets.

#### **2024-2027 MTIP Performance Evaluation & Civil Rights Assessment**

As part of Metro's federal responsibilities as a MPO, Metro is required to conduct a Civil Right Assessment to fulfill obligations pertaining to *Title VI of the Civil Rights Act of 1964* and *Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Similar to the 2021-2024 MTIP cycle, Metro staff will integrate the Civil Rights Assessment into the 2024-2027 MTIP system performance assessment. Recognizing the 2018 RTP adoption placed emphasis on making near-term progress on four priority areas, of which equity is one, the 2024-2027 MTIP performance assessment will look at the equity specific performance measures through a lens of communities of color and lower-income populations to evaluate how investments support or advance outcomes serving those community's needs. As part of requirements, a formal determination is provided with the completion of the evaluation.

#### **Timeline**

Table 1 provides a timeline of activities pertaining to the 2024-2027 MTIP performance evaluation.

Table 1. Timeline of 2024-2027 MTIP Performance Evaluation

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as other additional policy priorities and factors (e.g. funding source restrictions) as part of the selection process.



Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit agencies completed w/proposed program of projects for fiscal years 2024 through 2027	Early 2021 – Fall 2022
Refine 2024-2027 MTIP performance evaluation methodology	April – September 2022
Present 2024-2027 MTIP performance evaluation approach at TPAC	August 2022
Finalize 2024-2027 MTIP performance evaluation methodology	October 2022
2024-2027 MTIP project data collection and prep work for analysis	Summer – Fall 2022
Perform 2022-2027 MTIP performance evaluation	Fall 2022 – January 2023
Results packaged for the 2024-2027 MTIP public review draft	February – March 2023
Discussion of results at TPAC <ul style="list-style-type: none"> <li>In conjunction with public comment period</li> </ul>	April 2023
Finalize findings for the 2024-2027 MTIP performance evaluation <ul style="list-style-type: none"> <li>Findings and recommendations to be informed by public comment and TPAC discussion</li> </ul>	Spring 2023

### TPAC Discussion Questions

- Based on the information presented and provided, how do TPAC members feel about the evaluation approach for the 2024-2027 MTIP?
- What questions or comments do TPAC members have for the approach to help improve and answer questions TPAC may have?

## Attachment 1 – 2024-2027 MTIP Evaluation Methods for the System Performance Analysis

### Performance Measures

The following section outlines the analysis framework and the performance measures for the 2024-2027 MTIP system performance analysis. The more detailed technical aspects underlying the individual performance measures and the system performance evaluation are outlined in the Evaluation Methods section.

#### Regional Transportation Plan (RTP) as Analytical Guiding Framework

As part of the 2024-2027 MTIP, Metro must demonstrate how the development and the overall investment package is consistent with the long-range transportation plan as well as other federal requirements pertaining to the development of the MTIP.<sup>7</sup> Therefore the 2018 RTP priorities of: safety, equity, climate, and mobility will be used to guide the evaluation of the 2024-2027 MTIP, particularly as it relates to capital investments to enhance the regional transportation system. Additionally, since a key policy area (and federal requirement) of the 2018 RTP is to adequately maintain and operate the regional transportation system, Metro will also perform an assessment of maintenance and preservation investments programmed in the 2024-2027 MTIP in the investment analysis. While the development of the 2024-2027 MTIP must demonstrate meeting numerous federal requirements, the performance evaluation of the 2024-2027 MTIP and its alignment towards the 2018 RTP priorities and outcomes is part of demonstrating the federal requirement of the MTIP being consistent with the long-range transportation plan.<sup>8</sup>

#### 2024-2027 MTIP Performance Measures for System Performance Evaluation

To guide the system performance analysis approach to evaluate the progress the 2024-2027 MTIP makes towards implementing the region's long-range transportation plan, Metro will start from the performance measures associated with the four 2018 RTP priorities: safety, equity, climate, and mobility. Table 1 lists the evaluation performance measures used in the 2018 RTP and crosswalks the RTP priorities and outcome being measured. In using the 2018 RTP performance measures for the four priority areas, this provides a point of comparison for demonstrating progress towards advancing the goals and outcomes identified in the Plan.

Table 1. 2018 RTP Priorities and Performance Measures

2018 RTP Priority	Outcome Being Measured	Performance Measure
Equity	Accessibility	<ul style="list-style-type: none"> <li>Access to jobs (emphasis on middle-wage)</li> <li>Access to community places</li> <li>System completeness of active transportation network in equity focus areas</li> </ul>
Safety <sup>9</sup>	Safety investment & Investment on high injury corridors	<ul style="list-style-type: none"> <li>Level of investment to address fatalities and serious injuries</li> <li>Level of safety investment on high injury corridors, and high injury corridors in equity focus areas</li> </ul>

<sup>7</sup> Per federal regulations, the content of the MTIP must demonstrate consistency with the adopted Regional Transportation Plan from a policy and a fiscal manner.

<sup>8</sup> The performance assessment is one component in demonstrating consistency and implementation of the Regional Transportation Plan (RTP). Examples of other aspects outside of the performance assessment in determining consistency includes, but not limited to consistent scope as described in the RTP and travel demand modeling, transportation conformity (if applicable), and project design consistent with regional policies.

<sup>9</sup> Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

Address Climate Change	Emissions reduction & Active transportation system completion	<ul style="list-style-type: none"> <li>• Percent reduction of greenhouse gases per capita</li> <li>• System completeness of active transportation network</li> </ul>
Traffic Congestion	Travel characteristics & Multimodal travel times	<ul style="list-style-type: none"> <li>• Mode split (e.g. driving, transit, bike)</li> <li>• Miles traveled by mode (e.g. vehicle, bike, transit) per capita</li> <li>• Mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)</li> </ul>

The 2018 RTP policy priorities framework was applied to the 2021-2024 MTIP system performance evaluation. However, based on feedback from the 2021-2024 MTIP performance assessment as well as significant bodies of work undertaken since the adoption of the 2018 RTP (December 2018), Metro proposes a small suite of modifications to the 2018 RTP system performance measures. These proposed modifications and additions are to reflect:

- updated data to key analysis components (e.g. equity focus areas, high injury corridors)
- updated individual performance measures to align and support existing performance based planning efforts applicable in a MTIP context (i.e. Climate Smart Strategy monitoring measures)
- updated and/or add performance measures to align with direction emerging from concurrent efforts (e.g. the Regional Mobility Policy, Department of Land Conservation and Development's (DLCDD) Climate Friendly Equitable Communities (CFEC) rulemaking) to inform how traffic congestion and climate are assessed, as appropriate and as necessary.
- added historical and contextual information to inform points of comparison from the 2021-2024 MTIP investment program and the planned financially constrained investment program from the 2018 RTP for interim year 2027 and horizon year 2040.<sup>10</sup>

The 2018 RTP will remain the basis to assess the performance of the 2024-2027 MTIP as a means of understanding progress in implementing the region's transportation goals for the system. But in efforts to reflect updated data and provide meaningful information, Metro staff proposes the following modifications, outlined in Table 2 to the 2018 RTP performance measures specifically for the 2024-2027 MTIP performance assessment. Table 2 also outlines the rationale for the modifications. Additionally Table 3 lists the applicable Climate Smart Strategy monitoring performance measures to include as part of the 2024-2027 MTIP performance evaluation to demonstrate how the package of investment advance the 2018 RTP climate priority.

Table 2. Modifications and Rationale to Performance Measures for the 2024-2027 MTIP

<b>Proposed Refinements Applicable to All Performance Measures</b>			
Update equity focus areas according to 2020 census population counts and the 2016-2020 5-Year American Community Survey			
Update the population and employment distribution according to the most recently adopted forecast (2018 Urban Growth Report and 2020 Distributive Forecast)			
<b>2018 RTP Priority &amp; Outcome</b>	<b>Performance Measure</b>	<b>Proposed Modifications to Performance Measures</b>	<b>Rationale</b>
<b>Equity</b> Accessibility & Affordability	Access to jobs (emphasis on middle-wage)	Propose the measure focus primarily on assessing transit accessibility to jobs, particularly with a focus on	Proposing minor refinements to performance measure, but largely keeping the same. In the 2018 RTP, the

<sup>10</sup> The point of comparison for the 2024-2027 MTIP investment program relative to the 2018 RTP for the fiscally constrained 2040 investment program will be

		<p>change of accessibility in equity focus areas.</p> <p>Review and update wage classification data (i.e. wage bands for middle-wage, high-wage, low-wage), if necessary.</p>	<p>transportation equity work group had emphasized the need for historically marginalized communities to have transit access to reach jobs (current or future work). Access to jobs by automobile, while important, is a lesser priority recognizing accessibility by an automobile will always be significantly greater. Also in recognizing the granularity limits of the regional travel demand model, measuring access to jobs for active transportation modes (e.g. bicycling, walking) would be better served by a different method.</p>
	Access to community places	<p>Propose the measure focus primarily on access transit accessibility to community places, particularly with a focus on change of accessibility in equity focus areas.</p> <p>Shift emphasis of access to community places by walking and biking to system completeness measure</p>	<p>Proposing minor refinements to performance measure, but largely keeping the same. Granularity of regional travel demand model makes evaluating this performance measure for walking and bicycling difficult. Similar to access to jobs performance measure, the transportation equity work group had emphasized the need for historically marginalized communities to have transit access to meet daily needs and services.</p>
	System completeness of active transportation network in equity focus areas	<p>Propose to refine and align to Regional Mobility Policy Update recommendation. Includes network completion and connectivity, the future number of through lanes, and turn lanes, type of bicycle facility, target pedestrian crossing spacing, and TSMO/TDM elements.</p>	<p>Proposing refinements to performance measure to better align with the Regional Mobility Policy recommendation for system completeness, but largely keeping this the same. The Regional Mobility Policy recommendation for system completeness further builds on the existing system completeness performance measure, but adds additional street connectivity and roadway characteristics</p>



			considerations for completeness.
	Housing and transportation cost expenditure and cost burden	Propose removing for 2024-2027 MTIP performance evaluation because measure is not available.	Due to staffing capacity and other competing priorities, the development of this supplemental tool to the travel demand model has been postponed for a future date. Propose postponing this measure for a future RTP or MTIP system performance evaluation.
<b>Safety<sup>11</sup></b>  Safety investment & Investment on high injury corridors	Level of investment to address fatalities and serious injuries	Update high injury corridors with more recent crash history data.	Propose to use updated high injury corridors for the performance measure analysis. Updated high injury corridors are using updated crash data and reevaluates the high crash corridors and intersections in the region.
	Level of investment to address fatalities and serious injuries specifically on high injury corridors and intersections as well as high injury corridors and intersections in equity focus areas	Update high injury corridors with more recent crash history data.	See level of investment to address fatalities and serious injuries.
<b>Climate Change</b>  Emissions reduction & Active transportation system completion	Percent reduction of greenhouse gases emissions per capita	No proposed changes.	
	System completeness of active transportation network	See system completeness under 2018 RTP equity priority.	See system completeness under 2018 RTP equity priority.
	Climate Smart Strategy (CSS) monitoring measures	Identified as part of Climate Smart Strategy as performance monitoring measures to report on for compliance purposes. Only those CSS monitoring performance measures applicable in the MTIP context are included. See Table 3.	Propose to include those Climate Smart Strategy monitoring measures applicable in the transportation investment/MTIP context. This is to further assess and understand progress towards the implementing the different Climate Smart

<sup>11</sup> Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

			strategies outlined for meeting the region's greenhouse gas emissions reduction target. Also help compliment analysis of greenhouse gas emissions to understand progress towards targets, per feedback provided by TPAC during the 2021-2024 MTIP performance evaluation.
<b>Mobility</b>  Travel characteristics & multimodal travel times	Mode split (e.g. driving, transit, bike)	No proposed changes	
	Miles traveled for home-based trips by mode (e.g. vehicle, bike, transit) per capita	Modified to clarify miles traveled will be from home-based trips specifically for vehicle travel, per recommendation from Regional Mobility Policy	Proposed to align this performance measure to the recommendations from the Regional Mobility Policy. The mile traveled for home-based trips were already being reported in the miles traveled values, but this is being made more explicitly.
	Vehicle miles traveled for employee commute-based trips to/from work	Proposed to add, per recommendation from Regional Mobility Policy	See miles traveled for home-based trips by mode per capita performance measure under 2018 RTP mobility priority. Vehicle miles traveled for employee commute-based trips were also being reported, but separating this as an individual performance measure to be more explicit.
	Average Travel Speed	Proposed to test and try using the average travel speed performance measure recommended from the Regional Mobility Policy Update for select roadway facilities (per regional mobility policy recommendations).	Proposed to align this performance measure to the recommendations from the Regional Mobility Policy.  Still being determined as to how this performance measure can be applied in the MTIP context.
	Mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)	Proposed to remove mid-day and PM peak travel time between regional origin-destination measure to be replaced by performance measures from the Regional Mobility Policy recommendation.	Recognize this performance measure was being used as a proxy for reliability since existing analytical tool limitations cannot measure reliability. The Regional Mobility Policy performance measure recommendation for reliability shifts from looking

			at travel time to looking at average travel speed. To better align to recommendations, propose to remove this previously used performance measure.
	System completeness	See system completeness under 2018 RTP equity priority.	See system completeness under 2018 RTP equity priority.
<b>Maintenance and Preservation</b>  Adequately maintain and operate the regional transportation system	Summary of level of investment in maintenance and preservation activities	Proposed as a new performance measure, primarily focused on the investment analysis.	Proposed to reflect the level of investment that is dedicated towards maintenance and preservation of the system and help contextualize performance of the four-year investment program. This is also to help illuminate how the region is making progress towards federal performance targets pertaining to asset management.

Table 3. Select Climate Smart Monitoring Performance Measures for the 2024-2027 MTIP

<b>1. Implement the 2040 Growth Concept and local adopted land use and transportation plans</b>
e. Daily vehicle miles traveled per capita (modified) <sup>12</sup>
<b>2. Make transit convenient, frequent, accessible and affordable</b>
a. Daily transit service revenue hours (excluding C-TRAN service hours)
b. Share of households within 1/4-mile all day frequent transit service
c. Share of low-income households within 1/4-mile all day frequent transit service
d. Share of employment within 1/4-mile all day frequent transit service
<b>3. Make biking and walking safe and convenient</b>
a(1). Daily trips made walking
a(2). Daily trips made biking
b(1). Per capita biking miles per week
b(2). Per capita pedestrian miles per week
d(1). New miles of bikeways
d(2). New miles of sidewalks (on at least one side of street)
d(3). New miles of regional trails
<b>4. Make streets and highways safe, reliable</b>
a(1). Fatal and severe injury crashes - motor vehicles
a(2). Fatal and severe injuries – pedestrians
a(3). Fatal and severe injuries – bicyclists
c. Share of freeway lanes blocking crashes cleared within 90 minutes
<b>5. Use technology to actively manage the transportation system</b>
b. Share of regional transportation system covered with system management/TSMO
<b>6. Provide information and incentives to expand the use of travel options</b>

<sup>12</sup> The Climate Smart Strategy was developed using a different analytical tool that will be used for the 2024-2027 MTIP system performance analysis, the results for reporting vehicle miles traveled per capita and greenhouse gas emissions for the Climate Smart Strategy monitoring measures will be modified to report out results qualitatively.

a. Share of households participating in individual marketing <sup>13</sup>
b. Share of workforce participating in commuter programs <sup>14</sup>
<b>10. Demonstrate leadership on climate change</b>
a. Region-wide annual tons per capita greenhouse gas emissions (MTCO <sub>2</sub> e) from all on-road vehicles within the metropolitan planning area boundary (modified) <sup>15</sup>
b. Region-wide annual tons per capita greenhouse gas emissions (MTCO <sub>2</sub> e) from passenger vehicles within the metropolitan planning area boundary (modified) <sup>16</sup>

### Evaluation Methods

The following section outlines four key areas of the 2024-2027 MTIP system performance evaluation. These areas include: Analysis geography, evaluation tools, analysis inputs and analysis assumptions. Providing an outline of these key areas of the performance evaluation is intended to provide transparency as to how the package of investments in the 2024-2027 MTIP gets evaluated in the system performance analysis. The system performance analysis is the most quantitative and data driven approach of the four pieces to the 2024-2027 MTIP performance evaluation.

#### Analysis Geography – Metropolitan Planning Area (MPA)

The 2024-2027 MTIP focuses on the transportation investments scheduled to be made in the metropolitan planning area (MPA). The MPA is the defined geography for Metro's metropolitan planning organization (MPO) activities. Figure 1 illustrates the MPA.

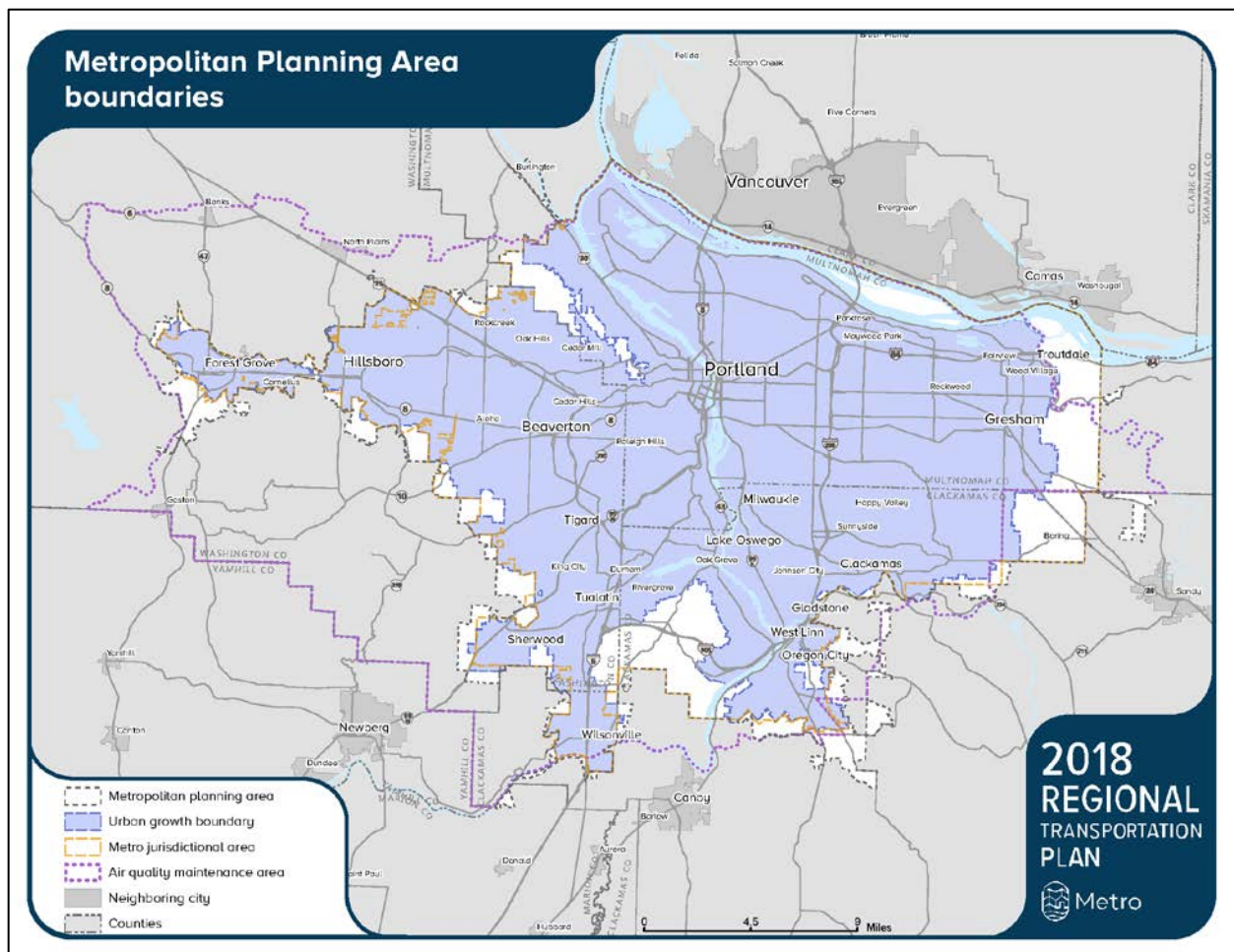
Figure 1. Metropolitan Planning Area Boundaries

<sup>13</sup> Ability to report on this monitoring measure using the available information and tools being used for the 2024-2027 MTIP system performance analysis and general evaluation is still being determined.

<sup>14</sup> See footnote 13.

<sup>15</sup> See footnote 12.

<sup>16</sup> See footnote 12.



### Analysis Geography – Equity Focus Areas

The 2024-2027 MTIP performance evaluation will also look at the package of investments through a lens of understanding how the transportation investments serve historically marginalized communities. To apply such a lens to the evaluation, a sub-geography was created called the equity focus areas. The equity focus areas include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency

The equity focus areas are spatially-based and identifies, using the best available data, the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. The rates have been identified in Table 3. Figure 2 illustrates the equity focus areas. Both Table 3 and Figure 2 reflect updates to the equity focus areas as a result of the 2020 decennial census and the most recent American Community Survey (2016-2020 5-Year Estimates).

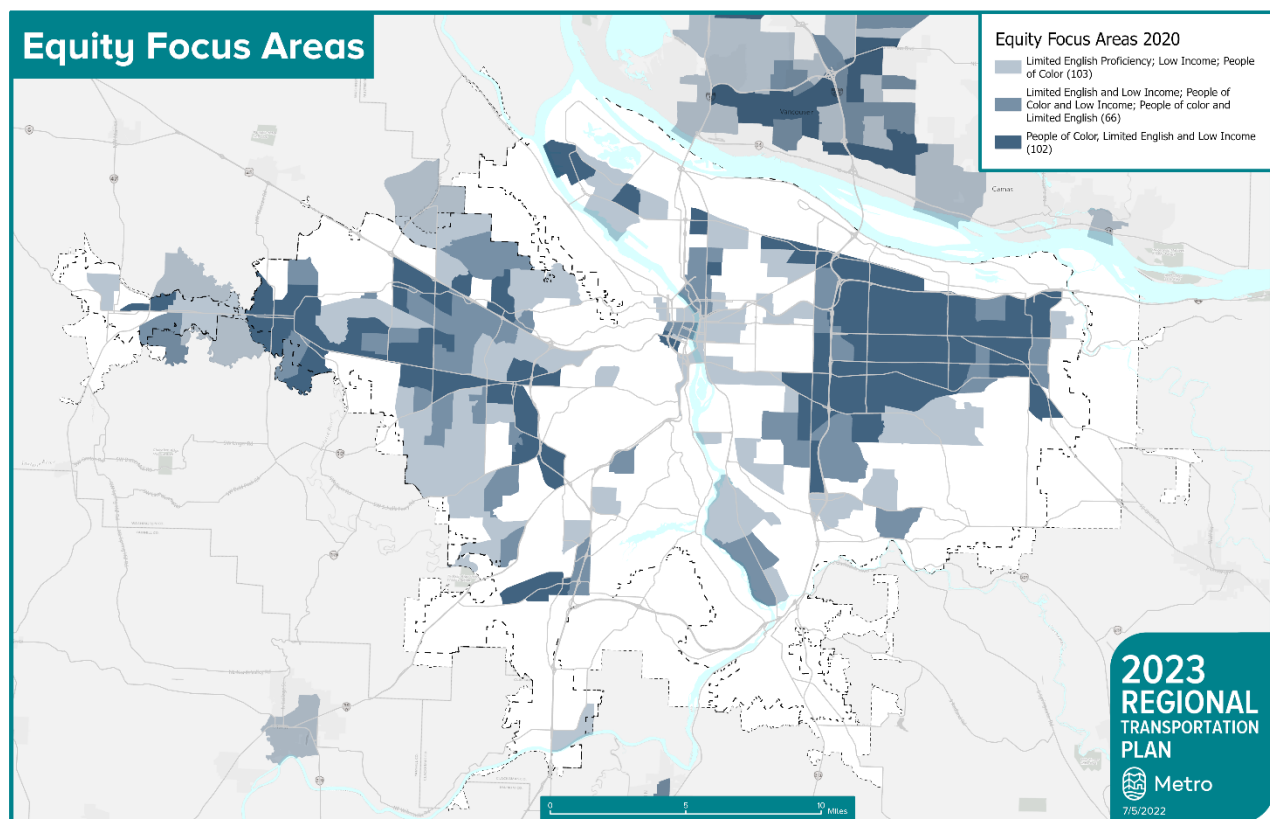
The equity focus areas were developed as part of the final evaluation of the 2018 RTP. The Metro Council directed Metro staff to bring further focus around equity and align the evaluation of the 2018 RTP closer to the agency-wide Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPARDI) as well as provide a framework for analyzing and developing findings for the Civil Rights Assessment of the Plan. Based on the direction, Metro staff developed the equity focus areas as an analytical tool to assess a suite of planned transportation investments. The equity focus areas have been used subsequently in other equity analysis efforts including the 2021-2024 MTIP performance evaluation and the regional barometer.

Table 3. Equity Focus Areas

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate (34%) for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .69 person per acre).
People in Poverty	The census tracts which are above the regional rate (23.6%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .47 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate (7.4%) for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .14 person per acre)

Source: Metro Data Research Center

Figure 2. Equity Focus Areas



### Analysis Geography – Sub-Regions

In recognition that metrics reported at a region-wide scale may have minimal impact to regional performance metrics and that investments can have significant effects to the surrounding communities, the evaluation of the 2024-2027 MTIP investments will report certain performance measures at sub-region geography. The selection of the sub-regional geographies will likely be based on the performance measure (e.g. safety, accessibility), but primarily focus on the three counties (Clackamas, Multnomah – excluding City of Portland, and Washington) and the City of Portland.

### Evaluation Tools

The 2024-2027 MTIP performance evaluation will use the following analytical tools for the purpose of evaluating of the 2024-2027 MTIP investment package. These tools are:

- Travel Demand Model
- Motor Vehicle Emissions Simulator (MOVES3) Model
- Geographic Information Systems (GIS)

A short description of the evaluation tools pertaining to 2024-2027 MTIP performance assessment is provided below.

#### Travel Demand Model

The travel demand model is a travel behavior model which predicts travel activity levels:

- By mode (bus, rail, car, walk or bike) and on road segments,
- Estimates travel times between transportation analysis zones (TAZ) by time of day.
- Certain out-of-pocket costs perceived by travelers in getting from any one TAZ to any other.

The travel demand model uses a four-step process for modeling/forecasting travel demand. This four-step process consists of the following parts:

- Trip generation
- Trip distribution
- Mode choice
- Trip assignment

These four steps assess different questions around travel behavior that interact with each other, such as: Do I need to take a trip? Where am I going? How will I get there? What route should I take? The different conditions on the ground, options available, land uses and other factors result in different answers to the questions which influences the modeling.

The travel demand model uses what is known about the existing world to predict what travel conditions will be like in the future. It is not a guess or an estimate, but a projection based on empirical data and foreseeable circumstances. The models used in the Portland metro region is peer-reviewed and validated against observed data.

#### Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator model is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. The most recent version of the model is MOVES3.<sup>17</sup> Metro's current implementation of MOVES was developed for air quality conformity purposes in accordance with all pertinent EPA guidance and has been updated according to EPA updates to the model.

#### Geographic Information Systems (GIS)

Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2024-2027 MTIP system performance evaluation, the transportation investments are mapped to assess the spatial relationships between the investments and historically marginalized communities. In particular, access to a connected transportation system and safety considerations are being assessed through GIS. The main GIS tool used for the transportation equity system evaluation is a proprietary program ArcGIS made by ESRI.

### System Performance Evaluation – Analysis Inputs

#### System Performance Evaluation Inputs

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<sup>17</sup> The emissions reported are for vehicle travel occurring within the federally-designated metropolitan planning area boundary (MPA) regardless of where trips begin or end. The on-road vehicle emissions estimates published in association with the 2024 - 2027 MTIP update were produced within a software framework that combines the regional transportation model with EPA's MOVES model, version MOVES3.



The main inputs to the 2024-2027 MTIP system performance evaluation includes those programmed in the 2024-2027 MTIP. These investments are cooperatively developed and submitted by four main partners: Metro, ODOT, TriMet, and SMART. Each agency determines the criteria for selecting which transportation investments will get programmed in the 2024-2027 MTIP. The investments represent a range of capital transportation projects (e.g. new transit line, new sidewalks and crosswalks, new interstate bridge), transportation programs (e.g. transportation demand management, safe routes to school), maintenance and preservation transportation projects (e.g. bridge repainting, pavement resurfacing), and operations (e.g. traffic operations center, technology, variable message signs, dynamic speed limit signs). The combination make up the package to assess for the system performance evaluation.

#### Major Projects Inputs

Certain major capital projects and demand management programs are anticipated to be in construction during the 2024-2027 MTIP timeframe. These include: Interstate Bridge Replacement, Interstate 5 Rose Quarter widening, Interstate 205 widening to Stafford Road, Interstate 205 Tolling, Regional Mobility Pricing, and Earthquake Ready Burnside Bridge are some examples. However, because the MTIP has different requirements for when to include a project or a project phase in the MTIP, some major capital projects and programs may be reflected differently in the 2024-2027 MTIP programming compared to the 2024-2027 MTIP performance evaluation. Therefore, only those major projects which can confirm funding secured for a right-of-way or equivalent phase will be included in the performance evaluation. Those major projects with a planning or preliminary engineering phase may still be reflected in the 2024-2027 MTIP through the programming.

#### Programmatic Inputs

Several of the investments programmed within the MTIP every cycle are programmatic in nature, meaning the investment is generally region-wide and may focus on activities in which the system performance evaluation tools cannot capture distinctly. For example, programmatic investments that have historically been included in the MTIP are Regional Travel Options and Safe Routes to School, both of which provide grants to community partners to conduct education and coordinate on marketing campaigns around non-single occupancy vehicle travel options. Another example are bus purchase and replacement programs are often programmed in the MTIP because transit agencies receive Federal Transit Administration (FTA) funds for this purpose. Since buses travel all over the transit system and spatial detail are unavailable of the deployment of buses. Programmatic investments will be limited as to how they are evaluated in the system performance analysis. Individual performance measures may be able to evaluate programmatic investments despite a lack of spatial detail or may be qualitatively evaluated. The suite of transportation investments which are programmatic in nature will be identified, and appended in a list to the evaluation.

#### Planning and Project Development Investments as Inputs

The 2024-2027 MTIP will likely have a number of planning focused (i.e. a feasibility study or area-wide plan) or project development investments programmed. Planning projects which are programmed in the 2024-2027 MTIP will be limited as to how they are assessed in the system performance evaluation. Similar to programmatic investments, individual performance measures may be able to evaluate planning-focused investments despite a lack of spatial detail or may be qualitatively evaluated.

For project development investments programmed in the 2024-2027 MTIP, the system performance analysis will includes those capital and/or operations and maintenance investments only if there is a subsequent phase programmed, such as right-of-way or utility relocation. Transportation investments which have programmed phases beyond project development indicate the intention to move forward to construction and will likely be completed.

For those investments which are only programmed for project development, these will be limited as to how they are assessed in the system performance analysis. This is because at the project development

phase of a transportation investment details such as the alignment and geography have not been identified, making it challenging for the evaluation tools to capture the impacts of the potential investment. Additionally, it is still possible the transportation project may not move forward when project development has only been identified. Similar to programmatic investments, individual performance measures may be able to evaluate project development only investments despite a lack of spatial detail or may be qualitatively evaluated.

The suite of transportation investments which are planning-focused or project development only will be identified, and appended in a list to the evaluation.

### System Performance Evaluation Analysis Assumptions

#### Key Assumptions

To conduct that evaluation, several key assumptions have been identified. To the degree possible, the key assumptions are consistent with assumptions used in the evaluation of the 2021-2024 MTIP and the upcoming system performance evaluation of the 2023 RTP.

A total of four scenarios will be evaluated as part of the 2024-2027 MTIP. These scenarios include:

- Base Year (2020)
- No Build (2024 and 2027)
- Build (2027)

Table 2 provides further details and assumptions for each network.

Table 2. Scenario and Network Assumptions

Scenario	Investment Profile	Land Use	Transit Service
Base Year (2020)	The base year includes the transportation investments built and open for service as of the first half of 2021 calendar year. This is the same base year used as part of the 2023 RTP.	Population and employment distributions will use the adopted 2020 distributive forecast.	The base year includes transit service which were in effect as of January 2020. This is the same base year used as part of the 2023 RTP.
No Build (2024)	The 2024 no build assumes no additional transportation investments aside from those projects which local jurisdictions and regional partners have confirmed completed or under construction with an expected completion date prior to 2024. This was part of 2023 RTP request for local jurisdiction review of 2018 RTP project list.	The land use forecast will follow the projected growth in population and employment according to the adopted 2020 distributive forecast. <sup>18</sup> This is the same land use assumption applied to the 2023 RTP.	TBD
No Build (2027)	TBD		TBD
Build (2027)	The 2027 build scenario reflects all the investments identified in the 2024-2027 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance, preservations, and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis documentation. <sup>19</sup>		TBD

## Attachment 2 – Federal Performance Target Evaluation Approach and Portland Metropolitan Region Performance Targets

### Background: Federal Performance Based Programming

In 2012, the federal transportation reauthorization *Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21) established 11 national performance measures for metropolitan planning organizations, state departments of transportation, and transit agencies to measure the performance of the system and to further connect investments to increase performance of the transportation system. These national performance measures address safety, asset management, national highway system performance, freight movement, and environment. (The specific performance measures can be found in Tables 1-8.)

The federal performance measures requires targets to be set at 2 and 4-year intervals. Agencies like state department of transportation and metropolitan planning organizations are to establish state and regional targets based on a federally prescribed methodology for each performance measure. Upon establishing targets and setting baselines, agencies are to collect and monitor data to measure

<sup>18</sup> This means the land use forecast is estimated based on an interpolation from the base year (2020) forecast to the out year forecast (2027).

<sup>19</sup> These programs may be assessed qualitatively in how these investments play a role in making progress towards the 2018 RTP priorities and/or the MAP-21 federal performance targets.

performance of the system. The monitoring of the performance of the system combined with the targets are intended to inform future transportation investments.

The federal performance measure program provides some flexibility in the performance target setting for each measure. Per federal regulations, MPOs, like Metro, may elect to develop region-specific performance targets or may elect to adopt the state targets for the different performance measures. Through the development of the 2018 RTP, the region developed region-specific targets for 2020 and 2022 as well as establishing the baseline metrics for each performance measure to compare and assess progress.<sup>20</sup> Since the adoption of the 2018 RTP, Metro has reported on the progress of the federal performance targets. Also significant, based on the federal performance-based planning requirements, the region is working in partnership with ODOT and transit agencies, to review existing targets, current monitoring data trends, and establish new or update existing performance targets for the next 2 and/or 4-years. This work is being completed as part of the 2023 RTP development.

#### Analysis Approach for Federal Performance Target Reporting

For the purposes of the 2024-2027 MTIP performance evaluation, reporting on how the investment program advances the region towards achieving the 2 and/or 4-year target is one of the three assessments to comprise the full performance evaluation. Per federal guidance, the expectation is for Metro to describe and demonstrate how the program of projects contributes to achieving the region's federal performance targets identified in the RTP and linking investment priorities to those targets. The demonstration should include a written narrative description of how the transportation investments in the 2024-2027 MTIP will "to the maximum extent practical" advance the achievement of targets. The narrative assessment should also show how other performance based planning and programming documents (e.g. asset management plans, highway safety improvement program, congestion mitigation and air quality performance plan) are being implemented through the MTIP. More specifically, the narrative should describe linkages and attempt to answer the following questions:

- Are the projects in the MTIP directly linked to implementation of these other (performance based) plans?
- How was the program of projects in the MTIP determined?
- How does the MTIP support achievement of the performance targets?
- Is the MTIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- How was this assessment conducted? What does the assessment show?

From this direction, Metro staff will provide relevant findings from the 2024-2027 MTIP performance evaluation to help describe linkages and progress towards the region's federal performance targets. In particular, the investment analysis (see discussion below) and as relevant, the system performance analysis, will inform the linkage and progress towards the region's federal performance targets. This will be conducted in a narrative format per federal guidance and reference most recent reporting towards the 2-year and 4-year targets.<sup>21</sup> The baseline and reporting metrics provided as part of regular federal performance target reporting will help to understanding how much progress and advancement has been made towards 2 and 4-year performance targets and will be further made through the profile of investments programmed in the MTIP for federal fiscal years 2024 through 2027.

#### Role of Investment Analysis in Federal Performance Target Reporting

A slightly new component to the 2024-2027 MTIP performance evaluation will include an initial analysis of the investments to comprise the four-year package. This analysis of investment is usually completed near the finalizing of the adoption draft of the MTIP, due to some modifications which may be made to

<sup>20</sup> Not all MAP-21 Performance Targets have requirements for both 2 and 4-year performance targets.

<sup>21</sup> Will draw from reporting conducted by ODOT and transit agencies on performance targets which are due in fall 2022 or the most recent reporting as of that time. Some performance targets are reported on annually and at different times.

the investment package between the public review draft and adoption of the MTIP. However, the information gathered from analyzing the investments can be incredibly useful to contextualize the amount investment being made in the near-term that contribute towards performance to achieve regional performance targets. Therefore, recognizing the 2024-2027 MTIP is always a snapshot in time of planned near-term investments in the regional transportation system, the addition of the investment analysis in the performance evaluation will primarily support the narrative description linking progress towards the region's federal performance targets. An updated investment summary will be conducted after public comment and included as part of the 2024-2027 MTIP adoption draft.

Some categories the investment analysis will look to summarize and assess include, but not limited to:

- Investment level in preservation and maintenance
- Investment level in capital projects to expand and/or enhance the regional transportation system
- Amount of investment (primarily capital investment) by modal categories (e.g. active transportation/complete streets, transit system capital, transportation system management and operations, roadway)
- Investment level in safety

*Portland Metropolitan Region – MAP-21 Performance Targets and Baselines<sup>22</sup>*

**Table 1. Safety Targets – Fatalities and Serious Injuries**

Safety – Fatalities and Serious Injuries (Regional Targets only)							
Reporting Year (based on a 5- year rolling average)	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Non- Motorized Fatalities and Serious Injuries (People)
		Per VMT (People/ 100 MVMT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVMT)	Per capita (People/ 100k pop)	
2011 - 2015 (Baseline)	62	0.6	4.0	457	4.5	29.4	113
2012 - 2016 Observed	68	0.7	4.3	479	4.6	30.5	125
2013 - 2017 Observed	72	0.7	4.5	492	4.7	31.0	127
2018 Target	58	0.5	3.6	425	4.0	26.4	105
2014 - 2018 Observed	75	0.7	4.7	512	4.9	31.8	129
2019 Target	55	0.5	3.4	407	3.8	24.9	101
2015-2019 Observed	83	0.8	5.1	536	5.0	32.8	127
2020 Target	52	0.5	3.1	384	3.6	23.1	95
2016-2020 Observed	93	0.9	5.6	512	4.8	30.8	129

<sup>22</sup> See Appendix L of the 2018 RTP at <https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan>

2021	49	0.4	2.9	357	3.3	21.1	88
2022	44	0.4	2.6	325	3.0	18.9	80
The 2018 Regional Transportation Plan and 2018 Regional Transportation Safety Strategy set a target of zero traffic deaths and serious injuries by 2035. Metro developed annual targets to reach the 2035 target using the same methodology used by the Oregon Department of Transportation in the Oregon Transportation Safety Action Plan.							

\* Source: Oregon Department of Transportation and Annual Safety Performance Target Report (2022)

**Table 2. Asset Management – Pavement Condition Targets**

Asset management – Pavement Condition*							
Performance measure	2016 Baseline	2018 Actual	2019 Actual	2020 Target	2022 Target	2022 Target achieved?	Better than baseline?
Percent of pavement on the Interstate System in good condition	31%	46%	not available	None	35%	yes	yes
Percent of pavement on the Interstate System in poor condition	0.4%	0.8%	not available	None	0.5%	no	no
Percent of pavement on the non-Interstate NHS in good condition	32%	34%	not available	32%	32%	yes	yes
Percent of pavement on the non-Interstate NHS in poor condition	25%	25%	not available	25%	25%	yes	yes

\* Source: Oregon Department of Transportation. 2020 Mid Performance Period Federal Performance Target Report

**Table 3. Asset Management – Bridge Condition Targets**

Asset management – Bridge Condition *							
Performance measure	Regional 2017 Baseline	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2022 Target achieved?	Better than baseline?
Percent of NHS bridges classified in good condition	6%	6%	6%	None	5%	yes	same
Percent of NHS bridges classified	1%	1%	1%	None	1%	yes	same

in poor condition							
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\* Source: Oregon Department of Transportation. 2020 Federal Performance Target Report

**Table 4. National Highway System Performance Targets**

National Highway System Performance *							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Percent of person-miles traveled on the Interstate System that are reliable	46%	47%	49%	43%	43%	yes	yes
Percent of person-miles traveled on the non-Interstate NHS that are reliable	72%	75%	77%	66%	66%	yes	yes

\* Source: National Performance Management Research Dataset (NPMRDS).

**Table 5. Freight Movement on the Interstate System – Freight Reliability Targets**

Freight Movement on the Interstate System – Freight Reliability Targets							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Truck Travel Time Reliability (TTTR) Index	2.93	2.88	2.84	3.10	3.10	yes	yes

\* Source: National Performance Management Research Dataset (NPMRDS).

**Table 6. Congestion Mitigation and Air Quality Program – Excessive Delay and Mode Share Targets^**

Performance measure	Regional 2017 Baseline	Regional 2020 Target	Regional 2022 Target
Annual hours of peak hour excessive delay per capita	22.13*	24.34***	23.96
Percent of non-single occupancy vehicle (Non-SOV) travel	31.4%**	33.1%	33.5%

\* Source: National Performance Management Research Dataset (NPMRDS) for the period Jan. to Dec. 2017.

\*\* Source: U.S. Census Bureau American Community Survey – Journey to Work, 1-year estimates (2017).

\*\*\* Note: Two-year target required for MPOs resubmitted to ODOT in the updated CMAQ Baseline



Performance Report (December 2018).

^ Due to the completion of State Implementation Plan (SIP) requirements in October 2017 and the region not being in violation of the National Ambient Air Quality Standards (NAAQS) for federally regulated criteria pollutants, the Portland region is no longer required to report on performance monitoring of the Excessive Delay and Mode Share targets

**Table 7. Congestion Mitigation and Air Quality Program – On-Road Mobile Source Emissions Targets<sup>^</sup>**

Congestion Mitigation and Air Quality – On-Road Mobile Source Emissions Targets				
Performance measure	Regional 2014- 2017 Baseline	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2020/2022 Targets
Annual average reduction emissions reduction per day (by pollutant) for all CMAQ-funded projects (Kg/day)				
Particulate matter less than 2.5 microns (PM <sub>2.5</sub> )	N/A	N/A	N/A	.12/.23
Particulate matter less than 10 microns (PM <sub>10</sub> )	N/A	N/A	N/A	363/726.4
Carbon monoxide (CO)	2476.73*	2000*	1840*	584/1168
Volatile organic compounds (VOC)	N/A	N/A	N/A	29.49/58.97
Nitrogen oxides(NO <sub>x</sub> )	N/A	N/A	N/A	71.45/142.9
This measure is required for metropolitan areas designated as nonattainment or maintenance as of Oct. 1, 2017. While the region completed its second 10-year Maintenance Plan for Carbon Monoxide on Oct. 2, 2017, the RTP must include this target given the region's status on Oct. 1, 2017. Monitoring and reporting of Portland area regional measures and targets will occur through the Metropolitan Transportation Improvement Program.				

\* Source: Portland area CMAQ obligated projects for federal fiscal years 2014 through 2017.

<sup>^</sup> Due to the completion of State Implementation Plan (SIP) requirements in October 2017 and the region not being in violation of the National Ambient Air Quality Standards (NAAQS) for federally regulated criteria pollutants, the Portland region is no longer required to report on performance monitoring of the Excessive Delay and Mode Share targets.

**Table 8. Transit Asset Management Targets**

Transit Asset Management Targets			
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target
<b>TriMet Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)			
BU – Bus	15.3%	16.2%	18%
CU – Cutaway (used for LIFT para-transit)	9.0%	16.6%	45%
LR – Light rail vehicles	0%	0%	18%
RP – Commuter rail passenger coach	0%	0%	0%
RS – Commuter rail self-propelled passenger car	0%	0%	0%
VN – Van (used for LIFT para-transit)	0%	0%	0%
<b>TriMet Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)			
Automobiles	28.6%	28.6%	17%
Trucks and other rubber tire vehicles	34.4%	29.0%	23%
Steel wheel vehicles	30%	Not applicable	Not applicable
<b>TriMet Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)			
Passenger/Parking facilities	1.03%	1.22%	1%
Administrative/Maintenance facilities	0%	0%	0%
<b>TriMet Infrastructure</b> – Percent of track segments with performance restrictions			
LR – light rail	4.7%	4.24%	4.0%
YR – Hybrid rail	3.0%	0.42%	3.0%
<b>Ride Connection Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)			
CU – Cutaway Bus	19%	19%	20%
MV – Minivan	26%	33%	25%
AO – Automobiles	20%	40%	48%
<b>Ride Connection Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
<b>SMART Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	33%	35%	33%
<b>SMART Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	20%	38%	20%
<b>SMART Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
<b>C-TRAN Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	14.5%	18%	20%
<b>C-TRAN Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	17.1%	25%	30%
<b>C-TRAN Facilities</b> – Percent of facilities rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	0%	30%
<b>Portland Streetcar Rolling Stock</b> – Percent of revenue vehicles rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%

Transit Asset Management Targets			
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target
<b>Portland Streetcar Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	40%	17%	0%
<b>Portland Streetcar Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%
<b>Portland Streetcar Infrastructure</b> – Percent of track mileage operating below design speed	0%	0%	<2%
Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. Performance measures and targets are monitored and reported in agency TAM Plans adopted by TriMet, C-TRAN, and Portland Streetcar. . Ride Connection and SMART's performance measures and targets are monitored and reported in ODOT's Group TAM Plan.			

**Table 8. Transit Agency Safety Targets**

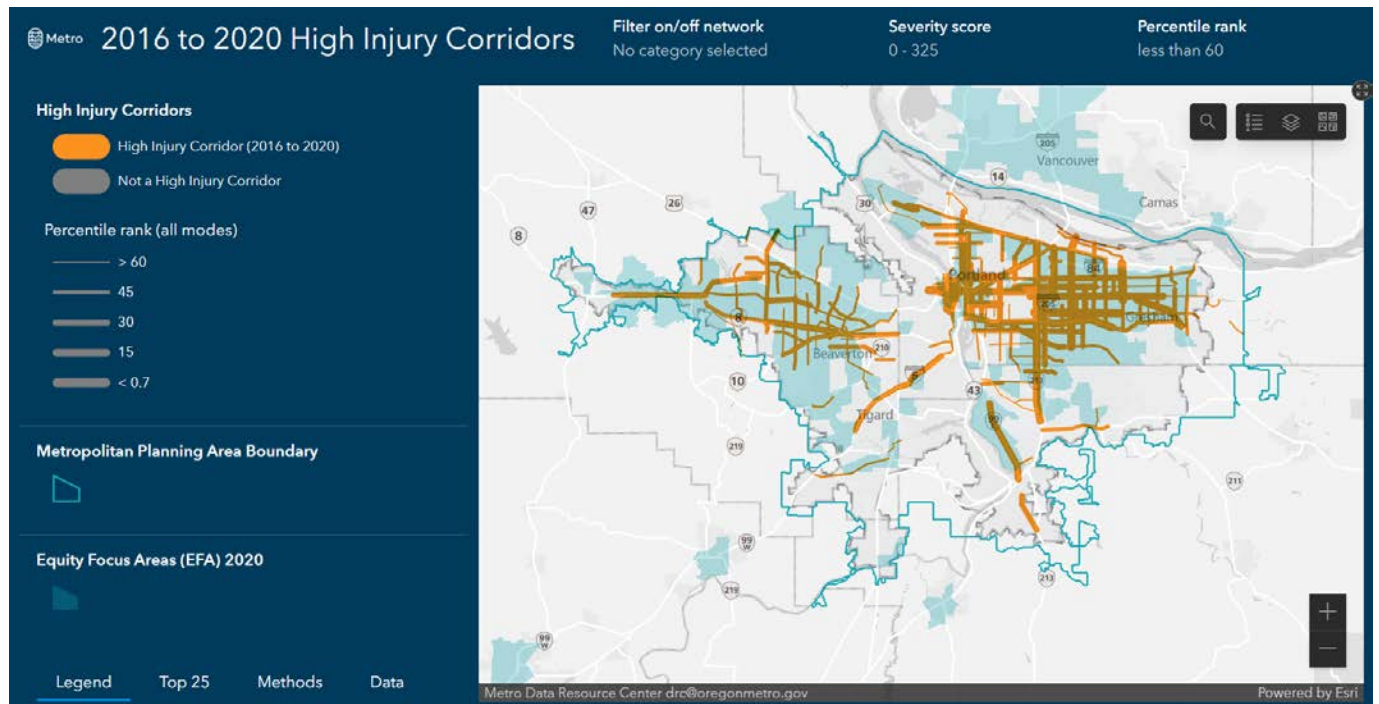
Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
<b>TriMet Fatalities</b> – per 1 million VRM				
Commuter/Light Rail	1	0.1119	0	0
Deviated/Fixed Route Bus	1	0.0469	0	0
Demand Response	0	0	0	0
<b>TriMet Injuries</b> – per 1 million VRM				
Commuter/Light Rail	113	12.6505	-- <sup>1</sup>	<1.9
Deviated/Fixed Route Bus	111	5.2045	-- <sup>1</sup>	<1.9
Demand Response	13	1.8189	-- <sup>1</sup>	<1.9
<b>TriMet Safety Events</b> – per 1 million VRM				
Commuter/Light Rail	114	12.7625	-- <sup>2</sup>	-- <sup>2</sup>
Deviated/Fixed Route Bus	112	5.2514	-- <sup>2</sup>	-- <sup>2</sup>
Demand Response	11	1.5391	-- <sup>2</sup>	-- <sup>2</sup>
<b>TriMet System Reliability</b> – rate of in-service vehicle failures (miles)***				
Commuter/Light Rail	N/A	120,234	N/A	>10,00
Deviated/Fixed Route Bus	(rate only)	31,0002	(rate only)	0
Demand Response		2,840		>15,00
				0
				>15,00
				0
<b>Ride Connection Fatalities</b> – per 100k VRM**				
Deviated Fixed Route Bus	0	0	0	0
Demand Response/NEMT	0	0	0	0
Travel Training	0	0	0	0
<b>Ride Connection Injuries</b> <sup>3</sup> – per 100k VRM**				
Deviated Fixed Route Bus	0	0	0	0
Demand Response/NEMT	0	0	0	0
Travel Training	0	0	0	0

Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
<b>Ride Connection Safety Events<sup>4</sup></b> – per 100k VRM**	0	0	<5.25	-- <sup>6</sup>
Deviated Fixed Route Bus	0	0	<15.75 <sup>5</sup>	-- <sup>6</sup>
Demand Response/NEMT				
<b>Ride Connection System Reliability</b> – rate of in-service vehicle failures (miles)***				
Deviated Fixed Route Bus	N/A	N/A <sup>7</sup>	N/A	16,500
Demand Response/NEMT	(rate only)	N/A <sup>5</sup>	(rate only)	28,500 <sup>5</sup>
<b>SMART Fatalities</b> – per 100k VRM**				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
<b>SMART Injuries</b> – per 100k VRM				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
<b>SMART Safety Events</b> – per 100k VRM**				
Deviated Fixed/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
<b>SMART System Reliability</b> – rate of in-service vehicle failures (miles)***				
Deviated Fixed/Fixed Route Bus	N/A	21,324 <sup>8</sup>	N/A	21,324
Demand Response	(rate only)	14,206 <sup>8</sup>	(rate only)	14,206
<b>C-TRAN Fatalities<sup>9</sup></b> – per 1 million VRM*				
Deviated/Fixed Route Bus	0	0	0	0
Demand Response	0	0	0	0
Vanpool	0	0	0	0
<b>C-TRAN Injuries<sup>9</sup></b> – per 1 million VRM*				
Deviated/Fixed Route Bus	27	6.9308	<25.7	<6.584
Demand Response	8	5.1572	<7.6	2
Vanpool	0	0	0	<4.899
				3
				0
<b>C-TRAN Safety Events<sup>9</sup></b> – per 1 million VRM*				
Deviated/Fixed Route Bus	30	7.7009	<28.5	<7.315
Demand Response	0	0	0	9
Vanpool	0	0	0	0
				0
<b>C-TRAN System Reliability</b> – rate of in-service vehicle failures (miles)**				
Deviated/Fixed Route Bus	N/A	X	N/A	TBD*
Demand Response	(rate only)	X	(rate only)	
Vanpool		X		
<b>Portland Streetcar Fatalities</b> – per 100k VRM* (Rail)	0	0	0	0
<b>Portland Streetcar Injuries</b> – per 100k VRM* (Rail)	14	3.27	12	3.05
<b>Portland Streetcar Safety Events</b> – per 100k VRM* (Rail)	14	3.27	19	4.83

Transit Agency Safety Targets				
Performance measure	2019 Baseline Performance		2021 Target	
	Total	Rate	Total	Rate
<b>Portland Streetcar System Reliability</b> – rate of in-service vehicle failures (miles)** (Rail)	N/A (rate only)	2,933	N/A (rate only)	2,933
<p><sup>1</sup>TriMet did not adopt performance targets for total injuries in its PTASP, but did adopt a target of less than 200 OSHA recordable injuries for employees.</p> <p><sup>2</sup>TriMet did not adopt performance targets for total or rate of safety events in its PTASP. Instead the agency adopted target rates for fatalities and injuries as identified above, as well as separate targets for reportable serious injuries (less than 2.0 for light rail and less than 0.5 for bus per 100,00 miles) and collisions (less than 1.3 for light rail and less than 2.6 for bus per 100,00 miles). TriMet also adopted performance targets of less than 5.4 lost time employee injuries per 200,000 hours worked.</p> <p><sup>3</sup>Ride Connection also sets a boarding and alighting injury target of less than 2.25.</p> <p><sup>4</sup>Ride Connection also set workers' compensation claim targets of 0 for deviated fixed route bus and less than 1.5 for demand response service.</p> <p><sup>5</sup>NEMT is a new program as of March 2020 with no historical data from the previous brokerage and only a few months of actual data that is heavily skewed by COVID-19. Ride Connection will adopt specific NEMT targets once adequate data has been compiled. In the interim, the NEMT targets are the same as those for demand response.</p> <p><sup>6</sup>Instead of a safety event rate target, Ride Connection adopted a preventable collision rate of less than 1.2334 per 100,000 vehicle revenue miles for deviated fixed route bus and less than 0.9000 per 100,000 vehicle revenue miles for demand response service.</p> <p><sup>7</sup>Ride Connection does not have historical system reliability data available.</p> <p><sup>8</sup>SMART used FY 2018 data as a baseline for system reliability performance setting.</p> <p><sup>9</sup>C-TRAN adopted the performance targets of achieving a 5 percent reduction from the 2019 baseline. The values included as 2021 targets in this table are those estimated values based on 2019 data reported to the National Transit Database.</p> <p>* VRM stands for Vehicle Revenue Miles.</p> <p>** System reliability is defined by FTA as the mean distance between major mechanical failures—measured as revenue miles operated divided by the number of major mechanical failures.</p>				

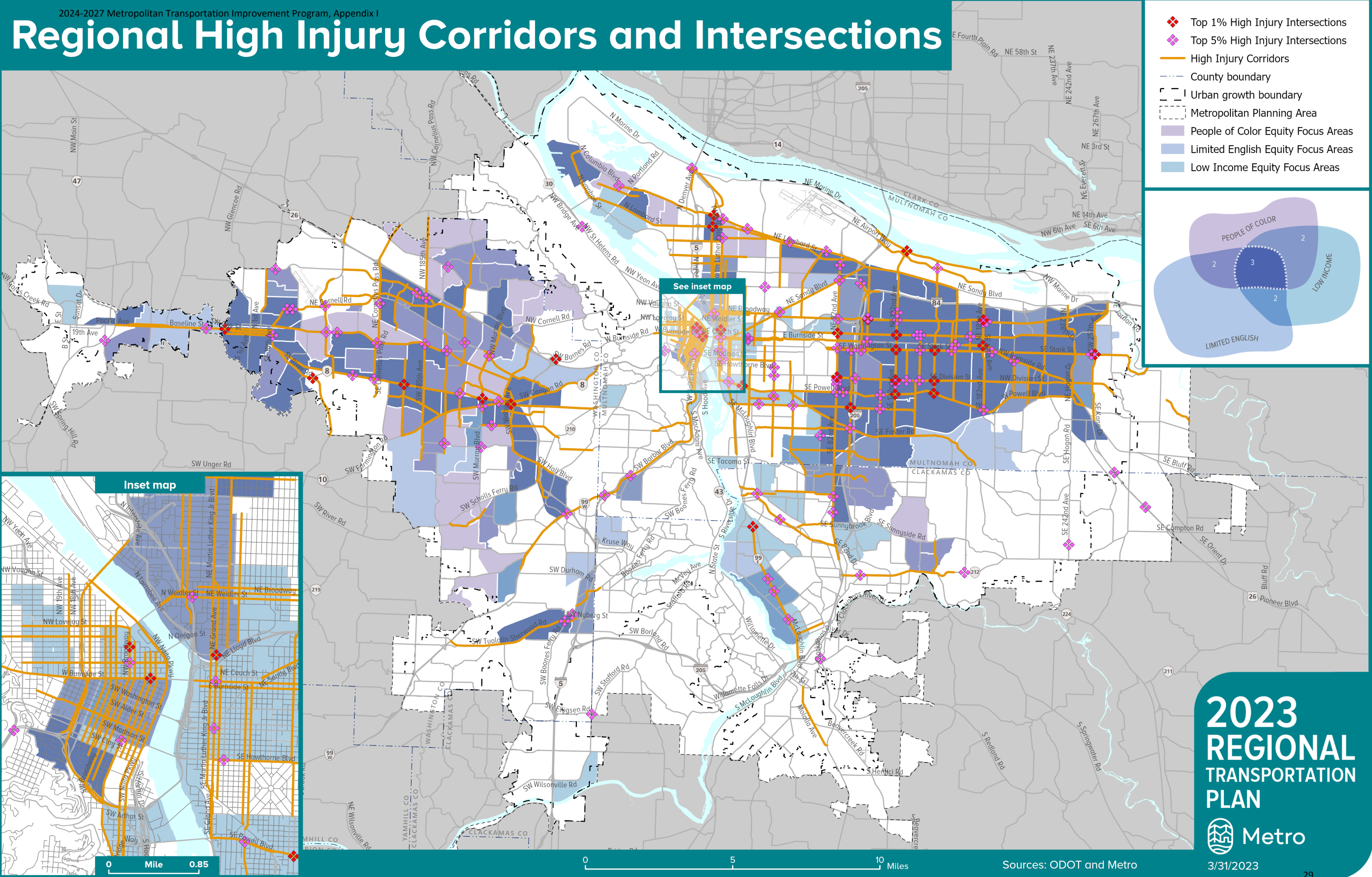
## Access to Interactive Map on the Portland Region High Injury Corridors

<https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>





# Regional High Injury Corridors and Intersections



2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
Washington/Monroe: SE 37th - SE Linwood Ave	In Milwaukie on Monroe and Washington Streets, construct bicycle and pedestrian improvements (segments D & E) on Washington St and Monroe St starting at Washington St, and 37th Ave following Washington St east to Ada Lane to Home Ave, and on Home Ave to Monroe, and on Monroe east to Linwood Ave to provide safety improvements to pedestrians and cyclists.	City of Milwaukie	Milwaukie	Clackamas	No	Yes	Yes	Yes
Stark & Washington Safety: SE 92nd Ave – SE 109th Ave	In Portland on SE Washington Ave and Stark between SE 92nd Ave to 109th Ave, construct various safety improvements including reconfiguring travel lanes, reallocating one travel lane in each direction (or narrow travel lanes in some sections) to add striped & designated on street parking, designated turn pockets and protected bike lanes, constructing pedestrian refuge islands between bike lane and travel lanes, striping pedestrian crossing locations and bike crossing locations along the couplet, constructing traffic signal modifications, installing bike signals, and installing pedestrian signal improvements, plus paving work.	City of Portland	Portland	Multnomah	Yes	Yes	Yes	Yes
NW Division Complete St Phase I: Wallula Ave – Birdsedale Ave	In Gresham on NW Division St between NW Wallula Ave and NW Birdsedale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800’ of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsedale Ave and the Gresham-Fairview Trail	City of Gresham	Gresham	Multnomah	No	Yes	Yes	Yes
OR8 corridor safety & access to transit II	Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr. pedestrian crossings and separated walkway and bike lane across Rock Creek Bridge.	Washington County	Beaverton, N/A	Washington	Yes	Yes	Yes	Yes
Courtney Ave Complete Street: River Rd – OR99E	The complete streets project will improve safety and accessibility by providing separated sidewalks; 8’foot wide buffered bike lanes; intermittent rain gardens for storm water management; ADA compliant intersection curb ramps and crosswalk enhancements at two intersections, among other improvements. Further, the sidewalk and bikeway improvement proposed in the project will provide a direct east-west connection to the Trolley Trail.	Clackamas County	N/A	Clackamas	Yes	Yes	Yes	Yes
NE Columbia Blvd: Cully Blvd & Alderwood Rd	The project is located on Columbia Blvd between Alderwood and Cully in NE Portland. The project is a safety improvement that will install new signal at Columbia/Alderwood, complete minor widening on Columbia from Alderwood to Cully to add a new right turn lane, add sidewalks and bike lanes, add a new signal at the Columbia/Cully intersection, plus provide intersection improvements including sidewalks and bike lanes	Port of Portland	Portland	Multnomah	No	Yes	Yes	Yes
Cully Blvd: 57th Ave	Improve safety, access, and comfort for people moving along NE Cully Blvd. and NE 57th Ave. by filling in sidewalk gaps, widening existing sidewalks, rebuilding curb ramps to ADA standards, adding protected bike lanes, adding high visibility crossings with median islands, adding transit islands with bike bypass, rebuilding a deficient signal, and repaving a failing section of road	City of Portland	Portland	Multnomah	Yes	Yes	Yes	Yes
148th Ave: Halsey to Powell	Improve comfort and access for people walking, biking, and taking transit along 148th Ave by installing pedestrian crossing improvements including median refuge islands and visibility markings, sidewalk infill, ADA-compliant curb ramps, buffered and protected bike lanes, and a signal rebuild	City of Portland	Portland	Multnomah	Yes	Yes	Yes	Yes

2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
NP Greenway Columbia to Cathedral Pk	Address gaps in the North Portland Greenway by constructing new bike / ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, and paved multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security for people. Bridge and multiuse trail approaches will contain pedestrian-scale lighting and regulatory signage for wayfinding; both will be separated from cars	City of Portland Parks and Recreation	Portland	Multnomah	No	Yes	Yes	Yes
I-205 MUP	Improve safety for bicyclists and pedestrians by filling a gap of approximately 1 mile in the I-205 Multi-Use Path and implementing proven safety counter measures, as well as creating connections to other regional multi-use paths and implementing ADA accessibility improvements as necessary.	Clackamas County	N/A	Clackamas	No	Yes	Yes	Yes
Sandy Blvd: Gresham to 230th	Improve safety, connectivity, and freight reliability of Sandy Blvd. by constructing new sidewalks on both sides of road, new pavement and continuous center turn lane in roadway, new curbs and gutters, improved bus pads with dedicated transit boarding space on sidewalk, RRFBs at crossings, new street lighting, and updating all sidewalk ramps to ADA standards.	Multnomah County	Gresham, Wood Village, Fairview	Multnomah	No	Yes	Yes	Yes
Willamette Falls Dr: 16th to Ostman	Fill gap in pedestrian and bike network by installing 6 foot separated bike paths, improved pedestrian crossings, 12 foot motor vehicle travel lanes, street trees and pervious bike path pavement for stormwater management, ADA-accessible curb ramps at intersections, wayfinding, and placemaking elements such as public benches and bike racks	City of West Linn	West Linn	Clackamas	No	Yes	Yes	Yes
162nd Ave: Glisan to Halsey	Remove barriers to walking and bicycling by constructing sidewalk with planter separation on both sides of 162nd Ave,buffered bike lanes, enhanced transit stops, enhanced pedestrian crossings through an RRFB and ADA-compliant curb ramps, wayfinding signage, and street lighting	City of Gresham	Gresham	Multnomah	Yes	Yes	Yes	Yes
Fanno Creek Trail	Project seeks to close gap in Fanno Creek Trail by planning for 12-foot multiuse path in between Bonita Park and SW Durham Road that will be separated from cars for at least 75% of the length. Trail will require 8 bridges and 2 sections of boardwalk; trail will also yield sidewalk and curb ramp improvements, a possible pedestrian median refuge, possible undercrossing at Durham Road, possible lighting along trail, and wayfinding signage	City of Tigard	Tigard	Washington	No	Yes	Yes	Yes
Council Creek Trail	Provide carfree connection via multiuse path with wayfinding between Forest Grove and Hillsboro that allows users to avoid Tualatin Valley Highway. Trail will install new sidewalks on cross streets without sidewalks; habitat-friendly landscaping will be provided for placemaking and meeting stormwater management standards. Over 20 new crossings will be installed, some of which include pedestrian beacons, RRFBs, raised crosswalks, and lighting.	Washington County	Hillsboro, Cornelius, Forest Grove	Washington	No	Yes	Yes	Yes
Beaverton Creek Trail	Close gap in Beaverton Creek Trail by paving 12-foot wide multiuse path with sidewalk replacements, curb ramps that are ADA-accessible, pedestrian scale lighting, high visibility crossing markings, RRFBs at crossings, MAX station connections, swales near crossings to improve stormwater management, upgrading existing lighting at public street crossings, and wayfinding improvements	THPRD	Beaverton	Washington	No	Yes	Yes	Yes

2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
Allen Blvd: Murray to King	Improve walking, biking, and transit along Allen Blvd. by beginning planning process to engage CBOs and marginalized communities. Planning will consider sidewalk width options, roadway reconfiguration, buffered or separated bike lanes, enhanced crossings near transit stops, transit stop amenities, improved roadway and pedestrian lighting, and planting street trees	City of Beaverton	Beaverton	Washington	No	Yes	Yes	Yes
Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.	Metro	Portland	Multnomah	No	Yes	Yes	Yes
N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	In north Portland on North Willamette Blvd from North Richmond Ave south to North Rosa Parks Ave, Construct & enhance existing bike lanes from Rosa Parks to Ida and extend bike lanes from Ida to Richmond, plus include intersection improvements to enhance pedestrian safety and transit access through the North Willamette Blvd corridor.	City of Portland	Portland	Multnomah	No	Yes	Yes	Yes
OR43: Marylhurst Dr: Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd connecting to the new extension of Old River Rd to be constructed by the City of West Linn at OR43 and Marylhurst Drive.	City of West Linn	West Linn	Clackamas	No	Yes	Yes	Yes
Aerial Photo and LiDAR Support	Funding to support scheduled aerial photos and LiDAR scans of the region. This work is funded by supplemental funding from the Bipartisan Infrastructure Law (BIL).	Metro	N/A	Various	No	No	No	No
Carbon Reduction Program	Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.	Metro	N/A	Various	No	No	No	No
HCT and Project Development Bond Payment	Payment to a high capacity transit (HCT) and project development bond administered by TriMet.	TriMet	N/A	Various	No	No	No	No
Federal Discretionary Grant Application Support	The Bipartisan Infrastructure Law (BIL) includes \$100 billion in discretionary funding grants for transportation infrastructure projects. This funding will be used for developing and preparing grant applications and other support material for projects applying for federal discretionary funding. This work is funded by supplemental funding from the Bipartisan Infrastructure Law (BIL).	Metro	N/A	Various	No	No	No	No
NE MLK Blvd Safety & Access to Transit: Cook - Highland	In northeast Portland on NE Martin Luther King Jr Blvd between NE Highland St south to NE Cook St, construct enhanced pedestrian crossings at NE Cook St, NE Beech St, NE Failing St, NE Mason St, NE Emerson St, and NE Highland to include pedestrian ramp upgrades, and pedestrian hybrid beacons, plus include intersection channelization improvements including median extensions, and complete signal upgrades at NE Fremont St and Killingsworth St to also include protected left turn lanes at both intersections	City of Portland	Portland	Multnomah	Yes	No	No	Yes
NE 122nd Ave Safety & Access: Beech - Wasco	Construct new enhanced and marked crossings in NE 122nd Ave near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco St/NE Multnomah St to improve safety and accessibility.	City of Portland	Portland	Multnomah	Yes	No	No	Yes
OR141/OR217 curb ramps	On OR 141 (Hall Blvd at two location between MP 4.97 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)	Washington County	Tigard, Beaverton	Washington	No	No	No	Yes
US30B: (N Lombard St) at Peninsula Crossing Trail	Install crosswalk with advance pedestrian warning signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes across the bridge across the railroad to improve safety.	ODOT	Portland	Multnomah	Yes	Yes	Yes	Yes



2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St	Construct sidewalks to fill the gaps on this section of McLoughlin Blvd and a crosswalk at the intersection of SE Risley Ave and SE Meldrum Ave. Investigate restricting traffic at SE Mildred St. This project should improve safety for vulnerable users.	ODOT	Happy Valley	Clackamas	Yes	No	No	Yes
OR8: Tualatin Valley Hwy at SW142nd Ave and 214th	Install pedestrian crosswalks with a flashing beacons and lighting. Improve the rail crossing at SW 142nd Ave This project improves safety for pedestrians and transit riders.	ODOT	Beaverton	Multnomah	Yes	No	No	Yes
OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	Install a crosswalk with rapid flashing beacons and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.	ODOT	Portland	Multnomah	Yes	No	No	Yes
OR8 at Armco Ave, Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	ODOT	Hillsboro, Forest Grove	Washington	Yes	No	No	No
US26/OR213 curb ramps	On US26 & OR213: design and construct curb ramps and pedestrian signals in compliance with ADA requirements on US26 (Mt Hood Hwy) at SE 92nd Ave intersection, on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection, on OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro	ODOT	Portland, Hillsboro	Multnomah	No	No	No	Yes
Aloha Access Improvements: SW 174th Ave–SW 187th Ave	Construct critical walking facilities along 174th, 182nd, and 187th avenues through the Aloha Town Center and crossing improvements along 185th Avenue.	Washington County	N/A	Washington	Yes	No	No	Yes
Gresham Pedestrian Improvements	Install crosswalks with flashing beacons, stop bars and signs to improve safety. Install curb ramps to meet current standards.	City Of Gresham	Portland	Multnomah	Yes	No	No	No
OR99E: (SE McLoughlin Blvd) at SE Risley Ave	Install a crosswalk with flashing beacons, median island, curb ramps, improve lighting and install signing upgrades to improve safety.	ODOT	N/A	Clackamas	Yes	No	No	Yes
OR141: Hall Blvd at Hemlock St	Install an enhanced pedestrian crosswalk with flashing beacons, median island, curb ramps, signage, striping and lighting. Install sidewalk on the West side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.	ODOT	Beaverton	Washington	No	No	No	Yes
Portland Metro area 2024-2027 ADA curb ramp design, phase 2	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	ODOT	N/A	Various	No	No	No	Yes
In-lieu-of-dues MPO Planning	Funding to support regional transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Various	No	No	No	No
TSMO Regional Program	The regional Transportation System Management & Operations (TSMO) program includes the administration and convening of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee.	Metro	N/A	Various	No	No	No	No
Portland Metro planning	Portland Metro MPO planning funds (5303 PL) for SFY 26-28 (FFY 25-27). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	Metro	N/A	Various	No	No	No	No
Regional Travel Options (RTO) program	The Regional Travel Options (RTO) program implements strategies to help diversify people’s trip choices, reduce pollution and improve mobility. Strategies include providing grants to local partners to implement programs to diversify choices, coordinating regional marketing and outreach, conducting regional education campaigns, conducting research on transportation demand management, and supporting partner implementation of employer commute trip reduction.	Metro	N/A	Various	No	No	No	No
Safe Routes to Schools program	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit.	Metro	N/A	Various	No	No	No	No

2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
NW Naito Parkway Rail Crossing (Portland)	Relocate the crossing light and gate, and upgrade bicycle/pedestrian facilities to provide a safer experience for the traveling public.	ODOT	Portland	Multnomah	Yes	No	No	Yes
I-405: I-5 to N Kerby Ave	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along I-405 between I-5 and North Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.	ODOT	Portland	Multnomah	No	No	No	No
OR120: Columbia Slough Bridge (Portland)	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	ODOT	Portland	Multnomah	No	No	No	No
OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th	On OR99W from -5.71 to 15.95 and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	ODOT	Portland	Multnomah	Yes	No	No	Yes
OR213: 82nd Ave transfer to the City of Portland	Funding for upgrades to road elements using safety, bikeped, operations, and preservation funds for improvements for all modes of travel	City of Portland, ODOT	Portland	Multnomah	Yes	No	No	Yes
I-205 Abernethy Bridge, Ground Improvements	This segment of the project will complete the seismic retrofits to the Abernethy Bridge by constructing ground stabilization. These ground stabilizations include deep soil mixing and jet grouting near the bridge foundations.	ODOT	West Linn	Clackamas	No	No	No	No
S Holly Lane: Abernethy Creek Bridge	Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning and replace the joint seals.	Clackamas County	Oregon City	Clackamas	No	No	No	No
Earthquake Ready Burnside Bridge: NE/ SE MLK Blvd – NW/SW 3rd Ave	Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various required street improvements for public safety, while decreasing through-lane capacity from 5 to 4 lanes.	Multnomah County	Portland	Multnomah	No	Yes	Yes	Yes
Morrison St.: Morrison (Willamette River) Bridge (Portland)	Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads.	Multnomah County	Portland	Multnomah	No	No	No	No
US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.	ODOT	Hillsboro, North Plains	Washington	No	No	No	No
US30B: Bridge over private driveway (Portland)	Repairs to prevent concrete fragments breaking off and falling from the structure. Repair bridge driving surface to restore the travel surface and extend the life of the structure.	ODOT	Portland	Multnomah	No	No	No	No
US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.	ODOT	Portland, Burlington, Holbrook	Multnomah	No	No	No	No
Basalt Creek Ext: Grahams Ferry Rd- Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.	Washington County	N/A	Washington	No	Yes	Yes	Yes
SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Install adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section.	Clackamas County	Happy Valley	Clackamas	Yes	No	No	No
Lake Oswego Signals Visibility Upgrades	Signal upgrades to improve visibility and safety. Install leading pedestrian intervals and changes from permissive-only green left turn signals to flashing yellow arrows.	City of Lake Oswego	Lake Oswego	Clackamas	Yes	No	No	Yes
N Basin Ave: N Leverman St - N Emerson St (Portland)	Install a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.	City of Portland	Portland	Multnomah	Yes	No	No	Yes
NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and Install a signal at the 21st Ave intersection. Install streetlights at both locations	Washington County	Hillsboro	Washington	Yes	Yes	Yes	Yes
SE Foster Rd: 101st Ave - 136th Ave	Install speed feedback signs, additional lighting and raised pavement markers to improve safety.	City of Portland	Portland	Multnomah	Yes	No	No	Yes

2024-2027 MTIP Performance Evaluation - Projects and Associated Performance Measures

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
I-205: Columbia River - SE 82nd Drive	Install lighting, signal, signing improvements and crosswalks at ramp terminal intersections to improve safety.	ODOT	Gladstone, Happy Valley, Oregon City,	Clackamas, Multnomah	Yes	No	No	Yes
OR224: SE 17th - Rusk Rd	Resurface pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards.	ODOT	Milwaukie	Clackamas	No	No	No	No
I-84: I-5 - Hood River	Install lighting, signal, signing improvements and crosswalks at ramp terminal intersections to improve safety.	ODOT	Cascade Locks, Fairview, Gresham, Hood River, Portland,	Hood River, Multnomah	Yes	No	No	Yes
US26 Active Traffic Management	Design for a project to Install a crosswalk with rapid flashing beacons and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.	ODOT	Portland	Multnomah	No	No	No	Yes
I-84: NE Martin Luther King Jr Blvd - I-205	Design for a project to resurface the pavement over this section to repair cracking, rutting and potholes.	ODOT	Portland	Multnomah	No	No	No	No
OR99E Canemah Rockfall Phase 2	Reduce rockfall hazard by repairing mesh; scaling and rock dowel installation as necessary, remove vegetation, and clear catchment.	ODOT	Oregon City	Clackamas	No	No	No	No
SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Reduce this section from 4 to 3 lanes (one in each direction and a center turn lane). Add north-south left-turn lanes on SE Chavez at SE Raymond St. Rebuild the signal at SE Holgate to protect left turns.	City of Portland	Portland	Multnomah	Yes	Yes	Yes	No
SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right?in, right?out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway.	Clackamas County	N/A	Clackamas	Yes	No	No	No
I-5: Northbound Interstate Bridge	Pavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to proposed future replacement of this structure.	ODOT	Portland	Multnomah	No	No	No	No
I-405: Fremont Bridge (Willamette River) West Ramps	Repaint the west bridge ramps to prevent corrosion of the steel structures.	ODOT	Portland	Multnomah	No	No	No	No
92nd Ave, E Burnside St and N Basin Ave (Portland)	Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.	City of Portland	Portland	Multnomah	Yes	No	No	No
US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave	Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location	ODOT	Portland	Multnomah	Yes	Yes	Yes	Yes
OR99E: McLoughlin Blvd at W Arlington St and River Rd	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	ODOT	Milwaukie	Clackamas	Yes	No	No	No
OR8: SE10th Ave at SE Walnut St	Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.	ODOT	Hillsboro	Washington	Yes	No	No	No
I-205: Clackamas River southbound bridge	Bridge deck resurfacing, replacement of joint seals and installation of steel railing on the barrier to increase safety and prolong the bridge lifespan.	ODOT	Gladstone, Oregon City	Clackamas	No	No	No	No
I-205: Glenn Jackson Bridge (Columbia River)	Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning and replace the joint seals.	ODOT	Portland	Multnomah	No	No	No	No
City of Portland safety project	Work includes intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic seperators; striping; signing; warnings and other safety improvements.	City of Portland	Portland	Multnomah	Yes	No	No	No

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
Portland Metro and surrounding areas signal upgrades	Replace and upgrade older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings	ODOT	N/A	Various	No	No	No	No
Portland Metro and Surrounding Areas Operations Upgrades	Replace and upgrade traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations. Restripe and update road markings and raised pavement markers to improve visibility. Priority pavement marking to improve visibility	ODOT	N/A	Various	No	No	No	No
Next Corridor Planning	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority investment area or corridor.	Metro	N/A	Various	No	No	No	No
Freight and Economic Development System Planning	Funds to contribute toward development of system plans for the regional freight network, commodities study, and supports regional economic development planning.	Metro	N/A	Various	No	No	No	No
Transit Corridor Development	Transit corridor planning and project development work for Tualatin Valley Highway, 82nd Avenue, and McLoughlin Boulevard corridors to identify transit, active transportation, and safety capital investments. This work is funded by supplemental funding from the Bipartisan Infrastructure Law (BIL).	Metro	N/A	Various	No	No	No	No
Enhanced Mobility E&D (5310) - TriCounty Area FY25-27	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	TriMet	N/A	Various	No	No	No	No
SMART Yard Expansion Capital Project (2025)	Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.	SMART	Wilsonville	Clackamas	No	No	No	No
SMART Senior and Disabled Program (2024)	Services and Facility Improvements for Elderly and Disabled Customers	SMART	Wilsonville	Clackamas	No	No	No	No
SMART 5339 Bus and Bus Facilities (2024)	Contribution to bus purchase (1) and the design and/or installation of bus facility upgrades.	SMART	Wilsonville	Clackamas	No	No	No	No
SMART 5307 Bus Purchase, Prevent. Maintenance and Tech (2024)	Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.	SMART	Wilsonville	Clackamas	No	No	No	No
TriMet Bus and Rail Preventive Maintenance	Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties. (5307 FFY 2025 allocation via UZA formula apportionment)	TriMet	N/A	Various	No	No	No	No
Enhanced Seniors Mobility/ Individuals w/Disabilities	Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services (5310 FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various	No	No	No	No
TriMet Bus Preventive Maintenance	Provides required bus capital maintenance needs to include capital preventative maintenance, running repairs, major repairs, overhauls, retrofits/campaigns, etc. to maintain vehicle long life and safety reliability for riders (5337 HIMB FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various	No	No	No	No



Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
TriMet Rail Preventive Maintenance	The program supports needed rail maintenance repairs to cars, cabs and track system maintenance such as completing inspections, wheel-truing, truck repair, plus long-term and short-term repair stations, paint shop needs, body shop and metal fabrication needs, wash-bay cleaning, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, etc. (5337 FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various	No	No	No	No
TriMet Bus Purchase	Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.	TriMet	N/A	Various	No	No	No	No
HCT and Project Development Bond Payment	Payment to a high capacity transit (HCT) and project development bond administered by TriMet. The bond proceeds were used to develop and provide a regional funding contribution to a series of high capacity transit projects. The bond payment commitment lasts through FFY 2034.	TriMet	N/A	Various	No	No	No	No
Oregon Transportation Network - TriMet FFY24	ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.	TriMet	N/A	Various	No	No	No	No
Transit Oriented Development (TOD) program (TriMet Preventive Maintenance)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce automobile trips and improve the cost-effectiveness of regional transit investments. The TOD program is facilitated by a fund exchange through TriMet.	Metro	N/A	Various	No	No	No	No
Clackamas County Regional Freight ITS – Phase 2B	Complete unfunded existing County Freight ITS Action Plan in the Clackamas and Wilsonville Industrial Areas to include installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer.	Clackamas County	N/A	Clackamas	No	No	No	No
I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	ODOT	Portland	Multnomah	No	No	No	No
Cornelius Pass Hwy: US26 to US30 ITS improvements	On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.	ODOT	N/A	Various	No	No	No	No
OR8: SE Brookwood Ave - OR217	Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.	ODOT	Hillsboro, Beaverton	Washington	No	No	No	No
US30: Sandy River - OR35	Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.	ODOT	Troutdale, N/A	Multnomah	Yes	No	No	No
I-5 Capitol Highway - OR217	Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	ODOT	Lake Oswego, Portland, Tigard	Multnomah, Washington, Clackamas	No	No	No	No
SW Shattuck Rd at OR10 (Portland)	Rebuild traffic signal to increase visibility and accommodate left turn signal heads and phases on Shattuck Road to improve safety at this intersection.	City of Portland	Portland	Multnomah	Yes	No	No	No

Project Name	Project Description	Lead Agency	City	County	Safety	Mobility	Accessibility	System Completeness
OR213 at NE Glisan St and NE Davis St	Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.	ODOT	Portland	Multnomah	Yes	No	No	No
OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	ODOT	Milwaukie	Clackamas	Yes	No	No	No
Portland Metro and surrounding areas variable message signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	ODOT	N/A	Various	No	No	No	No
TSMO Regional Capital Grants	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively.	Metro	N/A	Various	No	No	No	No
Transportation System Management & Operations (TSMO) grants supplemental	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. Supplemental funding from the Bipartisan Infrastructure Law (BIL) is to supplement and increase the TSMO funding for allocation to projects in the region which help accelerate implementation of the region's new TSMO Strategic Plan. Projects to be recommended by Transport sub-committee of TPAC.	Metro	N/A	Various	No	No	No	No

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Project Name	Project Description	Lead Agency	City	County
Aerial Photo and LiDAR Support	Funding to support scheduled aerial photos and LiDAR scans of the region. This work is funded by supplemental funding from the Bipartisan Infrastructure Law (BIL).	Metro	N/A	Various
Carbon Reduction Program	Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.	Metro	N/A	Various
HCT and Project Development Bond Payment	Payment to a high capacity transit (HCT) and project development bond administered by TriMet.	TriMet	N/A	Various
Federal Discretionary Grant Application Support	The Bipartisan Infrastructure Law (BIL) includes \$100 billion in discretionary funding grants for transportation infrastructure projects. This funding will be used for developing and preparing grant applications and other support material for projects applying for federal discretionary funding. This work is funded by supplemental funding from the Bipartisan Infrastructure Law (BIL).	Metro	N/A	Various
In-lieu-of-dues MPO Planning	Funding to support regional transportation planning activities and maintain compliance with federal planning regulations.	Metro	N/A	Various
TSMO Regional Program	The regional Transportation System Management & Operations (TSMO) program includes the administration and convening of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee.	Metro	N/A	Various
Portland Metro planning	Portland Metro MPO planning funds (5303 PL) for SFY 26-28 (FFY 25-27). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	Metro	N/A	Various
Regional Travel Options (RTO) program	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution and improve mobility. Strategies include providing grants to local partners to implement programs to diversify choices, coordinating regional marketing and outreach, conducting regional education campaigns, conducting research on transportation demand management, and supporting partner implementation of employer commute trip reduction.	Metro	N/A	Various
Safe Routes to Schools program	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit.	Metro	N/A	Various
I-405: I-5 to N Kerby Ave	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along I-405 between I-5 and North Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.	ODOT	Portland	Multnomah
OR120: Columbia Slough Bridge (Portland)	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	ODOT	Portland	Multnomah
I-205 Abernethy Bridge, Ground Improvements	This segment of the project will complete the seismic retrofits to the Abernethy Bridge by constructing ground stabilization. These ground stabilizations include deep soil mixing and jet grouting near the bridge foundations.	ODOT	West Linn	Clackamas
S Holly Lane: Abernethy Creek Bridge	Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning and replace the joint seals.	Clackamas County	Oregon City	Clackamas

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Project Name	Project Description	Lead Agency	City	County
Morrison St.: Morrison (Willamette River) Bridge (Portland)	Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads.	Multnomah County	Portland	Multnomah
US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.	ODOT	Hillsboro, North Plains	Washington
US30B: Bridge over private driveway (Portland)	Repairs to prevent concrete fragments breaking off and falling from the structure. Repair bridge driving surface to restore the travel surface and extend the life of the structure.	ODOT	Portland	Multnomah
US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.	ODOT	Portland, Burlington,	Multnomah
OR224: SE 17th - Rusk Rd	Resurface pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards.	ODOT	Milwaukie	Clackamas
I-84: NE Martin Luther King Jr Blvd - I-205	Design for a project to resurface the pavement over this section to repair cracking, rutting and potholes.	ODOT	Portland	Multnomah
OR99E Canemah Rockfall Phase 2	Reduce rockfall hazard by repairing mesh; scaling and rock dowel installation as necessary, remove vegetation, and clear catchment.	ODOT	Oregon City	Clackamas
I-5: Northbound Interstate Bridge	Pavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to proposed future replacement of this structure.	ODOT	Portland	Multnomah
I-405: Fremont Bridge (Willamette River) West Ramps	Repaint the west bridge ramps to prevent corrosion of the steel structures.	ODOT	Portland	Multnomah
I-205: Clackamas River southbound bridge	Bridge deck resurfacing, replacement of joint seals and installation of steel railing on the barrier to increase safety and prolong the bridge lifespan.	ODOT	Gladstone, Oregon City	Clackamas
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Freight and Economic Development System Planning	Funds to contribute toward development of system plans for the regional freight network, commodities study, and supports regional economic development planning.	Metro	N/A	Various
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Transit Oriented Development (TOD) program (TriMet Preventive Maintenance)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce automobile trips and improve the cost-effectiveness of regional transit investments. The TOD program is facilitated by a fund exchange through TriMet.	Metro	N/A	Various
Clackamas County Regional Freight ITS – Phase 2B	Complete unfunded existing County Freight ITS Action Plan in the Clackamas and Wilsonville Industrial Areas to include installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer.	Clackamas County	N/A	Clackamas
I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	ODOT	Portland	Multnomah
Cornelius Pass Hwy: US26 to US30 ITS improvements	On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.	ODOT	N/A	Various
OR8: SE Brookwood Ave - OR217	Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.	ODOT	Hillsboro, Beaverton	Washington
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Portland Metro and surrounding areas variable message signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	ODOT	N/A	Various
TSMO Regional Capital Grants	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively.	Metro	N/A	Various

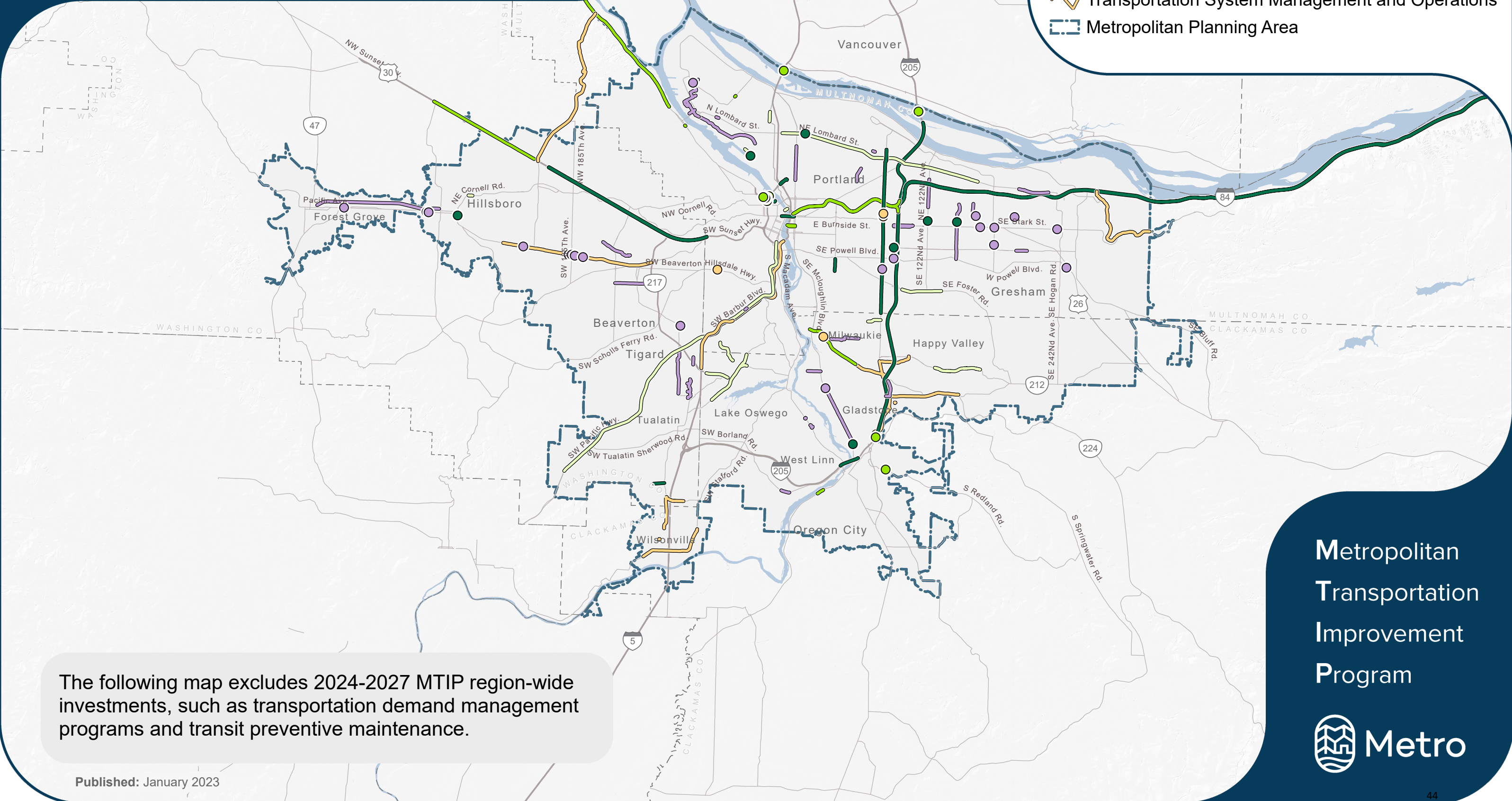
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# Planned Investments

- Mode**
- Active Transportation
  - Roadway and Bridge: Capital Investment
  - Roadway and Bridge: Operations
  - Roadway and Bridge: Preservation and Maintenance
  - Transportation System Management and Operations
  - Metropolitan Planning Area



The following map excludes 2024-2027 MTIP region-wide investments, such as transportation demand management programs and transit preventive maintenance.

Metropolitan  
Transportation  
Improvement  
Program





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HCT and Project Development Bond Payment	Payment to a high capacity transit (HCT) and project development bond administered by TriMet.	TriMet	N/A	Various
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TSMO Regional Program	The regional Transportation System Management & Operations (TSMO) program includes the administration and convening of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee.	Metro	N/A	Various
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OR224: SE 17th - Rusk Rd	Resurface pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards.	ODOT	Milwaukie	Clackamas
I-84: NE Martin Luther King Jr Blvd - I-205	Design for a project to resurface the pavement over this section to repair cracking, rutting and potholes.	ODOT	Portland	Multnomah
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Enhanced Seniors Mobility/ Individuals w/Disabilities	Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services (5310 FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various
TriMet Bus Preventive Maintenance	Provides required bus capital maintenance needs to include capital preventative maintenance, running repairs, major repairs, overhauls, retrofits/campaigns, etc. to maintain vehicle long life and safety reliability for riders (5337 HIMB FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various
TriMet Rail Preventive Maintenance	The program supports needed rail maintenance repairs to cars, cabs and track system maintenance such as completing inspections, wheel-truing, truck repair, plus long-term and short-term repair stations, paint shop needs, body shop and metal fabrication needs, wash-bay cleaning, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, etc. (5337 FFY 2024 allocation via UZA apportionment)	TriMet	N/A	Various
TriMet Bus Purchase	Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.	TriMet	N/A	Various
HCT and Project Development Bond Payment	Payment to a high capacity transit (HCT) and project development bond administered by TriMet. The bond proceeds were used to develop and provide a regional funding contribution to a series of high capacity transit projects. The bond payment commitment lasts through FFY 2034.	TriMet	N/A	Various

## 2024-2027 MTIP Performance Evaluation - Projects Not Included in the Evaluation

Project Name	Project Description	Lead Agency	City	County
Oregon Transportation Network - TriMet FFY24	ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.	TriMet	N/A	Various
Transit Oriented Development (TOD) program (TriMet Preventive Maintenance)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce automobile trips and improve the cost-effectiveness of regional transit investments. The TOD program is facilitated by a fund exchange through TriMet.	Metro	N/A	Various
Clackamas County Regional Freight ITS – Phase 2B	Complete unfunded existing County Freight ITS Action Plan in the Clackamas and Wilsonville Industrial Areas to include installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer.	Clackamas County	N/A	Clackamas
I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	ODOT	Portland	Multnomah
Cornelius Pass Hwy: US26 to US30 ITS improvements	On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.	ODOT	N/A	Various
OR8: SE Brookwood Ave - OR217	Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.	ODOT	Hillsboro, Beaverton	Washington
I-5 Capitol Highway - OR217	Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	ODOT	Lake Oswego, Portland, Tigard	Multnomah, Washington, Clackamas
Portland Metro and surrounding areas variable message signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	ODOT	N/A	Various
TSMO Regional Capital Grants	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively.	Metro	N/A	Various

## 2024-2027 MTIP Performance Evaluation - Projects Not Included in the Evaluation

Project Name	Project Description	Lead Agency	City	County
Transportation System Management & Operations (TSMO) grants supplemental	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. Supplemental funding from the Bipartisan Infrastructure Law (BIL) is to supplement and increase the TSMO funding for allocation to projects in the region which help accelerate implementation of the region's new TSMO Strategic Plan. Projects to be recommended by Transport sub-committee of TPAC.	Metro	N/A	Various



2024-2027 MTIP

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Technical review draft  
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		2020			2027			2027		
		Base			No Build			Build		
Population		1,741,143			1,867,671			1,867,671		
change from 2020					126,528	7.3%		126,528	7.3%	
Households		693,192			765,547			765,547		
change from 2020					72,355	10.4%		72,355	10.4%	
Employment		985,385			1,031,513			1,031,513		
change from 2020					46,128	4.7%		46,128	4.7%	
a	Total Road Miles in Network	3,723			3,726			3,727		
	change from 2020				3	0.1%		5	0.1%	
change from 2027 No Build								1	0.0%	
b	Freeway Miles	232			232			232		
	change from 2020				0	0.0%		0	0.0%	
c Arterial Miles		3,491			3,494			3,495		
change from 2020					3	0.1%		5	0.1%	
change from 2027 No Build								1	0.0%	
a	Total Lane Miles	5,509			5,529			5,533		
	change from 2020				21	0.4%		24	0.4%	
change from 2027 No Build								4	0.1%	
b	Freeway Lane Miles	626			632			632		
	change from 2020				6	1.0%		6	1.0%	
change from 2027 No Build								-	0.0%	
c Arterial Lane Miles		4,883			4,897			4,901		
change from 2020					14	0.3%		18	0.4%	
change from 2027 No Build								4	0.1%	
a AWD Total Person Trips		6,271,931			6,761,204			6,761,218		
change from 2020					489,273	7.8%		489,287	7.8%	
b	AWD Total Work Trips (share of total person trips)	1,752,337	27.9%		1,849,360	27.4%		1,849,364	27.4%	
	change from 2020				97,023	5.5%		97,027	5.5%	
c	AWD Total Non-Work Trips (share of total person trips)	4,519,594	72.1%		4,911,844	72.6%		4,911,854	72.6%	
	change from 2020				392,250	8.7%		392,260	8.7%	
AWD Total Passenger Vehicle Person Trips		5,137,544			5,487,523			5,485,734		
change from 2020					349,979	6.8%		348,190	6.8%	
change from 2027 No Build								-1,789	0.0%	
AWD Total Passenger Vehicle Trips		3,729,932			3,958,403			3,956,881		
AWD Total Passenger Vehicle VMT		19,758,782			21,244,637			21,241,182		
change from 2020					1,485,855	7.5%		1,482,400	7.5%	
change from 2027 No Build								-3,455	0.0%	
AWD Passenger Vehicle VMT/Capita		11.3			11.4			11.4		
change from 2020					0.0	0.2%		0.0	0.2%	
change from 2027 No Build								0.0	0.0%	
AWD Passenger Vehicle VMT/Employee		20.1			20.6			20.6		
change from 2020					54.4%	2.7%		54.0%	2.7%	
change from 2027 No Build								0.0	0.0%	
Single Occupant Vehicle (SOV) Percent of Person Trips		0.4			0.4			0.4		
Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)		0.6			0.6			0.6		
AWD Average Trip Length (miles)		4.7			4.7			4.7		
b 5-6p Freeway VHD (share of total PM 2 Passenger Vehicle Hours)		1,470	1.4%		1,869	1.6%		1,863	1.6%	
c 5-6p Arterial VHD (share of total PM 2 Passenger Vehicle Hours)		710	0.7%		1,004	0.9%		995	0.9%	
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9										
PM 2-HR Passenger Vehicle Average Travel Time (minutes)		12			12.4			12.4		
PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour)		27			27			26.8		
a	PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	59	1.6%		76	2.0%		77	2.1%	
	change from 2020				17.5	29.8%		18.8	32.1%	
change from 2027 No Build								1.4	1.8%	
b	PM 2-HR Freeway Congested miles (share of freeway miles in network)	33	14.1%		38	16.6%		40	17.2%	
	change from 2020				5.8	17.8%		7.3	22.3%	
change from 2027 No Build								1.5	3.8%	
c	PM 2-HR Arterial Congested miles (share of arterial miles in network)	26	0.7%		38	1.1%		38	1.1%	
	change from 2020				11.6	44.8%		11.6	44.4%	
change from 2027 No Build								-0.1	-0.2%	
a	PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	22	0.6%		31	0.8%		30	0.8%	
	change from 2020				9.3	43.0%		8.2	38.0%	
change from 2027 No Build								-1.1	-3.5%	
b	PM 2-HR Freeway Severely Congested miles (share of freeway miles in network)	8	3.4%		11	4.5%		11	4.5%	
	change from 2020				2.5	31.6%		2.5	31.6%	
change from 2027 No Build								0.0	0.0%	
c	PM 2-HR Arterial Severely Congested miles (share of arterial miles in network)	14	0.4%		20	0.6%		19	0.5%	
	change from 2020				7	49.7%		6	41.7%	
change from 2027 No Build								-1	-5.4%	
PM 2-HR Passenger Vehicle Hours		105,776			116,241			116,166		
a PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hours)		4,085	3.9%		5,386	4.6%		5,352	4.6%	
b PM 2-HR Freeway VHD (share of total PM 2 Passenger Vehicle Hours)		2,749	2.6%		3,508	3.0%		3,495	3.0%	
c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours)		1,337	1.3%		1,877	1.6%		1,856	1.6%	
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9										
MD 1-HR Passenger Vehicle Average Travel Time (minutes)		10			11			11		
MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour)		29			29			29		
a	MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	20	0.5%		28	0.8%		27	0.7%	
	change from 2020				16	7.0%		16	7.0%	
change from 2027 No Build										
b	MD 1-HR Freeway Congested miles (share of freeway miles in network)	12	5.0%		16	7.0%		16	7.0%	
	change from 2020				12	0.3%		11	0.3%	
change from 2027 No Build										
c	MD 1-HR Arterial Congested miles (share of arterial miles in network)	8	0.2%		7	0.2%		7	0.2%	
	change from 2020				3	1.2%		3	1.2%	
change from 2027 No Build								4	0.1%	
a	MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	6	0.2%		7	0.2%		7	0.2%	
	change from 2020				3	1.2%		3	1.2%	
change from 2027 No Build								4	0.1%	
b	MD 1-HR Freeway Severely Congested miles (share of freeway miles in network)	2	1.0%		3	1.2%		3	1.2%	
	change from 2020				4	0.1%		4	0.1%	
change from 2027 No Build										
MD 1-HR Passenger Vehicle Hours		38,475			41,577			41,556		
a MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Hours)		432	1.1%		571	1.4%		571	1.4%	
b MD 1-HR Freeway VHD (share of total MD 1 Passenger Vehicle Hours)		280	0.7%		395	0.9%		396	1.0%	
c MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours)		152	0.4%		176	0.4%		176	0.4%	
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9										



2024-2027 MTIP

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Technical review draft  
1/25/2023

	2020 Base	2027 No Build	2027 Build
AWD Total Truck Trips	500,223	527,730	527,730
change from 2020		27,507	27,507
change from 2027 No Build			-
AWD Truck Average Trip Length (miles)	4	5	5
5-6p Truck Hours	1386	1505	1505
a 5-6p Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	71.2	92.0	91.6
b 5-6p Truck Vehicle Hours of Delay on Freight Network	61	79	79



2024-2027 MTIP

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Technical review draft  
1/25/2023

	2020 Base	2027 No Build	2027 Build
PM 2-HR Truck Average Travel Time (minutes)	8	9	9
PM 2-HR Truck Hours	3,423	3,695	3,693
a PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	169	218	217
change from 2020		49 28.9%	48 28.1%
b PM 2-HR Truck Vehicle Hours of Delay on Freight Network	145	187	187
MD 1-HR Truck Average Travel Time (minutes)	8	9	9
MD 1-HR Truck Hours	4,029	4,365	4,364
a MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	62	82	82
change from 2020		20 32.8%	21 33.2%
b MD 1-HR Truck Vehicle Hours of Delay on Freight Network	46	62	62
1pm - 3pm Truck Hours	7,615	8,196	8,193
change from 2020		580.8 7.6%	578.0 7.6%
AWD Total Transit Trips (originating riders)	256,658	319,306	318,381
change from 2020		62,648 24.4%	61,723 24.0%
change from 2027 No Build			-925 -0.3%
Transit Percent of Person Trips	4.1%	4.7%	4.7%
AWD Total Walk Trips (does not include walk trips to transit)	472,144	510,324	510,143
change from 2020		38,180 8.1%	37,999 8.0%
change from 2027 No Build			-181 0.0%
Walk Percent of Person Trips	7.5%	7.5%	7.5%
AWD Total Bike Trips	232,676	256,368	258,396
change from 2020		23,692 10.2%	25,721 11.1%
change from 2027 No Build			2,029 0.8%
Bike Percent of Person Trips	3.7%	3.8%	3.8%
AWD Bike Miles Traveled (BMT)	732,528	830,527	841,486
AWD BMT/Capita	0.4	0.4	0.5



Totals are for trips that begin and end within defined area

	Region - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	45,182,447	49,497,706	49,500,338
Vehicle Miles Traveled (VMT)	31,269,360	33,930,598	33,928,198
Bicycle Miles Traveled (BMT)	851,818	958,209	969,878
Pedestrian Miles Traveled	342,147	370,952	370,844
Freight Miles Traveled	5,968,493	6,470,979	6,470,995
Transit Miles Traveled	1,964,819	2,339,969	2,332,337

	MPA - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	29,334,717	31,995,087	31,996,842
Vehicle Miles Traveled (VMT)	19,758,782	21,244,637	21,241,182
Bicycle Miles Traveled (BMT)	732,528	830,527	841,486
Pedestrian Miles Traveled	270,378	292,653	292,546
Freight Miles Traveled	2,224,755	2,382,863	2,382,892
Transit Miles Traveled	1,693,203	2,059,059	2,053,459

	City of Portland - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	6,827,193	7,042,880	7,043,265
Vehicle Miles Traveled (VMT)	4,082,245	4,093,255	4,092,082
Bicycle Miles Traveled (BMT)	410,657	447,002	449,989
Pedestrian Miles Traveled	147,154	157,811	157,754
Freight Miles Traveled	522,031	546,506	546,506
Transit Miles Traveled	657,371	765,103	764,015

	Urban Clackamas County - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	1,872,792	2,086,743	2,085,565
Vehicle Miles Traveled (VMT)	1,326,340	1,466,001	1,464,086
Bicycle Miles Traveled (BMT)	27,423	30,975	32,195
Pedestrian Miles Traveled	28,969	32,478	32,465
Freight Miles Traveled	96,966	105,583	105,583
Transit Miles Traveled	20,997	28,293	28,133

	Urban Washington County - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	5,551,127	6,393,322	6,393,354
Vehicle Miles Traveled (VMT)	3,933,467	4,473,993	4,473,015
Bicycle Miles Traveled (BMT)	95,446	111,149	112,626
Pedestrian Miles Traveled	71,794	77,869	77,846
Freight Miles Traveled	297,108	322,239	322,271
Transit Miles Traveled	95,880	159,414	159,155

	East Multnomah County - Total		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	612,013	678,362	678,467
Vehicle Miles Traveled (VMT)	407,954	451,426	451,000
Bicycle Miles Traveled (BMT)	17,020	18,791	19,480
Pedestrian Miles Traveled	16,807	18,300	18,291
Freight Miles Traveled	16,107	20,296	20,296

Totals are for trips that begin and end within defined area

	Region - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	18.9	19.4	19.4
Vehicle Miles Traveled (VMT)	13.1	13.3	13.3
Bicycle Miles Traveled (BMT)	0.4	0.4	0.4
Pedestrian Miles Traveled	0.1	0.1	0.1
Freight Miles Traveled	2.5	2.5	2.5
Transit Miles Traveled	0.8	0.9	0.9

	MPA - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	16.8	17.1	17.1
Vehicle Miles Traveled (VMT)	11.3	11.4	11.4
Bicycle Miles Traveled (BMT)	0.4	0.4	0.5
Pedestrian Miles Traveled	0.2	0.2	0.2
Freight Miles Traveled	1.3	1.3	1.3
Transit Miles Traveled	1.0	1.1	1.1

	City of Portland - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	9.8	9.9	9.9
Vehicle Miles Traveled (VMT)	5.9	5.7	5.7
Bicycle Miles Traveled (BMT)	0.6	0.6	0.6
Pedestrian Miles Traveled	0.2	0.2	0.2
Freight Miles Traveled	0.8	0.8	0.8
Transit Miles Traveled	0.9	1.1	1.1

	Urban Clackamas County - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	6.1	6.1	6.1
Vehicle Miles Traveled (VMT)	4.3	4.3	4.3
Bicycle Miles Traveled (BMT)	0.1	0.1	0.1
Pedestrian Miles Traveled	0.1	0.1	0.1
Freight Miles Traveled	0.3	0.3	0.3
Transit Miles Traveled	0.1	0.1	0.1

	Urban Washington County - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	9.6	9.9	9.9
Vehicle Miles Traveled (VMT)	6.8	6.9	6.9
Bicycle Miles Traveled (BMT)	0.2	0.2	0.2
Pedestrian Miles Traveled	0.1	0.1	0.1
Freight Miles Traveled	0.5	0.5	0.5
Transit Miles Traveled	0.2	0.2	0.2

	East Multnomah County - per Capita		
	2020 Base	2027 No Build	2027 Build
Person Miles Traveled (PMT)	4.0	4.3	4.3
Vehicle Miles Traveled (VMT)	2.7	2.9	2.9
Bicycle Miles Traveled (BMT)	0.1	0.1	0.1
Pedestrian Miles Traveled	0.1	0.1	0.1
Freight Miles Traveled	0.1	0.1	0.1

Measure 1 Multimodal Travel

January 2023

Measure 2 Mode Share (work and non-work person trips)  
January 2023

AWD Trips by Mode - Region

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	3,775,518	44.3%	4,048,736	43.6%	4,048,327	43.6%
work	1,652,803	69.7%	1,739,142	68.6%	1,739,157	68.6%
non-work	2,122,716	34.5%	2,309,593	34.2%	2,309,170	34.2%
Shared Ride	3,328,466	39.0%	3,646,992	39.3%	3,645,525	39.3%
work	292,578	12.3%	314,558	12.4%	314,611	12.4%
non-work	3,035,888	49.3%	3,332,434	49.4%	3,330,913	49.3%
Transit	280,217	3.3%	342,328	3.7%	341,284	3.7%
work	144,679	6.1%	174,389	6.9%	173,490	6.8%
non-work	135,537	2.2%	167,939	2.5%	167,795	2.5%
Walk	609,722	7.1%	661,417	7.1%	661,231	7.1%
work	175,509	7.4%	187,374	7.4%	187,337	7.4%
non-work	434,213	7.0%	474,043	7.0%	473,893	7.0%
Bike	261,370	3.1%	287,204	3.1%	289,279	3.1%
work	107,323	4.5%	118,638	4.7%	119,508	4.7%
non-work	154,047	2.5%	168,566	2.5%	169,772	2.5%
School Bus	312,029	3.7%	337,997	3.6%	337,999	3.6%
Total Person Trips	8,531,997		9,284,913		9,284,915	
Total Work Trips	2,372,892		2,534,102		2,534,103	
Total Non-Work Trips	6,159,105		6,750,811		6,750,812	
Non-SOV trips*	4,479,775	54.3%	4,937,941	54.9%	4,937,320	54.9%
Bike + Walk + Transit*	1,151,309	13.9%	1,290,949	14.4%	1,291,795	14.4%
% PM-2hr Work Trips		37.6%		37.0%		37.0%
% PM-2hr Non-Work Trips		62.4%		63.0%		63.0%

\*Does not include School Bus trips in calculations

AWD Trips by Mode - MPA

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	2,725,524	43.5%	2,873,098	42.5%	2,872,592	42.5%
work	1,178,782	67.3%	1,214,626	65.7%	1,214,540	65.7%
non-work	1,546,743	34.2%	1,658,472	33.8%	1,658,052	33.8%
Shared Ride	2,412,020	38.5%	2,614,425	38.7%	2,613,142	38.6%
work	206,469	11.8%	219,345	11.9%	219,348	11.9%
non-work	2,205,551	48.8%	2,395,080	48.8%	2,393,794	48.7%
Transit	256,658	4.1%	319,306	4.7%	318,381	4.7%
work	125,894	7.2%	155,737	8.4%	155,027	8.4%
non-work	130,765	2.9%	163,569	3.3%	163,355	3.3%
Walk	472,144	7.5%	510,324	7.5%	510,143	7.5%
work	145,377	8.3%	153,741	8.3%	153,705	8.3%
non-work	326,767	7.2%	356,583	7.3%	356,439	7.3%
Bike	232,676	3.7%	256,368	3.8%	258,396	3.8%
work	95,816	5.5%	105,911	5.7%	106,745	5.8%
non-work	136,860	3.0%	150,457	3.1%	151,652	3.1%
School Bus	202,938	3.2%	221,931	3.3%	221,933	3.3%
Total Person Trips	6,271,931		6,761,204		6,761,218	
Total Work Trips	1,752,337		1,849,360		1,849,364	
Total Non-Work Trips	4,519,594		4,911,844		4,911,854	
Non-SOV trips*	3,373,498	55.3%	3,700,423	56.3%	3,700,063	56.3%
Bike + Walk + Transit*	961,478	15.8%	1,085,998	16.5%	1,086,921	16.5%
% PM-2hr Work Trips		37.7%		37.0%		37.0%
% PM-2hr Non-Work Trips		62.3%		63.0%		63.0%

\*Does not include School Bus trips in calculations

AWD Trips by Mode - City of Portland

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	829,526	37.7%	824,216	36.3%	823,988	36.2%
work	331,196	54.2%	320,122	51.6%	320,040	51.6%
non-work	498,329	31.3%	504,094	30.5%	503,948	30.5%
Shared Ride	779,481	35.4%	798,123	35.1%	797,765	35.1%
work	62,738	10.3%	63,280	10.2%	63,268	10.2%
non-work	716,743	45.1%	734,843	44.5%	734,497	44.5%
Transit	154,243	7.0%	182,583	8.0%	182,314	8.0%
work	67,422	11.0%	77,562	12.5%	77,405	12.5%
non-work	86,821	5.5%	105,021	6.4%	104,909	6.3%
Walk	256,217	11.6%	273,811	12.0%	273,713	12.0%
work	87,893	14.4%	92,891	15.0%	92,864	15.0%
non-work	168,324	10.6%	180,920	10.9%	180,849	10.9%
Bike	156,530	7.1%	169,867	7.5%	170,633	7.5%
work	61,456	10.1%	66,966	10.8%	67,246	10.8%
non-work	95,074	6.0%	102,901	6.2%	103,387	6.3%
School Bus	36,215	1.6%	36,315	1.6%	36,311	1.6%
Total Person Trips	2,201,023		2,273,189		2,273,185	
Total Work Trips	610,705		620,822		620,822	
Total Non-Work Trips	1,590,318		1,652,367		1,652,362	
Non-SOV trips*	1,346,471	61.9%	1,424,385	63.3%	1,424,425	63.4%
Bike + Walk + Transit*	566,990	26.1%	626,262	27.9%	626,659	27.9%
% PM-2hr Work Trips		37.5%		37.0%		37.0%
% PM-2hr Non-Work Trips		62.5%		63.0%		63.0%

\*Does not include School Bus trips in calculations

Measure 2 Mode Share (work and non-work person trips)  
January 2023

AWD Trips by Mode - Urban Clackamas County

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	267,987	43.3%	292,205	42.6%	292,028	42.6%
work	101,480	74.0%	106,605	73.2%	106,508	73.1%
non-work	166,507	34.6%	185,600	34.4%	185,521	34.4%
Shared Ride	244,168	39.5%	272,488	39.7%	272,218	39.7%
work	15,870	11.6%	16,883	11.6%	16,863	11.6%
non-work	228,299	47.4%	255,605	47.3%	255,355	47.3%
Transit	4,304	0.7%	6,355	0.9%	6,276	0.9%
work	1,555	1.1%	2,487	1.7%	2,440	1.7%
non-work	2,749	0.6%	3,868	0.7%	3,836	0.7%
Walk	57,461	9.3%	64,350	9.4%	64,325	9.4%
work	14,341	10.5%	15,437	10.6%	15,432	10.6%
non-work	43,119	9.0%	48,913	9.1%	48,892	9.1%
Bike	11,050	1.8%	12,390	1.8%	12,676	1.8%
work	3,936	2.9%	4,243	2.9%	4,393	3.0%
non-work	7,115	1.5%	8,147	1.5%	8,283	1.5%
School Bus	37,833	6.1%	41,993	6.1%	41,983	6.1%
Total Person Trips	618,901		685,565		685,474	
Total Work Trips	137,181		145,655		145,636	
Total Non-Work Trips	481,719		539,910		539,838	
Non-SOV trips*	316,983	54.2%	355,584	54.9%	355,495	54.9%
Bike + Walk + Transit*	72,815	12.4%	83,096	12.8%	83,277	12.9%
% PM-2hr Work Trips		30.8%		29.7%		29.7%
% PM-2hr Non-Work Trips		69.2%		70.3%		70.3%

\*Does not include School Bus trips in calculations

AWD Trips by Mode - Urban Washington County

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	762,988	45.4%	836,056	44.5%	835,920	44.5%
work	320,373	74.6%	342,539	73.5%	342,507	73.5%
non-work	442,615	35.4%	493,517	34.9%	493,413	34.9%
Shared Ride	659,412	39.2%	744,537	39.6%	744,180	39.6%
work	51,012	11.9%	55,556	11.9%	55,549	11.9%
non-work	608,401	48.6%	688,981	48.8%	688,631	48.8%
Transit	16,830	1.0%	31,382	1.7%	31,239	1.7%
work	7,487	1.7%	14,510	3.1%	14,425	3.1%
non-work	9,342	0.7%	16,872	1.2%	16,815	1.2%
Walk	126,464	7.5%	137,204	7.3%	137,165	7.3%
work	36,549	8.5%	38,232	8.2%	38,225	8.2%
non-work	89,914	7.2%	98,972	7.0%	98,940	7.0%
Bike	34,338	2.0%	38,581	2.1%	38,923	2.1%
work	14,177	3.3%	15,491	3.3%	15,597	3.3%
non-work	20,161	1.6%	23,090	1.6%	23,326	1.7%
School Bus	90,213	5.4%	102,168	5.4%	102,160	5.4%
Total Person Trips	1,681,427		1,878,462		1,878,393	
Total Work Trips	429,598		466,327		466,303	
Total Non-Work Trips	1,251,829		1,412,135		1,412,090	
Non-SOV trips*	837,044	52.3%	951,704	53.2%	951,507	53.2%
Bike + Walk + Transit*	177,632	11.1%	207,167	11.6%	207,327	11.6%
% PM-2hr Work Trips		34.9%		34.0%		34.0%
% PM-2hr Non-Work Trips		65.1%		66.0%		66.0%

\*Does not include School Bus trips in calculations

AWD Trips by Mode - East Multnomah County

	2020 Base		2027 No Build		2027 Build	
	trips	share	trips	share	trips	share
Drive Alone	123,118	40.9%	133,077	40.6%	133,015	40.6%
work	39,608	73.0%	42,780	70.8%	42,792	70.8%
non-work	83,510	33.8%	90,297	33.7%	90,223	33.7%
Shared Ride	121,068	40.2%	133,002	40.5%	132,823	40.5%
work	6,087	11.2%	6,788	11.2%	6,788	11.2%
non-work	114,981	46.5%	126,214	47.2%	126,035	47.1%
Transit	3,351	1.1%	5,708	1.7%	5,620	1.7%
work	1,120	2.1%	2,649	4.4%	2,584	4.3%
non-work	2,231	0.9%	3,059	1.1%	3,037	1.1%
Walk	26,679	8.9%	29,143	8.9%	29,129	8.9%
work	5,257	9.7%	5,793	9.6%	5,795	9.6%
non-work	21,422	8.7%	23,350	8.7%	23,333	8.7%
Bike	8,183	2.7%	8,967	2.7%	9,159	2.8%
work	2,206	4.1%	2,400	4.0%	2,442	4.0%
non-work	5,977	2.4%	6,567	2.5%	6,717	2.5%
School Bus	20,480	6.8%	21,242	6.5%	21,241	6.5%
Total Person Trips	301,362		328,027		327,984	
Total Work Trips	54,278		60,410		60,401	
Total Non-Work Trips	247,084		267,616		267,583	
Non-SOV trips*	159,281	56.4%	176,820	57.1%	176,730	57.1%
Bike + Walk + Transit*	38,213	13.5%	43,818	14.1%	43,908	14.2%
% PM-2hr Work Trips		25.6%		26.1%		26.1%
% PM-2hr Non-Work Trips		74.4%		73.9%		73.9%

\*Does not include School Bus trips in calculations

## System Evaluation - Active Transportation System Completeness Results

Network	Total Miles	Number of Miles Completed Currently	Number of Miles Contributed by the 24-27 MTIP	Percent of Miles Completed Currently	Percent of Miles Completed with 24-27 MTIP
<i>Region-wide</i>					
<b>Pedestrian (onstreet) network</b>	1,040.07	593.77	11.00	57%	58%
<b>Bicycle (onstreet) network</b>	1,148.53	624.18	8.07	54%	55%
<b>Trail network</b>	560.10	244.56	8.28	44%	45%
<b>Motor vehicle network</b>	1,170.86	1,145.71	0.07	98%	98%
<i>Near transit<sup>1</sup></i>					
<b>Pedestrian (onstreet) network</b>	836.58	536.09	10.92	64%	65%
<b>Bicycle (onstreet) network</b>	880.78	534.12	7.89	61%	62%
<i>Along arterials<sup>2</sup></i>					
<b>Pedestrian (onstreet) network</b>	725.37	411.42	8.92	57%	58%
<b>Bicycle (onstreet) network</b>	619.44	410.31	5.84	66%	67%
<i>Within urban centers<sup>3</sup></i>					
<b>Pedestrian (onstreet) network</b>	181.27	139.57	1.37	77%	78%
<b>Bicycle (onstreet) network</b>	168.13	110.25	1.07	66%	66%
<i>Within station communities outside above centers<sup>4</sup></i>					
<b>Pedestrian (onstreet) network</b>	107.63	71.05	0.92	66%	67%
<b>Bicycle (onstreet) network</b>	123.34	67.58	0.78	55%	55%
<i>Mixed-use zoning outside above centers &amp; station communities<sup>5</sup></i>					
<b>Pedestrian (onstreet) network</b>	136.01	103.12	1.20	76%	77%
<b>Bicycle (onstreet) network</b>	114.32	72.93	1.12	64%	65%

<sup>1</sup> within 1/2 mile of light rail stop, 1/3 mile of streetcar stop, and 1/4 of bus routes

<sup>2</sup> major and minor arterials (not throughways and other arterials outside urban growth boundary but inside metropolitan planning area)

<sup>3</sup> 2040 growth concept centers (Portland central city, regional centers, and town centers)

<sup>4</sup> station communities (outside above 2040 centers, using the 1/2-mile buffer of the LRT/BRT/HCT station location)

<sup>5</sup> mixed-use residential zoning (outside above 2040 centers and station communities, based on regional zoning designations)

Note: all networks were clipped to the metropolitan planning area boundary first

## System Evaluation - Active Transportation System Completeness in Equity Focus Areas

Network	% Complete In Equity Focus Areas	% Complete In Equity Focus Areas w/24-27 MTIP	% Complete In non-Equity Focus Areas	% Complete In non-Equity Focus Areas w/24-27 MTIP	Total % Complete	Total % Complete with 24-27 MTIP
<b>Pedestrian network (on-street)</b>	70%	71%	45%	46%	57%	58%
<b>Pedestrian network (on-street) near transit</b>	74%	75%	53%	55%	64%	65%
<b>Bicycle network (on-street)</b>	61%	62%	48%	49%	54%	55%
<b>Bicycle network (on-street) near transit</b>	65%	66%	56%	57%	61%	62%
<b>Trail network (off-street bike &amp; ped)</b>	45%	49%	43%	43%	44%	45%
<b>Trail network (off-street bike &amp; ped) near transit</b>	51%	55%	51%	51%	51%	53%

Note: all networks were clipped to the metropolitan planning area boundary first

Note: Represents draft 24-27 MTIP as of January 2023

**2024-2027 MTIP Performance Evaluation - Access to Job and Community Places - Totals**

<b>Entire MPA Weighted Average Accessibility</b>						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
<b>Region/MPA</b>	Metropolitan Planning Area					
<b>EFA</b>	Equity Focus Areas					
<b>TAZ</b>	Transportation Analysis Zone					
<b>Peak Period</b>						
<b>Job Access -- All Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	439	20	437,316	73,698	437,755	73,719
<b>Region Non-Equity Focus Areas</b>	323	7	420,121	53,005	420,444	53,012
<b>Region Equity Focus Areas</b>	527	30	450,330	89,360	450,857	89,390
<b>Job Access -- Low-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	207	10	207,288	35,018	207,495	35,027
<b>Region Non-Equity Focus Areas</b>	155	4	198,989	25,257	199,144	25,261
<b>Region Equity Focus Areas</b>	246	14	213,569	42,404	213,816	42,418
<b>Job Access -- Medium-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	122	5	120,298	20,222	120,420	20,227
<b>Region Non-Equity Focus Areas</b>	90	2	115,645	14,524	115,735	14,526
<b>Region Equity Focus Areas</b>	145	8	123,820	24,534	123,965	24,542
<b>Job Access -- High-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	111	5	109,729	18,459	109,840	18,464
<b>Region Non-Equity Focus Areas</b>	78	1	105,486	13,223	105,565	13,225
<b>Region Equity Focus Areas</b>	135	8	112,941	22,422	113,076	22,430
		<b>2027</b>				
<b>Total Region Jobs</b>	1,032,223					
<b>Total Region Jobs -- Low-Wage</b>	284,783					
<b>Total Region Jobs -- Medium-Wage</b>	261,302					
<b>Total Region Jobs -- High-Wage</b>	486,137					

**2024-2027 MTIP Performance Evaluation - Access to Job and Community Places - Totals**

<b>Entire MPA Weighted Average Accessibility</b>						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
<b>Region/MPA</b>	Metropolitan Planning Area					
<b>EFA</b>	Equity Focus Areas					
<b>TAZ</b>	Transportation Analysis Zone					
<b>Peak Period</b>						
<b>Access to Community Places -- All Community Places</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	4	0	2,730	442	2,734	442
<b>Region Non-Equity Focus Areas</b>	3	0	2,561	314	2,564	314
<b>Region Equity Focus Areas</b>	5	0	2,859	538	2,863	538
<b>Access to Community Places -- Food</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	0	0	55	10	55	10
<b>Region Non-Equity Focus Areas</b>	0	0	51	7	51	7
<b>Region Equity Focus Areas</b>	0	0	58	12	58	12
<b>Access to Community Places -- Medical</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	1	0	642	122	643	122
<b>Region Non-Equity Focus Areas</b>	1	0	651	97	652	97
<b>Region Equity Focus Areas</b>	1	0	634	141	636	141
<b>Access to Community Places -- All Others</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	3	0	2,033	310	2,036	310
<b>Region Non-Equity Focus Areas</b>	2	0	1,859	210	1,861	210
<b>Region Equity Focus Areas</b>	3	0	2,166	385	2,169	385
	<b>Mode</b>	<b>Travel Time Community Places</b>	<b>Travel Time Job Access</b>			
<b>A</b>	Auto	20 minutes	30 minutes			
<b>T</b>	Transit	30 minutes	45 minutes			

**2024-2027 MTIP Performance Evaluation - Access to Job and Community Places - Totals**

<b>Entire MPA Weighted Average Accessibility</b>						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
<b>Region/MPA</b>	Metropolitan Planning Area					
<b>EFA</b>	Equity Focus Areas					
<b>TAZ</b>	Transportation Analysis Zone					
<b>Off-Peak Period</b>						
<b>Job Access -- All Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	404	13	505,883	72,719	506,287	72,732
<b>Region Non-Equity Focus Areas</b>	291	1	494,161	52,068	494,452	52,069
<b>Region Equity Focus Areas</b>	490	22	514,755	88,347	515,244	88,370
<b>Job Access -- Low-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	194	7	239,902	34,549	240,096	34,556
<b>Region Non-Equity Focus Areas</b>	136	1	234,167	24,818	234,303	24,819
<b>Region Equity Focus Areas</b>	237	12	244,244	41,914	244,481	41,925
<b>Job Access -- Medium-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	110	3	139,137	19,952	139,247	19,955
<b>Region Non-Equity Focus Areas</b>	82	0	135,998	14,266	136,080	14,267
<b>Region Equity Focus Areas</b>	131	5	141,512	24,255	141,643	24,261
<b>Job Access -- High-Wage Jobs</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	100	3	126,844	18,218	126,944	18,221
<b>Region Non-Equity Focus Areas</b>	73	0	123,996	12,984	124,069	12,984
<b>Region Equity Focus Areas</b>	121	5	128,999	22,178	129,120	22,184
		<b>2027</b>				
<b>Total Region Jobs</b>	1,032,223					
<b>Total Region Jobs -- Low-Wage</b>	284,783					
<b>Total Region Jobs -- Medium-Wage</b>	261,302					
<b>Total Region Jobs -- High-Wage</b>	486,137					

Note: Represents the draft 24-27 MTIP as of January 2023



**2024-2027 MTIP Performance Evaluation - Access to Job and Community Places - Totals**

<b>Entire MPA Weighted Average Accessibility</b>						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
<b>Region/MPA</b>	Metropolitan Planning Area					
<b>EFA</b>	Equity Focus Areas					
<b>TAZ</b>	Transportation Analysis Zone					
<b>Off-Peak Period</b>						
<b>Access to Community Places -- All Community Places</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	3	0	3,202	432	3,205	432
<b>Region Non-Equity Focus Areas</b>	2	0	3,066	314	3,067	314
<b>Region Equity Focus Areas</b>	3	0	3,305	522	3,309	522
<b>Access to Community Places -- Food</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	0	0	65	10	65	10
<b>Region Non-Equity Focus Areas</b>	0	0	61	7	61	7
<b>Region Equity Focus Areas</b>	0	0	67	12	67	12
<b>Access to Community Places -- Medical</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	1	0	784	121	785	121
<b>Region Non-Equity Focus Areas</b>	0	0	796	98	797	98
<b>Region Equity Focus Areas</b>	1	0	774	139	775	139
<b>Access to Community Places -- All Others</b>						
	<b>(2027 Build - 2027 No Build)</b>		<b>2027 No Build</b>		<b>2027 Build (diff from MPA All)</b>	
	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>	<b>A</b>	<b>T</b>
<b>Region All</b>	2	0	2,354	301	2,355	301
<b>Region Non-Equity Focus Areas</b>	1	0	2,208	209	2,209	209
<b>Region Equity Focus Areas</b>	2	0	2,464	371	2,466	371
		<b>Travel Time Community Places</b>	<b>Travel Time Job Access</b>			
<b>Mode</b>						
<b>A</b>	Auto	20 minutes	30 minutes			
<b>T</b>	Transit	30 minutes	45 minutes			

## 2024-2027 MTIP Performance Evaluation - Access to Jobs and Community Places - Percentages

Entire MPA Weighted Average Accessibility						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
Region/MPA	Metropolitan Planning Area					
EFA	Equity Focus Areas					
TAZ	Transportation Analysis Zone					
Job Access -- All Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	42%	7%	42%	7%
Region Non-Equity Focus Areas	0%	0%	41%	5%	41%	5%
Region Equity Focus Areas	0%	0%	44%	9%	44%	9%
Job Access -- Low-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	20%	3%	20%	3%
Region Non-Equity Focus Areas	0%	0%	19%	2%	19%	2%
Region Equity Focus Areas	0%	0%	21%	4%	21%	4%
Job Access -- Medium-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	12%	2%	12%	2%
Region Non-Equity Focus Areas	0%	0%	11%	1%	11%	1%
Region Equity Focus Areas	0%	0%	12%	2%	12%	2%
Job Access -- High-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	11%	2%	11%	2%
Region Non-Equity Focus Areas	0%	0%	10%	1%	10%	1%
Region Equity Focus Areas	0%	0%	11%	2%	11%	2%
		2027				
Total Region Jobs	1,032,223					
Total Region Jobs -- Low-Wage	284,783					
Total Region Jobs -- Medium-Wage	261,302					
Total Region Jobs -- High-Wage	486,137					

Note: Represents the draft 24-27 MTIP as of January 2023

## 2024-2027 MTIP Performance Evaluation - Access to Jobs and Community Places - Percentages

Entire MPA Weighted Average Accessibility						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
Region/MPA	Metropolitan Planning Area					
Peak Period						
Access to Community Places -- All Community Places						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-6%	-29%	-6%	-29%
Region Equity Focus Areas	0%	0%	5%	22%	5%	22%
Access to Community Places -- Food						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-8%	-29%	-8%	-29%
Region Equity Focus Areas	0%	0%	6%	22%	6%	22%
Access to Community Places -- Medical						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	2%	-20%	1%	-20%
Region Equity Focus Areas	0%	0%	-1%	15%	-1%	15%
Access to Community Places -- All Others						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-9%	-32%	-9%	-32%
Region Equity Focus Areas	0%	0%	7%	24%	7%	24%
		Travel Time Community Places	Travel Time Job Access			
A	Auto	20 minutes	30 minutes			
T	Transit	30 minutes	45 minutes			

## 2024-2027 MTIP Performance Evaluation - Access to Jobs and Community Places - Percentages

Entire MPA Weighted Average Accessibility						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
Region/MPA	Metropolitan Planning Area					
Off-Peak Period						
Job Access -- All Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	49%	7%	49%	7%
Region Non-Equity Focus Areas	0%	0%	48%	5%	48%	5%
Region Equity Focus Areas	0%	0%	50%	9%	50%	9%
Job Access -- Low-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	23%	3%	23%	3%
Region Non-Equity Focus Areas	0%	0%	23%	2%	23%	2%
Region Equity Focus Areas	0%	0%	24%	4%	24%	4%
Job Access -- Medium-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	13%	2%	13%	2%
Region Non-Equity Focus Areas	0%	0%	13%	1%	13%	1%
Region Equity Focus Areas	0%	0%	14%	2%	14%	2%
Job Access -- High-Wage Jobs						
	% Δ 2027 Bld - 2027 NB		2027 No Build		2027 Build	
	A	T	A	T	A	T
Region All	0%	0%	12%	2%	12%	2%
Region Non-Equity Focus Areas	0%	0%	12%	1%	12%	1%
Region Equity Focus Areas	0%	0%	12%	2%	13%	2%
		2027				
Total MPA Jobs	1,032,223					
Total MPA Jobs -- Low-Wage	284,783					
Total MPA Jobs -- Medium-Wage	261,302					
Total MPA Jobs -- High-Wage	486,137					

## 2024-2027 MTIP Performance Evaluation - Access to Jobs and Community Places - Percentages

Entire MPA Weighted Average Accessibility						
All values are averaged by total # of TAZs meeting criteria AND weighted by # of households in those TAZs						
Region/MPA	Metropolitan Planning Area					
Off-Peak Period						
Access to Community Places -- All Community Places						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-4%	-27%	-4%	-27%
Region Equity Focus Areas	0%	0%	3%	21%	3%	21%
Access to Community Places -- Food						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-6%	-28%	-6%	-28%
Region Equity Focus Areas	0%	0%	4%	21%	4%	21%
Access to Community Places -- Medical						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	2%	-19%	2%	-19%
Region Equity Focus Areas	0%	0%	-1%	15%	-1%	15%
Access to Community Places -- All Others						
	% Δ 2027 Bld - 2027 NB		2027 NB (diff from MPA All)		2027 Bld (diff from MPA All)	
	A	T	A	T	A	T
Region All	0%	0%	--	--	--	--
Region Non-Equity Focus Areas	0%	0%	-6%	-31%	-6%	-31%
Region Equity Focus Areas	0%	0%	5%	23%	5%	23%
		Travel Time Community Places	Travel Time Job Access			
A	Auto	20 minutes	30 minutes			
T	Transit	30 minutes	45 minutes			

## 2024-2027 MTIP - Performance Evaluation - Greenhouse Gas Emissions Analysis

<b>Full Fleet</b>		
Summer		
	2027 No Build	2027 Build
Daily Metric Tons Carbon Dioxide	12,651	12,559
No-Build delta		-92
Population (2027 projected)	1,867,671	1,867,671
Annual Metric Tons Carbon Dioxide per capita	2.47	2.45
No-Build delta		-0.02
<b>Passenger Vehicles</b>		
Summer		
	2027 No Build	2027 Build
Daily Metric Tons Carbon Dioxide	9,392	9,325
No-Build delta		-67
Population (2027 projected)	1,867,671	1,867,671
Annual Metric Tons Carbon Dioxide per capita	1.84	1.82
No-Build delta		-0.01

Note: Analysis conducted on the draft 2024-2027 MTIP investment profile as of January 2023

System Evaluation - Level of Investment in Safety Results

	Region						Equity Focus Areas						
							All 24-27 MTIP Projects in Equity Focus Areas (EFAs)	% 24-27 MTIP Projects in EFAs out of all 24-27 MTIP Projects	Safety Projects on High Injury Corridors (HIC) in EFAs		% 24-27 MTIP Projects for Safety in EFAs out of All 24-27 MTIP Projects in EFAs		% Safety Projects on HIC in EFAs
	All MTIP Projects	Safety Projects	Safety Projects on High Injury Corridors (HIC)	% 24-27 MTIP Projects for Safety	% 24-27 MTIP Projects for Safety on HIC	% Safety Projects on HIC			Safety Projects	Safety Projects on High Injury Corridors (HIC) in EFAs	MTIP Projects in EFAs	Projects for Safety on HIC in EFAs out of All 24-27 MTIP Projects in EFAs	
Number of Projects	108	37	27	34%	25%	73%	51	47%	30	24	59%	47%	80%
City of Portland	37	20	14	54%	38%	70%	27	73%	16	12	59%	44%	75%
Urban Washington County	17	6	6	35%	35%	100%	13	76%	6	6	46%	46%	100%
Urban Clackamas County	23	9	5	39%	22%	56%	9	39%	7	4	78%	44%	57%
East Multnomah County	5	3	2	60%	40%	67%	3	60%	2	2	67%	67%	100%

	Region						Equity Focus Areas						
	All MTIP Projects	Safety Programming	Safety \$ on High Injury Corridors (HIC)	% 24-27 MTIP Programming for Safety	% 24-27 MTIP Programming for Safety on HIC	% Safety Programming on HIC	All 24-27 MTIP Programmed in Equity Focus Areas (EFAs)	% 24-27 MTIP Programmed in EFAs out of all 24-27 MTIP Programmin g	Safety Programmed in EFAs	Safety Programming on High Injury Corridors (HIC) in EFAs	% 24-27 MTIP Programmed for Safety in EFAs out of All 24-27 MTIP Programmed in EFAs	% 24-27 MTIP Programmed for Safety on HIC in EFAs out of All 24-27 MTIP Programmed in EFAs	% Safety Programm ed on HIC in EFAs
Total Programming	\$ 1,410,661,027	\$ 155,294,162	\$ 128,914,107	11%	9%	83%	\$ 270,463,784	19%	\$ 134,362,994	\$ 118,263,823	50%	44%	88%
City of Portland	\$ 337,212,987	\$ 91,735,618	\$ 75,325,117	27%	22%	82%	\$ 178,103,600	53%	\$ 77,112,868	\$ 68,685,117	43%	39%	89%
Washington County	\$ 116,267,414	\$ 25,387,204	\$ 25,387,204	22%	22%	100%	\$ 57,564,342	50%	\$ 25,387,204	\$ 25,387,204	44%	44%	100%
Clackamas County	\$ 149,278,021	\$ 30,322,324	\$ 17,697,904	20%	12%	58%	\$ 32,227,346	22%	\$ 24,522,040	\$ 13,687,620	76%	42%	56%
East Multnomah County	\$ 23,983,639	\$ 11,012,016	\$ 10,503,882	46%	44%	95%	\$ 16,975,505	71%	\$ 10,503,882	\$ 10,503,882	62%	62%	100%

Note: Represents Draft 2024-2027 MTIP as of January 2023

## DRAFT Final Performance Period 1 Report

*A report on federal performance measures for the Portland Metropolitan Region*

September 30, 2022

This **Final Performance Period 1 Report** addresses federal<sup>1</sup> transportation performance management (TPM) requirements for:

- Safety
- National Highway System Pavement and Bridge Condition
- National Highway System Performance
- National Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety Performance

This report has been cooperatively developed by Metro, the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), Portland Streetcar, Inc., Ride Connection, and C-TRAN and will be submitted to ODOT as required for federal reporting purposes.

Signed into law in 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) focused on performance-based planning and programming. MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective of the new framework was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of the national goals identified. Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21, but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

This document does not set regional policy and is solely for the purpose of meeting federal TPM requirements. This report provides useful system performance information to satisfy federal TPM monitoring and reporting requirements and will inform the next update to the RTP (due in 2023). The targets were developed in coordination with the Transportation Policy Alternatives Committee (TPAC), ODOT, TriMet, SMART, Portland Streetcar, Inc., C-TRAN and the SW Washington Regional Transportation Advisory Committee (RTAC). Adopted in December 2018, these measures and targets support the region's [Congestion Management Process](#) and are considered with a broader set of performance measures and targets contained in Chapter 2 and [Appendix L](#) of the [2018 Regional Transportation Plan \(RTP\)](#).

The safety measures and targets (see Table 1) are also contained in the 2018 Regional Transportation Safety Strategy developed as a component of the 2018 RTP. The National Highway System Performance, and Freight Movement on the Interstate System - Reliability measures and targets are contained in the [2018 Regional Freight Strategy](#), which is also a component of the 2018 RTP. The 2018 RTP was adopted in December 2018.

Four updates were made in the Mid Performance Report in 2020 which came after adoption of the baseline performance, targets and measures in the 2018 RTP:

1. Adjusted the 2017 baseline numbers and some targets to reflect changes in data and federal guidance for use of the National Performance Management Research Dataset (NPMRDS) version 2.
2. Adjusted the 2017 baseline numbers for Truck Travel Time Reliability (TTTR) to better reflect updated federal guidance.
3. Expanded Transit Asset Management measures and targets to include Portland Streetcar Inc. and Ride Connection, which were not available in 2018.

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<sup>1</sup> Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.



4. Added transit safety performance measures and targets as adopted by TriMet, Ride Connection, SMART, Portland Streetcar Inc., and C-TRAN in 2020.

Individual tables that follow further document the region's federal TPM measures, the most recent actual performance and targets within the Portland region's MPO boundary.

### Safety Measures and Targets

Metro set ambitious targets for safety within the region's Metropolitan Planning Area (MPA) boundary in the 2018 Regional Transportation Plan (RTP): a sixteen percent reduction in fatalities and serious injuries by 2020, a fifty percent reduction by 2025 and zero fatalities and serious injuries by 2035. To be on track to meet these goals, fatalities and serious injuries needed to decline 16 percent from the base year (2015) to the target year (2020). However, fatalities increased 50 percent, and serious injuries increased 12 percent.

The greater Portland region did not meet any of the five safety targets the region set for the federal transportation performance measures or improve over the baseline from 2015. The only safety targets the region met are for number of serious bicycle injuries, and the rate of serious bicycle injuries per 100 thousand people and per 100 million vehicle miles traveled. Based on the results of the performance measures, the region is not on track for achieving its Vision Zero goal. See **Table 1**.

**Table 1. Safety – Traffic Fatalities and Serious Injuries (2016-2020 safety targets and performance)**

Performance Measure	5-year rolling average			Target achieved?	Better than baseline?	On track to Vision Zero?
	2011-2015 Baseline	2016-2020 Target	2016-2020 Actual			
Number of fatalities	62	52	93	NO	NO	NO
Fatalities per 100 million vehicle miles traveled	0.6	0.5	0.9	NO	NO	
Number of serious injuries	458	384	512	NO	NO	
Serious injuries per 100 million vehicle miles traveled	4.5	3.6	4.8	NO	NO	
Number of non-motorized fatalities and serious injuries	113	95	129	NO	NO	

\* Data Source: Oregon Department of Transportation, crash data analyzed by Metro.

### National Highway System Pavement and Bridge Condition and Targets

Metro set 2020 and 2022 regional targets for pavement and bridge conditions within the region's MPO boundary in the 2018 RTP (**Tables 2 and 3**). Since the region's pavement and bridge condition have a much higher usage within the MPO boundary than in the rest of the state, targets are less aggressive than those set for Oregon statewide and have the 2016 and 2017 baselines and recent levels of pavement and bridge maintenance funding.

Pavement condition information is not available for 2019. The percentage of pavement on the Interstate Highway System in the Portland region classified in good condition increased from 46 percent in 2018 (new baseline) to 51 percent in 2020. The percentage of pavement on the Interstate Highway System in poor condition decreased slightly between 2018 and 2020 and remained less than one percent. For the new 2018 Baseline, ODOT changed the metrics for calculating percent of pavement the on non-Interstate NHS in good and poor condition, which reduced the percentage in good condition and increased the percentage in poor condition compared to the 2020 Mid-performance Report. The

percentage of pavement on the non-Interstate National Highway System (NHS) in good condition decreased between 2018 and 2020, from 17.5 to 13.4 percent. The percentage of pavement on the non-Interstate National Highway System (NHS) in poor condition increased from 10.4 percent in 2018 to 11.8 percent in 2020. This facilitated an increase in the percentage of pavement in fair condition. The region achieved two of the four pavement condition targets for 2024 (see **Table 2**) and were better than the new baseline (2018) in two of the four performance measures.

**Table 2. Pavement Condition**

Asset management – Pavement Condition*							
Performance measure	2018 Baseline	2020 Actual	2021 Actual	2022 Target	2024 Target	2024 Target achieved?	Better than baseline?
Percent of pavement on the Interstate System in good condition	46.5%	50.9%	not available	35%	45%	yes	yes
Percent of pavement on the Interstate System in poor condition	0.8%	0.5%	not available	0.5%	0.5%	yes	yes
Percent of pavement on the non-Interstate NHS in good condition	17.5%**	13.4%**	not available	32%**	14 or 15%	no	no
Percent of pavement on the non-Interstate NHS in poor condition	10.4%**	11.8%**	not available	25%**	10.8%	no	no

\* Data Source: Oregon Department of Transportation.

\*\* ODOT changed the metrics for calculating percent of pavement on non-Interstate NHS in good and poor condition

Shown in Table 3, the percentage of NHS bridges in the Portland region classified in good condition remained at 6 percent in 2020 and 2021 (same as the 2017 baseline). The percentage of NHS bridges classified in poor condition remained at 1 percent in 2020 and 2021. The region achieved the 2022 and 2024 targets for both bridge condition performance measures (see **Table 3**).

**Table 3. Bridge Condition**

Asset management – Bridge Condition *							
Performance measure	Regional 2017 Baseline	Regional 2020 Actual	Regional 2021 Actual	Regional 2022 Target	Regional 2024 Target	2024 Target achieved?	Better than baseline?
Percent of NHS bridges classified in good condition	6%	6%	6%	5%	5%	yes	same
Percent of NHS bridges classified in poor condition	1%	1%	1%	5%	1%	yes	same

\* Data Source: Oregon Department of Transportation.

## National Highway System Performance and Targets

Metro set 2020 and 2022 regional targets for National Highway System Performance within the region's MPO boundary in the 2018 RTP (**Table 4**).

The percentage of person-miles traveled on the Interstate System in the region that are reliable was 46 percent in 2017 (baseline). That percentage increased to 47 percent in 2018 and 49 percent in 2019 and achieved the 2020 and 2022 targets of 43 percent. The percentage of person-miles traveled on the non-Interstate NHS that are reliable was 72 percent in the 2017 baseline. That percentage increased to 75 percent in 2018 and 77 percent in 2019 and achieved the 2020 and 2022 targets of 66 percent. Not only are the percentage of person-miles traveled (on the Interstate and non-Interstate system) in the region that are reliable exceeding the 2020 and 2022 targets, but the trend from 2017 to 2019 shows an overall improvement in reliability.

**Table 4. National Highway System Performance**

National Highway System Performance *							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Percent of person-miles traveled on the Interstate System that are reliable	46%	47%	49%	43%	43%	yes	yes
Percent of person-miles traveled on the non-Interstate NHS that are reliable	72%	75%	77%	66%	66%	yes	yes

\* Data Source: National Performance Management Research Dataset (NPMRDS).

## Freight Movement on the Interstate System and Freight Reliability Targets

Metro set 2020 and 2022 regional targets for freight reliability within the region's MPO boundary in the 2018 RTP (**Table 5**).

The Truck Travel Time Reliability (TTTR) Index was 2.93 within the region in the 2017 Baseline. This means that the amount of additional time that was needed for a truck trip to arrive on time 19 out of 20 times (buffer time) was almost 3 times as long as a truck trip that needed no additional time to arrive on time 95 percent of the time. The Truck Travel Time Reliability (TTTR) Index improves slightly to 2.88 in 2018 and 2.84 in 2019, which still represents a significant amount of buffer time. The Truck Travel Time Reliability (TTTR) Index in 2019 achieves the 2020 and 2022 targets of 3.10.

Table 5. Freight Movement on the Interstate System – Freight Reliability

Freight Movement on the Interstate System – Freight Reliability Targets							
Performance measure	Regional 2017 Baseline*	Regional 2018 Actual	Regional 2019 Actual	Regional 2020 Target	Regional 2022 Target	2020 Target achieved?	Better than baseline?
Truck Travel Time Reliability (TTTR) Index	2.93	2.88	2.84	3.10	3.10	yes	yes

\* Source: National Performance Management Research Dataset (NPMRDS).

## Congestion Mitigation and Air Quality (CMAQ) Measures and Targets

Metro set 2020 and 2022 regional targets for CMAQ measures within the region's MPO boundary in the 2018 RTP.

Per the 2019 federal performance measures applicability review by FHWA, Metro is no longer required to report on the CMAQ Peak-Hour Excessive Delay and the Non-Single Occupancy Vehicle Mode Share performance targets. This is due to the region completing its last obligations of its maintenance plan on October 2, 2017 and in attainment status for all criteria pollutants.

## Transit Asset Management Measures and Targets

Transit agencies that provide service in the Portland region report their Transit Asset Management (TAM) performance and targets to Metro and are included in reporting of the federal transportation performance management (TPM) requirements. Metro used this information to establish a 2018 baseline and set 2020 targets for TAM performance within the region's MPO boundary in the 2018 RTP.

TriMet's Rolling Stock performance measure is the percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of buses (which are revenue vehicles) that have met or exceeded their ULB was 15.3 percent. In 2019 the percent of buses that had met or exceeded their ULB was 16.2 percent, which is better than the 2020 target of 18 percent. In 2021 the percent of buses that had met or exceeded their ULB was 6.1 percent, which almost met the 2021 target of 5.9 percent. For 2022 the percent of buses that met or exceeded their ULB is 0 percent, which meets the 2022 target of 0 percent. For the 2018 Baseline, the percent of revenue vehicles that were cutaways (used for para-transit) that have met or exceeded their ULB was 9.0 percent. In 2019 the percent of revenue vehicles that were cutaways that had met or exceeded their ULB increased 16.2 percent. This represents a large increase but still meets the 2020 target of 45 percent. In 2020 and 2021 the percent of revenue vehicles that were cutaways that had met or exceeded their ULB was 45.2 percent, which matched the 2021 target of 45.2 percent. For 2022 the percent of revenue vehicles that are cutaways that met or exceeded their ULB is 52.2 percent, which does not meet the 2022 target of 43.2 percent. For both the 2018 Baseline and in 2019, no light rail vehicles had met or exceeded their ULB, surpassing the 2020 target of 18 percent. For both the 2020 and 2021 light rail vehicles that had met or exceeded their ULB was 17.6 percent, which met the 2020 and 2021 target of 17.6 percent. For 2022 light rail vehicles that had met or exceeded their ULB met the 2022 target of 17.7 percent (**see Table 7**).

TriMet's Equipment performance measure is the percent of non-revenue service vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of automobiles that have met or exceeded their ULB was 28.6 percent. In 2019 the percent of automobiles that had met or exceeded their ULB was also 28.6 percent. This represents a new categorization for the types of equipment that are considered automobiles, or trucks and other rubber tire vehicles, that was not used in TriMet's original 2018 Transit Asset Management performance measure for equipment. The 28.6 percent in 2019 does not meet the 2020 target of 17 percent. TriMet changed the 2021 target to 28.6 percent for automobiles in light of the new way of categorizing what is an auto; and the 2020 and 2021 percent of automobiles that had met or exceeded their ULB met that target. In 2022 the percent of automobiles that met or exceeded their ULB was 25 percent, which is better than the new target for 2022 of 40 percent. For the 2018 Baseline

the percent of trucks and other rubber tire vehicles that have met or exceeded their ULB was 34.4 percent. In 2019 the percent of trucks and other rubber tire vehicles that had met or exceeded their ULB was 29.0 percent, which does not meet the 2020 target of 23 percent. In 2020 and 2021 the percent of trucks and other rubber tire vehicles that have met or exceeded their ULB was 24.3 percent; which met the 2021 target of 24.3 percent. For 2022, the percent of trucks and other rubber tire vehicles that have met or exceeded their ULB is 34.1 percent, which does not meet the 2022 target of 27.8 percent (**see Table 7**).

TriMet's Facilities performance measure is the percent of facilities rated below 3 on the Transit Economic Requirements Model (**TERM**) condition scale (1=Poor to 5=Excellent). For the 2018 Baseline, the percent of Passenger/Parking facilities rated below 3 on the condition scale was 1.03 percent. In 2019 the percent of Passenger/Parking facilities rated below 3 on the condition scale was 1.22 percent. The 1.22 percent in 2019 does not meet the 2020 target of 1 percent. In 2020 and 2021 the percent of Passenger/Parking facilities rated below 3 on the condition scale was 0.9 percent. 2020 met the target of 1 percent, but 2021 did not meet the new 2021 target of 0.7 percent. For 2022, the percent of Passenger/Parking facilities rated below 3 on the condition scale is 0.6 percent, which meets the 2022 target (**see Table 7**).

TriMet's Infrastructure performance measure is the percent of track segments with performance restrictions. For the 2018 Baseline, the percent of TriMet's light rail track with performance restrictions was 4.7 percent. In 2019 the percent of light rail track with performance restrictions was 4.2 percent. This represents an improvement for this measure and nearly meets the 2020 target of 4.0 percent. In 2020 and 2021 the percent of light rail track with performance restrictions was 5.9 percent, and 7.6 percent respectively. Neither 2020 or 2021 performance met the 2020 and 2021 targets of 4.0 and 5.0 percent. For 2022, the percent of light rail track with performance restrictions is 7.3 percent, which does not meet the 2022 target of 5.0 percent. For the 2018 Baseline, the percent of TriMet's Hybrid rail track with performance restrictions was 3 percent. In 2019 the percent of Hybrid rail track with performance restrictions was only 0.4 percent. This represents a large improvement for this measure and meets the 2020 target of 3.0 percent. For 2020 the percent of TriMet's Hybrid rail track with performance restrictions was 1.6 percent; for 2021 it was 0.1%; and in 2022 it is 0 percent. The performance for all three of these years is far better than the 3.0 percent target in all three years (**see Table 7**).

Ride Connection's Rolling Stock performance measure is the percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of revenue vehicles that were cutaways that have met or exceeded their ULB was 19 percent. In 2019, the percent of revenue vehicles that were cutaways that had met or exceeded their ULB was also 19 percent, which meets the 2020 target of 20 percent. For 2020, the percent of revenue vehicles that were cutaways that had met or exceeded their ULB was 28 percent, which was better or exceeded the 2021 For the 2018 Baseline, the percent of revenue vehicles that were minivans that have met or exceeded their ULB was 26 percent. In 2019, the percent of revenue vehicles that were minivans that had met or exceeded their ULB increased to 33 percent. Neither the 2018 baseline nor 2019 performance met the target of 25 percent. For the 2018 Baseline, the percent of revenue vehicles that were automobiles that have met or exceeded their ULB was 20 percent. In 2019, the percent of revenue vehicles that were minivans that had met or exceeded their ULB increased to 40 percent, which still meets the target of 48 percent (**see Table 7**).

Ride Connection's Facilities performance measure is the percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent). For the 2018 Baseline and in 2019, the percent of all facilities rated below 3 on the condition scale was 0 percent or none, which meet the 2020 target of 0 percent.

SMART's Rolling Stock performance measure is the percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of *all* revenue vehicles that have met or exceeded their ULB was 33 percent. In 2019 the percent of all revenue vehicles that had met or exceeded their ULB was 35 percent, which does not meet the 2020 target of 33 percent by a small margin. For 2020 the percent of all revenue vehicles that had met or exceeded their ULB was 43 percent, a large increase that does not meet the 2020 target. For 2020 the percent of revenue vehicles that were cutaways that had met or exceeded their ULB was 47 percent. The 2021 and 2022 performance data is currently unavailable (**see Table 7**).

SMART's Equipment performance measure is the percent of service vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of all service vehicles that have met or exceeded their ULB was 20 percent, which meets the 2020 target. In 2019 the percent of all service vehicles that had met or exceeded their ULB quickly rose to 38 percent, which far exceeds (does not meet) the 2020 target of 20 percent. For 2020 the percent of all service vehicles that had met or exceeded their ULB dropped to 10 percent, a large decrease that easily met the 2020 target. The 2021 and 2022 performance data is currently unavailable (**see Table 7**).

SMART's Facilities performance measure is the percent of parking and maintenance facilities rated below 3 on the condition scale (1=Poor to 5=Excellent). For the 2018 Baseline, the percent of all facilities rated below 3 on the condition scale was 0 percent or none. In 2019 there were also no facilities rated below 3 on the condition scale (0 percent), which met the 2020 target of 0 percent. For 2020 and 2021 the percent of parking facilities rated below 3 was 0 percent. For 2020 the percent of maintenance facilities rated below 3 was 3 percent; and in 2021 it was 0 percent (**see Table 7**).

C-TRAN's Rolling Stock performance measure is the percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of *all* revenue vehicles that have met or exceeded their ULB was 14.5 percent. In 2019 the percent of all revenue vehicles that had met or exceeded their ULB was 18 percent, which was a slight increase but still meets the 2020 target of 20 percent. For 2020 the percent of all revenue vehicles that had met or exceeded their ULB was 19 percent, which met the 2020 target. For 2021 the percent of all revenue vehicles that had met or exceeded their ULB was 22 percent, which was slightly short of meeting the 2021 target of 20 percent. 2022 performance data is currently unavailable. (**see Table 7**).

C-TRAN's Equipment performance measure is the percent of non-revenue service vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of *all* service vehicles that have met or exceeded their ULB was 17.1 percent. In 2019 the percent of all service vehicles that had met or exceeded their ULB was 25 percent, which was an increase but still meets the 2020 target of 30 percent. For 2021 the percent of *all* service vehicles that have met or exceeded their ULB was 43 percent, which does not meet the 2021 target of 30 percent. 2020 and 2022 performance data is currently unavailable. (**see Table 7**).

C-TRAN's Facilities performance measure is the percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent). For the 2018 Baseline, the percent of all facilities rated below 3 on the condition scale was 0 percent or none. In 2019, 2020, and 2021 there were also no facilities rated below 3 on the condition scale (0 percent), which met the 2020 and 2021 targets of 30 percent. 2022 performance data is currently unavailable. (**see Table 7**).

Portland Streetcar's Rolling Stock performance measure is the percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of all revenue vehicles that have met or exceeded their ULB was 0 percent. In 2019 also 0 percent, which meets the 2020 target of 0 percent or none. In 2020 and 2021 the percent of revenue vehicles that are *streetcars* that had met or exceeded their ULB was 2 percent, slightly above the target of 0 percent. In 2020 and 2021 the percent of revenue vehicles that are *bogies* that had met or exceeded their ULB was 0 percent, which met the 2020 and 2021 targets. (**see Table 7**).

Portland Streetcar's Equipment performance measure is the percent of non-revenue service vehicles that have met or exceeded their useful life benchmark (ULB). For the 2018 Baseline, the percent of all service vehicles that have met or exceeded their ULB was 40 percent. In 2019 the percent of all service vehicles that had met or exceeded their ULB was 17 percent, which demonstrates a significant improvement, but does not meet the 2020 target of 0 percent or none. However, the one vehicle that had exceeded its ULB was replaced in 2020. In 2020 the percent of all service vehicles that had met or exceeded their ULB was 4 percent, which was another significant improvement, but does not meet the 2020 target of 0 percent. In 2021 the target of 0 percent was met. 2022 performance data is currently unavailable. (**see Table 7**).

Portland Streetcar's Facilities performance measure is the percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent). For the 2018 Baseline, the percent of *all* facilities rated below 3 on the condition scale was 0 percent or none. In 2019 the percent of *all* facilities rated below 3 on the condition scale was also 0 percent, which meets the 2020 target of 0 percent. For both 2020 and 2021 the targets of 0 percent were met. 2022 performance data is currently unavailable. (**see Table 7**).

Portland Streetcar's Infrastructure performance measure is the percent of track segments with performance restrictions. For the 2018 Baseline, no Portland Streetcar rail track had performance restrictions. In 2019 the percent of rail track with performance restrictions was 0 percent, which meets the 2020 target of less than 2.0 percent. For both 2020 and 2021 the targets of 0 percent were met. 2022 performance data is currently unavailable. (**see Table 7**).

**Table 7. Transit Asset Management Targets**

Transit Asset Management Targets <sup>1</sup>									
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target	2020 Performance	2021 Target	2021 Performance	2022 Target	2022 Performance	2023 Target
<b>TriMet Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)									
BU – Bus	15.3%	16.2%	18%	0.0%	5.9%	6.1%	5.8%	0%	0%
CU – Cutaway (used for LIFT para-transit)	9.0%	16.6%	45%	45.2%	45.2%	45.2%	43.2%	52.2%	60%
LR – Light rail vehicles	0%	0%	18%	17.6%	17.6%	17.6%	17.6%	17.7%	17.7%
RP – Commuter rail passenger coach	0%	0%	0%	0%	0%	0%	0%	0%	0%
RS – Commuter rail self-propelled passenger car	0%	0%	0%	0%	0%	0%	0%	0%	0%
VN – Van (used for LIFT para-transit)	0%	0%	0%	0%	0%	0%	16.5%	23.8%	25.3% <sup>3</sup>
<b>TriMet Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)									
Automobiles	28.6%	28.6%	17%	28.6%	28.6%	28.6%	40%	25%	25%
Trucks and other rubber tire vehicles	34.4%	29.0%	23%	24.3%	24.3%	24.3%	27.8%	34.1%	25.3%
Steel wheel vehicles	30%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>TriMet Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)									
Passenger/Parking facilities	1.03%	1.22%	1%	0.9%	0.7%	0.9%	0.6%	0.6%	0.7%
Administrative/Maintenance facilities	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>TriMet Infrastructure</b> – Percent of track segments with performance restrictions									
LR – light rail	4.7%	4.24%	4.0%	5.9%	5.0%	7.6%	5%	7.3%	7%
YR – Hybrid rail	3.0%	0.42%	3.0%	1.6%	3.0%	0.1%	3%	0%	3%



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Transit Asset Management Targets <sup>1</sup>									
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target	2020 Performance	2021 Target	2021 Performance	2022 Target	2022 Performance	2023 Target
<b>Ride Connection Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	19%	19%	20%	28%	32% <sup>2</sup>	N/A	38% <sup>2</sup>	N/A	N/A
CU – Cutaway Bus	26%	33%	25%	25%	32% <sup>2</sup>	N/A	34% <sup>2</sup>	N/A	N/A
MV – Minivan	20%	40%	48%	33%	50% <sup>2</sup>	N/A	50% <sup>2</sup>	N/A	N/A
AO – Automobiles									
<b>Ride Connection Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)									
Passenger/Parking	0%	0%	0%	0%	0% <sup>2</sup>	0%	0% <sup>2</sup>	N/A	N/A
Administrative/Maintenance	0%	0%	0%	0%	1.5% <sup>2</sup>	0%	1.5% <sup>2</sup>	N/A	N/A
<b>SMART Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)									
BU – Bus	33%	35%	33%	43%	20%	N/A	25% <sup>2</sup>	N/A	N/A
CU – Cutaway Bus				47%	32% <sup>2</sup>	N/A	38% <sup>2</sup>	N/A	N/A
<b>SMART Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)									
Automobiles	20%	38%	20%	10%	12%	N/A	8% <sup>2</sup>	N/A	N/A
Truck and other rubber tire vehicles					44%	N/A	45% <sup>2</sup>	N/A	N/A
<b>SMART Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)									
Passenger/Parking	0%	0%	0%	0%	0% <sup>2</sup>	0%	0% <sup>2</sup>	N/A	N/A
Administrative/Maintenance	0%	0%	0%	3%	1.5% <sup>2</sup>	0%	1.5% <sup>2</sup>	N/A	N/A
<b>C-TRAN Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	14.5%	18%	20%	19%	20%	22%	20%	N/A	N/A
<b>C-TRAN Equipment</b> – Percent of service vehicles that have met or	17.1%	25%	30%	N/A	30%	43%	30%	N/A	N/A

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Transit Asset Management Targets <sup>1</sup>									
Performance measure	2018 Baseline Performance	2019 Performance	2020 Target	2020 Performance	2021 Target	2021 Performance	2022 Target	2022 Performance	2023 Target
exceeded their useful life benchmark (ULB)									
<b>C-TRAN Facilities</b> – Percent of facilities rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	0%	30%	0%	30%	0%	30%	N/A	N/A
<b>Portland Streetcar Rolling Stock</b> – Percent of revenue vehicles rated below 2.5 on the condition scale (1=Poor to 5=Excellent)									
Streetcars	0%	0%	0%	2%	0%	2%	0%	N/A	N/A
Bogies	0%	0%	0%	0%	0%	0%	0%	N/A	N/A
<b>Portland Streetcar Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	40%	17%	0%	4%	0%	0%	0%	N/A	N/A
<b>Portland Streetcar Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	0%	0%	0%	0%	0%	N/A	N/A
<b>Portland Streetcar Infrastructure</b> – Percent of track mileage operating below design speed	0%	0%	<2%	0%	0%	0%	0%	N/A	N/A
<sup>1</sup> Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. Performance measures and targets are monitored and reported in agency TAM Plans adopted by TriMet, C-TRAN, Ride Connection, SMART and Portland Streetcar. <sup>2</sup> Ride Connection and SMART's performance measures and targets are monitored and reported in ODOT's Group TAM Plan – targets are statewide encompassing all small providers. <sup>3</sup> Additional vans will reach the useful life benchmark for the year covered by RY2023.									

## Transit Safety Measures and Targets

Transit agencies that provide service in the Portland region reflect their Transit Safety performance and targets in their respective Public Transportation Agency Safety Plans (PTASPs) and provide them to Metro as part of meeting federal TPM requirements. Transit agencies are required to establish their targets and share them with their MPO and State by December 31, 2020. Transit safety measures from agencies' PTASPs are provided below, along with the 2019 baseline performance, and 2020 and 2021 performance where available. Metro used this information to establish a baseline and set initial targets for transit safety performance (**Table 8**), and incorporated references to regional transit safety performance targets and transit agency safety plans as part of any updates or amendments to the RTP and/or MTIP after July 20, 2021.

**Table 8. Transit Agency Safety Targets**

Transit Agency Safety Targets								
Performance measure	2019 Baseline Performance		2020 Performance		2021 Target		2021 Performance	
	Total	Rate	Total	Rate	Total	Rate	Total	Rate
<b>TriMet Fatalities</b> – per 1 million VRM								
Commuter/Light Rail	1	0.1119	3	0.3384	0	0	7	0.7897
Deviated/Fixed Route Bus	1	0.0469	0	0	0	0	1	0.0455
Demand Response	0	0	0	0	0	0	0	0
<b>TriMet Injuries</b> – per 1 million VRM								
Commuter/Light Rail	113	12.6505	97	10.9429	-- <sup>1</sup>	<1.9	66	7.4457
Deviated/Fixed Route Bus	111	5.2045	152	6.9198	-- <sup>1</sup>	<1.9	120	5.4630
Demand Response	13	1.8189	5	0.9055	-- <sup>1</sup>	<1.9	6	1.0865
<b>TriMet Safety Events</b> – per 1 million VRM								
Commuter/Light Rail	114	12.7625	111	12.5222	-- <sup>2</sup>	<1.3	98	11.0557
Deviated/Fixed Route Bus	112	5.2514	164	7.4661	-- <sup>2</sup>	<2.6	141	6.4190
Demand Response	11	1.5391	4	0.7244	-- <sup>2</sup>	-- <sup>2</sup>	5	0.9055
<b>TriMet System Reliability</b> – rate of in-service vehicle failures (miles) <sup>***</sup>								
Commuter/Light Rail	N/A	120,234	N/A	27,905	N/A	>10,000	N/A	28,054
Deviated/Fixed Route Bus	(rate only)	31,000	(rate only)	8,912	(rate only)	>15,000	(rate only)	10,698
Demand Response		22,840		4,973		>15,000		2,435
<b>Ride Connection Fatalities</b> – per 100k VRM <sup>**</sup>								
Deviated Fixed Route Bus								
Demand Response/NEMT	0	0	0	0	0	0	0	0
Travel Training	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
<b>Ride Connection Injuries</b> <sup>3</sup> – per 100k VRM <sup>**</sup>								
Deviated Fixed Route Bus	0	0	0	0	0	0	0	0
Demand Response/NEMT	0	0	0	0	0	0	0	0
Travel Training	0	0	0	0	0	0	0	0
<b>Ride Connection Safety Events</b> <sup>4</sup> – per 100k VRM <sup>**</sup>								
Deviated Fixed Route Bus								
Demand Response/NEMT	0	0	0	0	<5.25	-- <sup>6</sup>	1	0.2802
	0	0	0	0	<15.75 <sup>5</sup>	-- <sup>6</sup>	0	0
<b>Ride Connection System Reliability</b> <sup>7</sup> – rate of in-service vehicle failures (miles) <sup>***</sup>								
Deviated Fixed Route Bus	N/A	N/A <sup>7</sup>	N/A		N/A	16,500	N/A	

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Transit Agency Safety Targets								
Performance measure	2019 Baseline Performance		2020 Performance		2021 Target		2021 Performance	
	Total	Rate	Total	Rate	Total	Rate	Total	Rate
Demand Response/NEMT	(rate only)	N/A <sup>5</sup>	(rate only)		(rate only)	28,500 <sup>5</sup>	(rate only)	
<b>SMART Fatalities</b> – per 100k VRM**								
Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0
<b>SMART Injuries</b> – per 100k VRM								
Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0
<b>SMART Safety Events</b> – per 100k VRM**								
Deviated Fixed/Fixed Route Bus	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0
<b>SMART System Reliability</b> – rate of in-service vehicle failures (miles)***								
Deviated Fixed/Fixed Route Bus	N/A	21,324 <sup>8</sup>	N/A		N/A	21,324	N/A	
Demand Response	(rate only)	14,206 <sup>8</sup>	(rate only)		(rate only)	14,206	(rate only)	
<b>C-TRAN Fatalities<sup>9</sup></b> – per 1 million VRM*								
Deviated/Fixed Route Bus	0	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0	0
Vanpool	0	0	0	0	0	0	0	0
<b>C-TRAN Injuries<sup>9</sup></b> – per 1 million VRM*								
Deviated/Fixed Route Bus	27	6.9308	11	0.29	<25.7	<6.5842	10	0.27
Demand Response	8	5.1572	2	0.00	<7.6	<4.8993	0	0
Vanpool	0	0	0	0	0	0	0	0
<b>C-TRAN Safety Events<sup>9</sup></b> – per 1 million VRM*								
Deviated/Fixed Route Bus	30	7.7009	39	1.03	<28.5	<7.3159	18	0.48
Demand Response	0	0	4	0.51	0	0	0	0
Vanpool	0	0	0	0	0	0	0	0
<b>C-TRAN System Reliability</b> – rate of in-service vehicle failures (miles)**								
Deviated/Fixed Route Bus	N/A		N/A	0.2073	N/A	>0.2177	N/A	0.2226
Demand Response	(rate only)		(rate only)	7.8785	(rate only)	>8.2724	(rate only)	1.1685
Vanpool				0.0693		>0.0728		0.1149
<b>Portland Streetcar Fatalities</b> – per 100k VRM* (Rail)	0	0	0	0	0	0	0	0
<b>Portland Streetcar Injuries</b> – per 100k VRM* (Rail)	14	3.27	14	3.27	12	3.05	8	2.04

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Transit Agency Safety Targets								
Performance measure	2019 Baseline Performance		2020 Performance		2021 Target		2021 Performance	
	Total	Rate	Total	Rate	Total	Rate	Total	Rate
<b>Portland Streetcar Safety Events</b> – per 100k VRM* (Rail)	14	3.27	14	3.27	19	4.83	17	4.34
<b>Portland Streetcar System Reliability</b> – rate of in-service vehicle failures (miles)** (Rail)	N/A (rate only)	0.2933	N/A (rate only)	0.2933	N/A (rate only)	0.2933	N/A (rate only)	0.2361
<p><sup>1</sup>TriMet did not adopt performance targets for total injuries in its PTASP, but did adopt a target of less than 200 OSHA recordable injuries for employees.</p> <p><sup>2</sup>TriMet did not adopt performance targets for total safety events in its PTASP. Instead the agency adopted target of less than 1.3 for light rail and less than 2.6 for bus per 100,00 miles. TriMet also adopted performance targets of less than 5.4 lost time employee injuries per 200,000 hours worked.</p> <p><sup>3</sup>Ride Connection also sets a boarding and alighting injury target of less than 2.25.</p> <p><sup>4</sup>Ride Connection also set workers' compensation claim targets of 0 for deviated fixed route bus and less than 1.5 for demand response service.</p> <p><sup>5</sup>NEMT is a new program as of March 2020 with no historical data from the previous brokerage and only a few months of actual data that is heavily skewed by COVID-19. Ride Connection will adopt specific NEMT targets once adequate data has been compiled. In the interim, the NEMT targets are the same as those for demand response.</p> <p><sup>6</sup>Instead of a safety event rate target, Ride Connection adopted a preventable collision rate of less than 1.2334 per 100,000 vehicle revenue miles for deviated fixed route bus and less than 0.9000 per 100,000 vehicle revenue miles for demand response service.</p> <p><sup>7</sup>Ride Connection does not have historical system reliability data available.</p> <p><sup>8</sup>SMART used FY 2018 data as a baseline for system reliability performance setting.</p> <p><sup>9</sup>C-TRAN adopted the performance targets of achieving a 5 percent reduction from the 2019 baseline. The values included as 2021 targets in this table are those estimated values based on 2019 data reported to the National Transit Database.</p> <p>* VRM stands for Vehicle Revenue Miles.</p> <p>** System reliability is defined by FTA as the mean distance between major mechanical failures—measured as revenue miles operated divided by the number of major mechanical failures.</p>								

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# 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast

State and Federal Unallocated Funds

Updated - May 2022

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## INTRODUCTION

This report documents the cooperative development of the revenue forecast for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). It includes a description of the forecast methods and the process by which forecasted revenues were distributed to funding allocation programs administered by the four agencies with federal funding authority within the greater Portland metropolitan area, Oregon Department of Transportation (ODOT), Metro, Tri-County Metropolitan Transportation District of Oregon (TriMet) and the South Metro Area Region Transportation (SMART), that select transportation projects and programs to receive those funds.

The revenue forecast is only for transportation funding that will be programmed in the MTIP, which includes all federal transportation funds and state and local agency funds that will be used on regionally significant transportation projects and programs. Generally, regionally significant projects and programs are those that are located on the regional transportation system as defined in the Metro area Regional Transportation Plan (RTP) or implement a key transportation strategy from the RTP, such as transportation demand management. Therefore, state and local agency funds that will be used to build projects and maintain the local street system are not included in the forecast.

In developing the revenue forecast for the 2024-2027 MTIP, each agency which carries a responsibility to administer federal transportation funding, summarized the methodology for determining the estimated amount of revenue available for transportation projects and programs in federal fiscal years 2024 through 2027 and the process for determining how to allocate the funds. The revenue estimation process does not discuss the allocation of the revenues to transportation projects and programs. Separate documentation is provided about the allocation process, project prioritization criteria, and allocation results.

Recognizing Metro and ODOT use three-year cycles for allocating transportation revenues to projects and programs, the revenue forecast for Metro and ODOT focuses on new revenues available for federal fiscal years 2025, 2026, and 2027. Metro also provides an estimate of unallocated carryover revenues anticipated for federal fiscal year 2024. These unallocated revenues represents a more refined estimate of the anticipated federal revenues available, but had not previously been allocated to transportation projects and programs in the 2021-2024 MTIP. The transit agencies, SMART and TriMet, include estimates for each federal fiscal year (2024-2027) as both agencies conduct their programming of projects annually through their budget processes.

In developing the revenue forecast for the 2024-2027 MTIP, Metro led the coordination efforts by working with partners ODOT, SMART, and TriMet and utilizing information from concurrent revenue forecasting efforts, whether that was a budget process or a funding allocation discussion. Metro provided a template outlining a series of steps in describing the development of the revenue estimates. The template was developed in a manner which would be flexible to each agency and respecting the agency's revenue forecasting processes, while also making the progression towards identifying the estimated revenues in the Portland metropolitan region. Key aspects each partner was expected to address as part of the revenue forecast included baseline starting points for revenue estimates, assumptions

related to the availability of revenues, and revenue growth rates. Metro coordinated meetings with partner agency staff to review report drafts and forecast methods in preparation to produce this snapshot forecast of anticipated revenues to be invested in the region's transportation system in federal fiscal years 2024 through 2027. The revenue forecast was initially developed over winter-spring 2021 and was discussed at the Transportation Policy Alternatives Committee (TPAC) and provided to the Joint Policy Advisory Committee on Transportation (JPACT). An updated to the 2024-2027 MTIP revenue forecast was undertaken in winter-spring 2022 to reflect changes in the current landscape of transportation revenues.

**Table 1. Forecast of Federal and State Generated Transportation Revenues, Portland Metro Area Transportation Federal Fiscal Years (FFY) 2024 through 2027 (in millions)**

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-27 Total
<b>ODOT Directed</b> <sup>1</sup>	N/A <sup>4,7</sup>	119.2	119.2	119.1	\$357.5
<b>ODOT to Cities/Counties</b> <sup>2</sup>	N/A <sup>4,7</sup>	\$15.36	\$15.36	\$15.36	\$46.08
<b>State Trust Fund to Cities/Counties</b> <sup>5</sup>	\$240.36	\$249.66	\$248.83	\$248.00	\$986.85
<b>Federal Discretionary</b> <sup>9</sup>	\$74.0	\$74.0	\$74.0	\$0	\$222.0
<b>Metro MPO</b> <sup>1,3, 6, 8</sup>	\$13.6 <sup>4</sup>	\$54.2	\$54.9	\$54.9	\$177.60
<b>SMART</b>	\$2.04	\$2.15	\$2.27	\$2.39	\$8.85
<b>TriMet</b>	\$158.5	\$167.2	\$174.4	\$181.7	\$681.8
<b>Total</b>	<b>\$488.5</b>	<b>\$607.77</b>	<b>\$614.96</b>	<b>\$621.45</b>	<b>\$2,480.68</b>

<sup>1</sup> Does not include federally dedicated planning funds or funds dedicated to ODOT Administrative costs.

<sup>2</sup> Directed funding program pass through to local agencies; does not include pass through to MPOs or State Trust Fund pass through to local agencies.

<sup>3</sup> Utilizes MPO forecast method that anticipates growth in available funding rather than ODOT forecast method of 10% reduction of current fund levels for those years not under a federal transportation authorization.

<sup>4</sup> Metro and ODOT forecasted revenues for FFY 2024 have already been allocated. SMART and TriMet forecasted revenues are allocated on an annual basis through their budget processes.

<sup>5</sup> Funds not typically reflected in the Metropolitan Transportation Improvement Program, unless funds are being used for capital projects deemed as regionally significant.

<sup>6</sup> Total reflects combined revenue for federal fiscal years 2025 through 2027 and under allocated carryover estimated for 2024. See Table 2 for further detail.

<sup>7</sup> Estimates for carryover revenues for FFY 2024 for ODOT funding programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.

<sup>8</sup> Total includes revenues from the new federal Carbon Reduction program, but funds from the program has not been allocated.

<sup>9</sup> Estimate is based on the Portland region to receive a proportion, based on population, of federal discretionary grant awards estimated for Oregon to receive. The estimate for Oregon is based on the assumption that Oregon will receive approximately 1% of the federal discretionary grant awards available between federal fiscal year 2022 – 2026, divided evenly over each fiscal year. Funding is not guaranteed and would rely on project applications put forward competing well in the grant program.



## METRO REGIONAL FLEXIBLE FUNDS (RFF) REVENUE FORECAST

Metro's Regional Flexible Fund Allocation (RFFA) is a process that consolidates the distribution of three long-standing federal funding program sources to transportation projects and programs in the Metro region. One new federal funding program as a result of the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA), may eventually become part of the consolidated distribution through the RFFA process, but until federal rulemaking establishes the administration of the funding program, the allocation of funds from the new program remains to be determined. The revenue forecast for the Regional Flexible Funds is coordinated with the Oregon Department of Transportation and Oregon's other Metropolitan Planning Organizations (MPOs).

### **Step 1: Developing the Statewide Metropolitan Area/Transportation Management Areas (TMA) Revenues Forecast (September 2020 – April 2021; November 2021 – April 2022)**

#### **Federal Transportation Funding**

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states, metropolitan planning organizations, and local governments by funding formulas, with the remainder allocated in competitive application-based programs.

Oregon receives about half a billion dollars in funding from the Federal Highway Administration each year. However, with the passage of the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA), Oregon like many other states anticipates seeing a significant increase – upwards of \$3.4 billion total – for federal fiscal years 2022 through 2026. All federal highway funds flow through ODOT from individual federal funding programs, including new programs created through BIL, that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required.

About one-third of those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or by ODOT (e.g. the sub-allocation of CMAQ funds to MPOs that have had federal air quality compliance violations and implementation plans to address them).

#### **Developing Statewide Forecasts**

The statewide forecast of federal funds available for transportation projects and programs during the time period of the 2024-2027 State and Metropolitan Transportation Improvement Programs (TIPs) is coordinated by the Statewide Investment Management Section of the ODOT and updated with new information and events. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP coordination committee.

Metro staff works with ODOT staff and other Oregon MPOs in the transportation improvement program (TIP) coordination committee to coordinate forecast methodology

options for the federal funding programs provided to the Oregon TMA MPOs: Surface Transportation Block Grant (STBG) – including the Transportation Alternatives (TA) Program set-aside, the Congestion Mitigation – Air Quality (CMAQ) funding program, and the newly created Carbon Reduction Program. The Transportation Management Area (TMA) MPOs in Oregon are apportioned allocation authority over the following federal transportation funding programs:

- **Surface Transportation Block Grant (Urban):** The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Congestion Mitigation and Air Quality (CMAQ):** The Congestion Mitigation and Air Quality program provides a funding source to State and local governments for certain eligible transportation projects and programs to help meet the requirements of the Clean Air Act and local State Implementation Plans (SIPs). Funding is available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (referred to as nonattainment areas) and for former nonattainment areas. The goals of the program are to mitigate for congestion and improve air quality by reducing transportation emissions. The scope of a transportation project or program must fit within one or more of the identified project types which are recognized eligible by federal requirements of the program as well as any additional state requirements. These funds are sub-allocated to eligible areas by the Oregon Transportation Commission, which has adopted a statewide formula for this purpose. The Oregon Transportation Commission has also adopted additional state priorities and program guidance for use of CMAQ funds in Oregon.
- **Transportation Alternatives (set-aside from Surface Transportation Block Grant):** The Bipartisan Infrastructure Law continues the Transportation Alternatives set aside from program the Surface Transportation Block Grant, which the previous authorizations had eliminated the predecessor Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds are flexible to include all projects and activities that were previously eligible under the old TAP funding program. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The BIL also increased the set aside amount to 59% to be sub-allocated by population.
- **Carbon Reduction Program:** The Bipartisan Infrastructure Law created the Carbon Reduction Program as a means to fund transportation activities focused on reducing



greenhouse gas emissions from transportation sources. Eligible projects may include public transit and active transportation; street light and traffic control device energy efficiency; tolling, pricing and transportation demand management that shift travel to cleaner modes; freight and port projects; alternative fuels; and congestion management technologies. Additionally, state departments of transportation (DOT), in consultation with MPOs, are required to develop and update at least every four years a carbon reduction strategy and submit it to U.S. DOT for approval. U.S. DOT must certify that a State's strategy meets the statutory requirements.

The TIP coordination committee was provided historical data of revenues for each MPO for use in developing the revenue forecast for their MPO.<sup>1</sup> The TIP coordination committee and ODOT staff did not require MPOs to apply a specific revenue forecasting methodology, leaving the discretion that seemed most appropriate to each MPO. Each MPO decides the way in which to forecast funding for the purpose of allocating forecasted funding to projects. However, for TIP programming, the MPOs are limited in how much funding they can program to project costs in each fiscal year by the amount of committed or reasonably expected revenue to projects within each MPO. Methods for determining committed and reasonably expected revenue for financially constraining the TIP will continue to be coordinated with the statewide committee.<sup>2</sup>

## **Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (September 2020 – May 2021; November 2021 – April 2022)**

While the work of the TIP committee significantly influences the revenue forecast of MPOs throughout Oregon, the Portland metropolitan region also considers and emphasizes several other factors in developing an appropriate method for forecasting available funding for the allocation of Regional Flexible Funds. These factors include: 1) consideration of federal processes which determine the amount of federal transportation funds distributed to states and MPOs for transportation projects; 2) project readiness and delivery considerations and the federal aid process; 3) management of obligating federal funds in a timely manner; and 4) administration considerations of the RFFA allocation process.

The first factor is the federal process that makes funds available for projects and highly influences the revenue forecast. Every five to six years, federal authorization legislation is passed that sets the budget authority for federal transportation funding, including RFFA

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<sup>1</sup> Historical data on revenues sub allocated to MPOs was not provided for the new Carbon Reduction funding program.

<sup>2</sup> While the TIP coordinators committee and ODOT do not specify a particular forecast of revenues for the purpose of allocating funding to projects, the TIP coordinators committee and ODOT will continue to meet throughout the development of the 2024-2027 MTIPs and STIP to coordinate the revenue forecast which will be used to financially constrain the MTIPs and STIP. The initial financial constraint forecast for the 2024-27 TIP financial constraint purposes is expected to take place in autumn/winter 2022-2023 with updated financial information. Revenue information used to financially constrain the TIP to committed and reasonably available funding is continually updated through the life of the TIP to reflect most up to date revenue data. When the TIP is adopted or amended, financial constraint utilizing the most current revenue and project cost data is utilized.

funds. After authorization, each year funds are apportioned based on actual transportation revenues generated, up to the amounts previously authorized. In recent history, apportionment of funds typically generates about 90-95% of authorized amounts. The percent of apportionment to authorization is known as the limitation rate.

Surface Transportation Block Grant (STBG) funds and the Transportation Alternatives set-aside are allocated to Transportation Management Area (TMA) metropolitan planning organizations (MPOs) based on formulas outlined by federal statutes. Metro receives approximately 75% of STBG funding made available to large MPOs in Oregon. In addition to federal formula allocation of STBG, Oregon also receives a state allocation of Congestion Mitigation and Air Quality (CMAQ) funds based on the U.S. Environmental Protection Agency (EPA) air quality designations. Oregon employs a statewide formula allocation for CMAQ funding to the eligible areas. The CMAQ statewide formula allocation was last updated in 2017 and the allocation applies to CMAQ funds through 2024. While the update to the statewide CMAQ funding is expected to take place during the development of the 2024-2027 MTIP, the revenue forecast utilizes a continuation of the current statewide CMAQ sub-allocation formula. Metro as the largest eligible MPO to receive CMAQ funds, receives approximately 73% of the CMAQ funds available to Oregon MPO areas.

The second factor is the potential readiness for the use of forecasted funds and the needs of the local project delivery process of federal transportation funds. Upon award of funds, a local agency coordinates with ODOT and Metro to define a detailed scope of work, budget and schedule that address state and federal requirements (e.g. National Environmental Protection Act (NEPA) process requirements, design requirements) and execute an intergovernmental agreement to document how the project will meet requirements and provide required match funding. The process of executing the agreement typically takes a year or longer. Implementing the agreement through the project phases of planning, preliminary engineering, right of way acquisition, and construction can take up to an additional 4 to 5 years. Recognizing the federal aid process and potential readiness of a transportation project awarded funding can impact the amount of forecasted revenues available year-by-year, the history of readiness of previous projects and complexity of federal aid processes influences whether to take a conservative or aggressive approach to the revenue forecast for allocation purposes.

The third factor is the ODOT and MPO partnership on fund management of federal transportation funds. Each state must contractually obligate all federal transportation funding apportioned to it each federal fiscal year or the unobligated funds will be redistributed to states that have obligated all their funds. As ODOT has a better capability to obligate federal transportation funds quickly on projects or programs, the agency takes on the responsibility to ensure all federal transportation funding authority is obligated, including unobligated MPO funding authority. When ODOT obligates MPO unobligated funding authority, ODOT then provides equivalent funding authority in a future year. This provides flexibility to MPOs and keeps Oregon eligible for redistribution funds from other state's unobligated funding authority. ODOT and the large MPOs have recently entered an agreement for MPOs to meet obligation rates in exchange for the ability to share in a portion of the redistribution funds ODOT receives annually. The management and obligation of

federal transportation funds allocated by MPOs opens a new opportunity for potential increased revenue available to include as part of the forecast.

The fourth and last additional factor is the administrative consideration and impact of the 3-year allocation cycle. Through the RFFA process, Metro undertakes a significant administrative effort to run a deliberative and transparent funding allocation process based on the policy objectives and strategy for implementing the region's long-range transportation plan. This process is designed as a thoughtful effort of weighing tradeoffs and advancing progress towards the region's goals for the transportation system. As a result, the RFFA process is not nimble and does not adapt well to allocate additional revenues. Therefore, the forecast of revenues for the Portland region must factor in consideration of the allocation process which cannot quickly allocate unanticipated revenues.

In summary, forecasting and estimating the revenue for the Regional Flexible Funds allocation process has additional unique objectives from other funding allocation programs in the 2024-2027 MTIP and their forecasts of available funds.

With these factors in mind, the goals of estimating the revenue allocation authority are created to achieve the following objectives:

- Select enough projects that prepares an adequate pipeline to be ready to obligate funding as it becomes available each year to achieve the following:
  - deliver project benefits to the region as soon as possible
  - minimize loss of purchasing power to inflation
  - help ODOT (and subsequently the region) be eligible for federal redistribution funds
  - prevent having to undertake any supplemental allocation processes to distribute available funding that is in excess of earlier forecasts
- Provide a steady flow of funding to projects and programs to avoid shocks to the delivery systems.
- Balance forecasting enough revenues to develop projects in the delivery pipeline to maximize obligation of all funds as they become available without creating an over expectation of projects that can be delivered or excessive conflicts between projects for access to funds as they become available.

### **Revenue Forecast Methods and Assumptions**

In prior RFFA cycles, forecast amounts would be based on funding authorization levels, with an assumed limitation rate based on historic performance. If the allocation cycle extended beyond the authorization period, a growth factor, based on historic performance and factoring in the limitation rate from the last year of authorization, was applied to the final authorization year and extended out to the final year of the RFFA cycle.

During the first iteration of developing the revenue forecast for the 2025-2027 RFFA cycle, the region worked under the status that the region is five (5) years removed from the current federal transportation authorization bill which would expire in September 2021. With the historical precedent of each federal transportation reauthorization resulting in an increase in federal transportation revenues, Metro staff began with the initial assumption that the historical trend in transportation revenues is likely to continue with future legislation to replace the current authorization bill at the time, known as Fixing America's Surface Transportation (FAST) Act. This assumption was also based on the active discussions being reported in media suggesting reauthorization would increase transportation funding levels. The initial assumption, which Metro programming staff called a "moderate growth forecast" reflects the amount of funds that would come to region through the federal formula funding programs based on the Senate Environment and Public Works (EPW) Committee Authorization bill amounts passed with bipartisan support at that time. To forecast how the federal formula funds in the authorization bill would flow to the region by each year, the forecast provided an initial increase of 7% in the first year of authorization (FY 2022) and a 2.2% increase in each subsequent year to reflect typical growth of funds through the period of the authorization bill. This moderate growth forecast was discussed with TPAC in spring 2021 and received a general "thumbs up" to proceed with this approach.

Since that time, the Bipartisan Infrastructure Law (BIL) passed in November 2021, establishing transportation authorization levels for federal fiscal years 2022 through 2026. For the transportation sector, the BIL is:

- The largest federal investment in public transit ever
- The largest federal investment in passenger rail since the creation of Amtrak
- The largest dedicated bridge investment since the construction of the Interstate System
- The largest investment in electric vehicle infrastructure in history

As a result, Metro staff, in working with ODOT and the TIP coordination committee, updated the revenue estimates for authorization years for the federal funding programs. The forecast utilizes the federal authorization amounts, with a forecasted 90% limitation rate. The final year of the upcoming RFFA of FFY 2027 is outside the final year of the BIL. For this year, the forecast utilizes the same authorization level and limitation amount as the final year of the BIL (FFY 2026). This reflects the common practice in recent times when Congress is facing the expiration of an authorization bill, to use short-term continuing authorization bills at existing authorization levels until a new bill can be agreed to and passed into law.

CMAQ funding is held constant from FFY 2024 forward to reflect guidance from ODOT staff. This is because ODOT expects to reopen the statewide distribution formula for CMAQ funds by FFY 2024 to address any changes brought about by updated population estimates from the 2020 federal census and to revisit possible changes in air quality conformity status for

areas within the state and possibly update state policy objectives for the distribution of CMAQ funds. While overall CMAQ revenues to the state are expected to grow at the same rates as other federal funding programs within the time period of the authorization bill, the assumption of a no-growth rate for the Metro areas mitigates some of the risk that a new Oregon sub-allocation formula may reduce the proportion of CMAQ funds sub-allocated to the Metro area.

Additionally, the region is eligible to receive federal redistribution funds from ODOT beginning in FFY2023 if they become available and the region meets its funding obligation targets. To become eligible for these funds, the region needs to utilize the administrative tools to obligate existing RFFA funds on schedule, consistent with the forecast and allocation objectives as described above. The forecast assumes the region will be successful in meeting the funding obligation targets and will be awarded \$1 million per year beginning in FFY 2023. The forecasted \$1 million award amount is a moderate estimate based on what the region would have been eligible to receive in prior years if the redistribution agreement had been in place. Actual awards are expected to fluctuate year to year as redistribution amounts to Oregon depend on the actual funding obligation performance of other states.

Finally, the BIL created a new federal funding category that will sub-allocate funds to the Metro region by federal formula named the Carbon Reduction program. The general purpose of this funding program is for transportation projects and programs that will reduce greenhouse gas emissions. Like the STBG funding program, a portion of the funding authorized for the state is required to be sub-allocated to large MPOs by a prescribed federal formula based on population.

Metro is not incorporating these funds into the existing Regional Flexible Fund Allocation process. These funds have unique eligibility requirements and federal policy purposes distinct from the other federal funding types. Further federal guidance is expected to guide state DOTs and large MPOs on their distribution. Additionally, Metro staff need to coordinate with ODOT staff on the state's process for defining their program direction with the objective that both allocation process are coordinated and complementary, while also optimally addressing state and regional climate goals.

With the forecasting factors and goals described above, and based on the historical performance of federal transportation revenues provided to the Metro MPO, the proposed revenue forecast for the 2025-2027 Regional Flexible Fund is outlined below.

**Table 2. 2025-2027 Metro Regional Flexible Funds and Carbon Reduction Funds**

<b>Fund Type</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
U-STBG	\$307,727	\$32,490,362	\$33,140,169	\$33,140,169	\$99,078,427
TAP		\$3,030,001	\$3,097,253	\$3,097,253	\$41,399,499
CMAQ		\$13,799,833	\$13,799,833	\$13,799,833	\$9,224,507
Redistribution	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
<b>RFFA Subtotal</b>	<b>\$2,307,727</b>	<b>\$50,320,196</b>	<b>\$51,037,255</b>	<b>\$51,037,255</b>	<b>\$154,702,433</b>
Carbon Reduction	\$11,047,388	\$3,830,733	\$3,907,348	\$3,907,348	\$22,692,817

<b>Total</b>	<b>\$13,355,115</b>	<b>\$54,150,929</b>	<b>\$54,944,603</b>	<b>\$54,944,603</b>	<b>\$177,395,250</b>
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The reflected revenue forecast for the 2025-2027 RFFA will guide the deliberation and selection of transportation projects and programs to support the Portland region's effort to implement the long-range transportation plan. However, the revenue forecast provided is for allocation purposes and is intended as a snapshot of estimated revenues as of Spring/early summer 2022. Estimates continue to remain fluid as factors such as annual authorization and limitation rates as well as the federal rulemaking will be necessary to guide the allocation and administration of the new Carbon Reduction program. Metro staff will continue to collaborate with ODOT and the other Oregon MPOs on the methods to determine the funding authority and develop refined revenue estimates that will be utilized in each of the federal fiscal years of 2024 through 2027 for the purpose of establishing fiscal constraint. The funding authority determined in this process will be used in the MTIP programming process to limit the amount of funds that can be utilized by projects in each fiscal year of the 2024-27 MTIP. The MTIP programming is scheduled to be adopted in the summer of 2023 and is subsequently amended on a regular basis to reflect project cost and schedule adjustments and updated revenue amounts.

### **Step 3: Defining the Regional Flexible Fund Program Direction and Distributing Revenues to Programs (February 2021 – July 2021; February – April 2022)**

The 2025-2027 RFFA began in February 2021 at the regular meeting of TPAC. At that meeting a 20-month timeline and process was outlined for the kick-off of the Regional Flexible Fund Allocation. The allocation was split into two processes: the first focuses on defining and refining the program direction for the funding allocation and the second focuses on the competitive capital grant process.

The 2018 Regional Transportation Plan (RTP) policy objectives continue to guide the investment priorities for the RFFA. Those objectives are equity, safety, climate and congestion. The RTP directs that further policy, planning and funding outcomes should advance the region toward its goals in these four areas.

JPACT and Metro Council in further program direction discussions reaffirmed the same two-step process used to award funding since the 2012-2013 RFFA cycle:

- Step 1 continues the region's commitment to repayment of bonds used to develop and construct high-capacity transit and active transportation projects. It also continues investments in region-wide programs to fund system and demand management activities and to invest in transit-oriented development projects near high-capacity transit lines. The region-wide programs are long-standing regional programs which have been established to meet various regional commitments, such as air quality and the Climate Smart Strategy.
- Step 2 focused funding on capital projects. Eligible applicants include agencies capable of entering an inter-governmental agreement with ODOT for funding and administering a federal aid transportation project; cities and counties, park districts, regional and state agencies.

Direction on the distribution of revenues to Step 1 programs and Step 2 project allocations is provided as a part of the 2025-2027 RFFA Program Direction documentation adopted by JPACT and Metro Council in July 2021. Final project and program allocations is scheduled for adoption in autumn 2022 for incorporation into the 2024-2027 MTIP and STIP.

With the passage of the Bipartisan Infrastructure Law (BIL) in November 2021, Metro needed to return to TPAC, JPACT, and the Metro Council to discuss the allocation of new revenues resulting from the federal transportation reauthorization. The initial revenue forecast developed for the 2025-2027 RFFA incorporated an increase of federal transportation revenues based on the current legislative discussions occurring in Congress.<sup>3</sup> Therefore, the 2025-2027 RFFA Step 1 and Step 2 processes had incorporated a significant portion of the new federal transportation revenues. However, once the BIL established final annual authorizations for each state and the federal funding programs, Metro's initial revenue forecast for the 2025-2027 RFFA was under by approximately \$10.4 million. In recognition of the recent action to adopt the 2025-2027 RFFA program direction and the Step 1 and Step 2 allocation process, Metro staff returned with a proposal in how to allocate the \$10.4 million among the Step 1 programs and Step 2 project allocations for discussion and deliberation.<sup>4</sup> The proposal allocates \$4.3 and \$6.1 million to the Step 1 programs and Step 2 projects respectively, based on the estimated overarching funding split from the adopted program direction. From February through April 2022, TPAC members were able to ask questions, provide input, and gather clarification. At the April 2022 meeting TPAC recommended the proposal for approval at JPACT. At the April 2022 meeting of JPACT, the committee approved the allocation proposal and the Metro Council approved in spring 2022. The Step 2 project allocation process remains underway.

Throughout the program direction and RFFA process, Metro staff will also work with the local lead agencies and ODOT Region 1 staff to determine which projects awarded funding have demonstrated that they are ready to obligate funding for their projects and then program the awarded funding as needed by project phase. Many project phases are likely to be temporarily programmed in the illustrative MTIP years of 2028 or 2029 until the project demonstrates it will be ready to obligate funds in an earlier year. Assuming funding capacity is available, the MTIP will be amended to move projects forward at that time with the objective of utilizing as much funding capacity as possible with projects that are prepared to obligate those funds.

### **Administrative Streamlining of Parks Bond Funding**

Historically, millions of Regional Flexible Funds have supported the development and construction of multiple multi-use off-street trails projects in the region. In 2019, Metro put forward and voters affirmed their support to build more trails in the region with the passage of the 2019 Parks and Nature bond measure. The bond measure, paid for by a tax

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<sup>3</sup> See Revenue Forecast Methods and Assumptions section of Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (September 2020 – May 2021; November 2021 – April 2022).

<sup>4</sup> The proposal did not include the allocation of the new revenues to emerge from the new federal Carbon Reduction funding program as federal rulemaking and guidance on eligibility and requirements have yet to be established.

assessed on property, contains funding specific to support trails projects and continuing to create a well-connected network of trails throughout the region. The 2019 Parks and Nature bond is administered through Metro's Parks and Nature department.

Recognizing the previous Regional Flexible Fund history funding trail projects, overall increase in available funding for trails, and the administrative burden related to running a deliberative and transparent allocation process, Metro will pilot a streamlined administrative process to combine the allocation of the 2025-2027 Regional Flexible Funds (RFFA) and the trail-specific funding from the 2019 Parks and Nature (P&N) bond measure. The 2025-2027 RFFA Program Direction will acknowledge the pilot and describe the coordination of RFFA and an estimated \$20 million of additional funds for trails available from the P&N bond funds.<sup>5</sup>

#### **Step 4: On-Going Management of Forecast Amount and Programming of Project Costs (July 2021 – September 2026)**

Management of the revenue forecast of expected available Regional Flexible Funds is on-going as federal and state actions will impact the amount of revenues ultimately made available for reimbursement of project costs awarded funding. As these funds are made available each federal fiscal year, final decisions on how much funding is made available to a particular project phase is documented in the MTIP Programming tables. Programming is the balancing and assignment of available revenues for costs incurred by an eligible project.

How Metro staff recommend final programming of funds to project costs is directed by the awarded amount of funding to projects and programs by JPACT and Metro Council, the progress of the lead agency to complete steps to ensure a project is ready and eligible to receive the funds, and state and federal rules regarding TIP programming.

In modern program history, there has not been an occasion where projects that have been awarded funding by JPACT and Metro Council have been ready and requested more RFFA funding than has been available in a particular fiscal year. Should that occur in the future and Metro staff is unable to work out an acceptable solution with the lead agencies involved, Metro staff would provide a recommendation to JPACT and the Metro Council on resolution of such issue, if time allowed. A typical solution would be to delay one or more project phases eligibility to seek project cost reimbursement to the beginning of the subsequent fiscal year when additional funding becomes available. Programming of project costs and funding in subsequent years would potentially need to be adjusted to accommodate this shift.

In actively managing revenue forecasts, the following items are monitored and as activity occurs, used to manage the programming of funds in each year of the RFFA process and to determine a forecasted carryover (or deficit) amount into the subsequent RFFA process.

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<sup>5</sup> Because the 2019 Park Bond funding for trail projects is an administrative pilot, the revenues were not formally included as part of the 2025-2027 RFFA revenue forecast options and it is not included in the overarching 2025-2027 MTIP revenue forecast.



## OREGON DEPARTMENT OF TRANSPORTATION (ODOT) REVENUE FORECAST

The revenue forecast for state transportation funding is completed in four phases: Statewide total revenues forecast (August – September 2020; November 2021 – April 2022), Distribution of revenues to Categorical Policy Areas (October 2020 – January 2021; November 2021 – April 2022), Categorical Policy Area sub-allocation distribution of revenues (January – March 2021; March – May 2022), Estimates of Funding Allocation Program revenues by ODOT Region and MPO Areas.

### Step 1: Statewide Total Revenues Forecast (August – September 2020; November 2021 – April 2022)

The statewide forecast of funds available for transportation projects and programs during the time period of the 2024-2027 State and Metropolitan Transportation Improvement Programs (TIP) is led by the state Finance and Budget Divisions, Statewide Investments Section of the ODOT. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP committee.

The forecast of funding is dependent on a federal authorization bill being in place or not in place. With an active federal authorization bill, the forecast includes what is in the bill. When no federal authorization bill is in place, ODOT assumes a 10 percent reduction from current year levels to federal funding across all its funding program types for all TIP years.<sup>6</sup> In addition ODOT assumes a 10 percent reduction from the authorization levels established in the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investments Jobs Act (IIJA). The revenue estimates, in Tables X-X, reflect the amount available after applying the limitation rate. Funding allocated to the MPOs (e.g. STBG and TAP) have their own forecast methodology described in the Metro MPO forecast section.

#### Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states and local governments by funding formulas, with the remainder allocated in competitive application-based programs. The current federal transportation authorization which dictates the distribution of federal funding to states is the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure and Investments Job Acts (IIJA).

Oregon receives about \$600 million dollars in funding from the Federal Highway Administration (FHWA) each year for construction projects on the state's roads, including the interstate, as well as planning and engineering. Some funds can also be used for transit and bicycle/pedestrian capital projects. All federal highway funds flow through ODOT from individual federal funding programs that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required. About 30 percent of

<sup>6</sup> Which specifically for the ODOT estimated revenues, applies only to federal fiscal year 2027.

those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or awarded through competitive application processes (e.g. HSIP program funds through the state ARTS allocation process). Oregon also receives public transportation funding from the Federal Transit Administration (FTA). These FTA funds are primarily used to support public transportation operated/contracted by ODOT or passed through to public transportation operators in small urban and rural areas. FTA works directly with transit agencies in large urban areas to provide funding for operations and projects. Table 3 provides a short description of the various federal funding programs which contribute to the ODOT statewide revenue forecast.

**Table 3. Federal Revenue Funding Programs Description**

<b>Common Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – State allocation (includes STBG-TAP set-aside for state) (Formula)	The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The BIL/IIJA continues the Surface Transportation Block Grant program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs.
Highway Safety Improvement Program (HSIP) (Formula)	The BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Rail-Highways Crossings (Sec. 130) (Formula)	The BIL continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
National Highway Freight Program (Formula)	The BIL establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several freight related infrastructure improvement goals.
Congestion Mitigation Air Quality (CMAQ) Improvement Funds (Formula)	The BIL continues the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for

	former nonattainment areas that are now in compliance.
National Highway Performance Program (Formula)	The BIL continues National Highway Performance Program which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Carbon Reduction Program (Formula)	The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (Formula)	The BIL established the new Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program. The program is intended to provide funding for planning, capital resilience improvements, capacity-building for community resilience, evacuation planning and preparation, and other related activities.
Bridge Program (Special Appropriations)	The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.
Electric Vehicle Charging (Special Appropriations)	The BIL establishes a National Electric Vehicle Infrastructure Formula Program ("NEVI Formula") to provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
<b>Less Common Federal Revenue Funding Programs<sup>7</sup></b>	
<b>Fund</b>	<b>Description</b>
Emergency Relief	The BIL continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on federal-aid highways and roads, tribal transportation facilities, and roads on federal lands that the U.S. DOT Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.
Federal Lands Access Program	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to federal lands. Funding program is a competitive grant program.
State Recreational Trails Program	The BIL continues the optional set-aside of Surface Transportation Block Grant (STBG) program funding for Recreational Trails Program. Set aside amount is equal to the state portion of the Transportation Alternatives

<sup>7</sup> Not an exhaustive list of federal revenue programs.

	program. Program is at the discretion of the Governor to decide whether to continue State Recreational Trails Program.
<b>Discretionary Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Existing Federal Miscellaneous Discretionary Grants (e.g. RAISE, NHFP – Discretionary, FAST Lane, INFRA, ITS, etc.)	Competitive discretionary grant programs with specific criteria for application and project eligibility. Discretionary grant programs cycles are driven by federal annual budget and transportation reauthorization. Funds from these discretionary grant programs are not guaranteed.
BIL/IIJA Federal Grant Program (e.g. PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program)	Competitive discretionary grant programs with specific criteria for application and project eligibility. These programs were created through the passage into law the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act). Discretionary grant programs cycles are driven by federal annual budget and federal rulemaking. These programs are currently only authorization through the end of BIL – federal fiscal year 2026. Funds from these discretionary grant programs are not guaranteed.
<b>Rural Area Specific Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Clackamas County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Clackamas County.
Multnomah County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Multnomah County.
Washington County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Washington County.
<b>Planning Specific Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Metropolitan Planning (PL) Formula	The BIL/IIJA continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for transportation planning and making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
Statewide and Non Metropolitan Planning (SPR) (FHWA/FTA) Formula	The BIL/IIJA continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

<b>MPO Specific Federal Revenue Programs (Sub-Allocations from Formula Funds above)</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – Urban	The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by metropolitan planning organizations, and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Transportation Alternatives - Urban	The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

In addition to federal revenue funding programs, Oregon raises revenues for transportation infrastructure, maintenance, operations, and other related activities. Managed and administered by ODOT, the state revenues are generated from a variety of sources, including taxes on the sale of gasoline, vehicle registration fees, and weight-mile fees on trucks. Table 4 provides a short description of the state revenue funding programs.

**Table 4. State Revenue Funding Programs Descriptions**

<b>State Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
State Highway Trust Fund	<p>Oregon's State Highway Trust Fund collects resources from three main sources:</p> <ul style="list-style-type: none"> <li>• Taxes on motor fuels, including gas tax and diesel tax.</li> <li>• Taxes on heavy trucks, including the weight mile tax and truck registrations.</li> <li>• Driver and vehicle fees, including licenses and vehicle title and registration.</li> </ul> <p>Under the Oregon Constitution, State Highway Fund fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and the day-to-day maintenance and operations of the state's roads. Formulas set in state statute distribute about 40 percent of State Highway Fund revenues (after deducting the costs of collecting the revenue) to cities and counties.</p>
House Bill (HB) 2017	<p><a href="#">House Bill 2017 Transportation Funding Package</a> passed by the 2017 Oregon Legislature created a number of new revenue sources for transportation.</p> <ul style="list-style-type: none"> <li>• A 0.5 percent vehicle dealer privilege tax on new car sales to fund rebates for electric vehicles and provide ongoing funding for the multimodal Connect Oregon program.</li> </ul>

	<ul style="list-style-type: none"> <li>• A 0.1 percent employee payroll tax (\$1 for \$1,000 in payroll) to improve public transportation service in both rural and urban communities.</li> <li>• A \$15 tax on the sale of new bicycles with tires over 26 inches and cost at least \$200 will go to Connect Oregon for off-road bicycle and pedestrian paths that serve commuters.</li> </ul>
Other State Funds	<p>ODOT also receives revenue from several other state sources, including:</p> <ul style="list-style-type: none"> <li>• Lottery funds, including lottery bond proceeds directed to the Connect Oregon program.</li> <li>• Cigarette tax revenues dedicated to transit services for seniors and disabled people.</li> <li>• Custom license plate fees, dedicated to operating passenger rail.</li> <li>• General fund resources for senior and disabled transit and passenger rail service.</li> <li>• A variety of transportation-related permits and fees.</li> </ul>

The combined estimated federal and state revenues available statewide for transportation is approximately \$3 billion dollars for federal fiscal years 2025 through 2027. A summary of estimated revenues by year is provided in Table 5.

Also included in Table 5 is also an estimate of federal discretionary grant and congressional directed spending awards to the state of Oregon. The BIL-IIJA increased the amount of funding available through the existing discretionary grant programs and create a suite of new federal discretionary grant programs as well as opened opportunities for congressional directed spending. Acknowledging transportation partners in Oregon are likely to pursue these different discretionary programs for funding, an estimate of revenues by year is provided. The awards are an estimate and are not secured funding distributed to states by formulas set in statutes or rules. The estimates are not a guarantee of award. The revenue estimate for the federal discretionary programs are based on historical federal discretionary grant awards to transportation partners in Oregon, which has been on average, about 1 percent of funding.

**Table 5. ODOT Revenue Forecast - Unallocated STIP Revenue, Federal Fiscal Years 2025- 2027**  
(All revenues are in millions)

Program Type	2025	2026	2027	Total
<b>Federal Formula Programs</b>				
National Highway Performance Program (NHPP)	\$336.8	\$343.8	\$309.4	\$990.0
Surface Transportation Block Grant (STBG)	\$169.9	\$173.3	\$155.9	\$499.1
Highway Safety Improvement Program (HSIP)	\$49.0	\$49.8	\$44.9	\$143.7
Rail	\$3.0	\$3.0	\$2.6	\$8.6
Congestion Mitigation Air Quality	\$20.1	\$20.5	\$18.5	\$59.1
Planning (PL)	\$5.0	\$5.1	\$4.6	\$14.7
National Highway Freight Program (NHFP)	\$16.5	\$16.8	\$15.1	\$48.4
Carbon Reduction Program	\$15.1	\$15.4	\$13.9	\$44.4
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	\$17.2	\$17.5	\$15.8	\$50.5

Bridge Program	\$53.6	\$53.6	\$0 <sup>8</sup>	\$107.2
Electric Vehicle Charging	\$10.4	\$10.4	\$0 <sup>9</sup>	\$20.8
<b>Federal Formula Program Total</b>	<b>\$696.6</b>	<b>\$709.2</b>	<b>\$580.7</b>	<b>\$1,986.7</b>
<b>Federal Discretionary Grant Programs</b>				
Existing and New Federal Discretionary Grants and Congressional Directed Spending (e.g. RAISE, NHFP – Discretionary, INFRA, PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program, etc.)	\$200.0	\$200.0	\$0 <sup>10</sup>	\$400.0
<b>Federal Discretionary Grant Programs Total</b>	<b>\$200.0</b>	<b>\$200.0</b>	<b>\$0</b>	<b>\$400.0</b>
<b>FHWA Apportionment</b>	<b>\$896.6</b>	<b>\$909.2</b>	<b>\$580.7</b>	<b>\$2,386.7</b>
<b>House Bill (HB) 2017</b>				
HB Safety	\$10.0	\$10.0	\$10.0	\$30.0
HB Bridge/Seismic	\$123.3	\$124.4	\$125.2	\$372.9
HB Preservation/Culvert	\$42.2	\$42.6	\$42.9	\$127.7
<b>HB 2017 Apportionment</b>	<b>\$175.5</b>	<b>\$177.0</b>	<b>\$178.1</b>	<b>\$530.6</b>
<b>Other Sources</b>				
State Funds <sup>11</sup>	\$12.0	\$12.0	\$12.0	\$36.0
Other Federal <sup>12</sup>	\$15.0	\$15.0	\$15.0	\$45.0
<b>Other Apportionment</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$81.0</b>

If less or additional revenues become available than had been forecasted, ODOT manages actual revenues through the STIP amendment process. Federal revenue authority is made available through and subject to the federal authorization, apportionment/appropriation, obligation authority and rescission processes, so actual amounts will vary year to year. State generated revenue is generated by the conditions associated with the collection of those revenues and also subject to year-to-year fluctuations.

## Step 2: Distribution of Revenues to Categorical Policy Areas (October 2020 – January 2021; November 2021 – April 2022)

In July 2020, ODOT staff kicked off the development of the 2024-2027 STIP at the July Oregon Transportation Commission (OTC) meeting. As part of kicking off the discussion, the Commission made two early decisions to shape the revenue forecast of the ODOT

<sup>8</sup> Assumes the special appropriations bridge program will not continue at the expiration of the Bipartisan Infrastructure Law at the end of federal fiscal year 2026. Therefore, no revenues are assumed in federal fiscal year 2027.

<sup>9</sup> See Footnote 8.

<sup>10</sup> No revenues assumed as number of the federal discretionary grant programs to emerge from the Bipartisan Infrastructure Law continuing beyond federal fiscal year 2026 is unknown.

<sup>11</sup> A significant portion of the state highway fund is used for ODOT's agency operations and as a result are not included as part of the revenue forecast of transportation funds estimated available for transportation projects and programs.

<sup>12</sup> Miscellaneous federal transportation funding from less common federal programs. See Table 3 for a description of some less common federal programs which have previously provided transportation funding in Oregon.

administered funds, as well as shape the categories in which forecasted revenues will get allocated to.

The first decision by the Commission was to assume a 10% reduction in federal funding for federal fiscal years 2024 through 2027. This decision emerged from the absence of a federal authorization bill addressing federal fiscal years 2024 through 2027 and the highly uncertainty of federal revenues in four to seven years from today. By making this revenue assumption early in the development of the 2024-2027 STIP is to ensure ODOT does not over-commit resources, which could result in the cancelation of projects. However, feedback and public comment submitted to the Commission requested ODOT and the OTC reconsider this assumption spurred a deliberate discussion by the Commission. After some deliberation by the Oregon Transportation Commission members, the Commission moved forward with a revenue assumption to assume a 10% reduction in federal funding.

The second decision made by the Commission was to carry forward the same funding categories utilized in the 2021-2024 STIP. These are:

- **Fix-it** - provides funding for projects which maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the OTC to continue with the current categories or modify program categories.
- **Enhance** - projects which expand or enhance the state owned and operated transportation system
- **Safety** - projects that are focused on reducing fatal and serious injury crashes on Oregon's roads
- **Public and Active Transportation** (formerly Non-Highway) - funds bicycle, pedestrian, public transportation and transportation options projects and programs
- **Local Programs** - provides direct funding to local governments and MPOs so they can fund priority projects
- **Other Functions** - provides funding for workforce development, planning and data collection and administrative programs using federal resources

ODOT staff returned to provide the Commission with a broad estimate the 2024-2027 STIP is expected to be around \$2.1 to \$2.2 billion statewide.

The Oregon Transportation Commission was presented options on how to distribute the estimated \$2.1 to \$2.2 billion forecasted revenues to four policy focused topical areas: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety** (in addition to Local and Administrative topical areas that are held constant across policy options). Different allocation amounts across these four topical areas are based on direction from the Commission and ODOT developed scenarios to illustrate different potential options for allocating resources to the STIP categories for the Commission to deliberate. The options looked at balancing how to advance the state's transportation goals and outcomes.



To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key outcome areas including congestion relief, multi-modal mobility, social equity, safety, climate change mitigation, climate change adaptation/resilience, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and meet requirements of Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions. The ODOT Climate Office designed the process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other outcomes.

In total, the Commission deliberated and gathered public input on eight different allocation scenarios. The scenarios varied the amount of funding in the four categories: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety**, while keeping statutory (whether federal or state) minimums in the fix-it, public and active transportation, and safety categories in place. (With the addition of the local programs category staying constant.) Discretionary funding, primarily from the fix-it category and the other functions category were reallocated across state highway enhance, public and active transportation, and safety categories at varying levels and assessed to understand performance around key outcomes. The Commission started with four scenarios and requested ODOT staff gather public input from OTC advisory committees and the general public. With the feedback and direction provided on the initial scenarios, ODOT developed several hybrid scenarios which aimed to satisfy the Commission's direction, address performance on key outcomes, and respond to public comment. After significant debate by the Commissioners with various amendments, the Commission approved the following allocation scenario. (See Table 6) The allocation scenario allows ODOT staff to begin the next steps in the process of proposing revenue levels to specific programs within each category (e.g. bridge program, pavement program, culvert program within the Fix-it category) using the category allocation amount.

**Table 6. Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2025-2027**

Category	Amounts
Fix-it	\$826,839,314
ADA Curb Ramps	\$263,160,686
State Highway Enhance	\$175,000,000
Safety	\$147,000,000
Public and Active Transportation	\$255,000,000
Local Programs	\$404,500,000
Other Functions	\$161,410,568
<b>TOTALS</b>	<b>\$2,232,910,568</b>

In November 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA) and President Biden signed the legislation into law on November 15, 2021. The IIJA sets the funding levels for transportation over the next five federal fiscal years starting in federal fiscal year 2022 and running through 2026. In summary, the IIJA will invest \$1 trillion in new federal investment in roads, bridges, transit, water infrastructure, broadband, power grid, etc. over the five year period. Of that total, over \$550 billion is slated for new investment in our roads, bridges, and major projects. This includes:

- \$40 billion in new funding for bridge repair

- \$39 billion in new investment to modernize America’s public transit systems
- \$66 billion in Amtrak and intercity rail investments
- \$7.5 billion for EV investments plus funds to electrify school busses, transit busses, and ferries
- \$17 billion in Port infrastructure and \$25 billion in airports

For the Oregon Department of Transportation, the estimate of transportation funding anticipated to come to Oregon is \$3.0 billion for the five (5) year bill.

The Bipartisan Infrastructure Law (BIL) will provide Oregon about \$1.2 billion in additional federal highway and transit formula funding, as well as opportunities to apply for billions of dollars in competitive grants from the U.S. Department of Transportation. Of the \$1.2 billion in additional formula funding, approximately \$412 million is flexible.

ODOT in conjunction with the Oregon Transportation Commission (OTC) led a process to gather feedback on how best to allocate the flexible \$412 million available over the course of federal fiscal years 2022 through 2026. The process began in December 2021 where ODOT engaged stakeholders to ask how the state could most effectively invest these resources to achieve transportation and community goals. ODOT received feedback at various public forums held, committee meeting presentations (e.g. ODOT Region 1 Area Commission on Transportation, modal committees, etc.), public and written testimony at Commission meetings over the course of three months. Based on the feedback, the direction from the Oregon Transportation Commission’s Strategic Action Plan, ODOT obligations, and the ODOT’s internal assessment of needs across the multimodal transportation system, ODOT staff developed a handful of funding allocation scenarios which outlined nine recommended program areas to invest in at varying levels. The members of the OTC provided staff feedback which led to a final allocation funding scenario that involved the creation of two new funding programs and increasing funding across a number of existing funding programs.

Table 7 reflects the updated allocation amounts according to deliberations undertaken by the OTC, informed by significant input and feedback from advisory committees, MPOs, community advocates, and members of the public.

**Table 7. BIL-IIJA Revised Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2025-2027**

Category	Amounts
Fix-it	\$822,623,192
ADA Curb Ramps	\$310,660,686
State Highway Enhance	\$200,000,000
Safety	\$187,088,304
Public and Active Transportation	\$313,213,147
Local Programs	\$501,485,806
Other Functions	\$296,390,779
<b>TOTALS</b>	<b>\$2,731,961,914</b>

### Step 3: Distribution of Revenues to Funding Allocation Programs (January – March 2021; November 2021 – April 2022)

The topical policy areas are made up of individual funding allocation programs. After the OTC decision on the distribution of revenues to the topical policy areas, ODOT staff then distributed the forecasted revenues to the individual funding allocation programs within each topical policy area. The following are the funding allocation programs outlined in Table 8.

**Table 8. Description of ODOT Funding Programs**

<b>Fix-It Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Fix-It Program - Bridge	The Fix-It Bridge program addresses state bridges and the maintenance and operations of bridges within ODOT control.
Fix-It Program – Highway Pavement Maintenance	This is the non-capacity enhancing operations and maintenance component to ODOT’s overall system preservation. The Highway Pavement Maintenance program addresses the maintenance, operations, and asset management needs of the interstate and state-owned network.
Fix-It Program – Culvert	The Culvert program addresses the rehab and replacements of roadway culverts.
Fix-It Program – Operations	The Operations program addresses the maintenance, operations, and asset management of operations equipment, such as traffic signals, ramp meters, variable message signs, and other communications equipment.
HB2017 – Bridges Designates a portion of HB2017 funding for Bridge Project	Allocates 70% of House Bill 2017 net revenue for bridge/seismic projects.
HB2017 – Pavement Preservation and Culvert Maintenance	Allocates 24% of House Bill 2017 net revenue for pavement and culvert projects.
<b>ADA Category</b>	
<b>Fund/Program</b>	<b>Description</b>
ADA Curb Ramps	Provides funding for the update of ADA curb ramps statewide.
<b>State Highway Enhance Category</b>	
<b>Fund/Program</b>	<b>Description</b>
HB2017 Enhance	Funding for named projects in HB 2017 Sec 71.
State Highway Enhance	Funding to make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy. Funds are distributed to eligible projects through a statewide competitive process (only open for ODOT regions). At least 30 percent of the funds must go to rural areas, outside Metropolitan Planning Organization (MPO) boundaries.
<b>Safety Category</b>	
<b>Fund/Program</b>	<b>Description</b>
All Roads Transportation Safety (ARTS)	A data-driven, jurisdictionally blind safety program to address safety on all public roads.

Rail Crossing Safety	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
HB2017 funding for Highway Safety	Allocates \$10 million per year for Safety improvements and projects. Allocation to projects is discretionary and for small scale, quick capital projects in enhance the safety for users.
<b>Public and Active Transportation Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Off-System Bicycle/Pedestrian	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
Safe Routes to School Education	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
Transportation Options	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
Bike-Ped Strategic	Project to improve pedestrian and bicycle infrastructure on/along the state-owned system.
ODOT SRTS Infrastructure	Pedestrian and bicycle infrastructure projects which address the needs of students who walk and bike to school, specifically focused on the state-owned system.
Transit Vehicle Replacement	Public transportation funding for replacement of transit vehicles to which ODOT holds title.
Passenger Rail Facility Plan	Planning design of a passenger train servicing and maintenance facility in Eugene.
Great Streets	Program is to address the need for a comprehensive funding program for ODOT roadways to improve walking, bicycling and transit access on arterials that also act as main streets through communities.
Innovative Mobility	Program will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that will enhance sustainable and equitable mobility
Rec Trails Program	Funds provided to Oregon State Parks for recreational trail projects.
Mass Transit	Public transportation funding for vehicle replacement for urban fixed-route bus fleets.
Transit Elderly & Disabled	Public transportation funding for capital, purchased service and preventive maintenance projects that serve the mobility needs of people with disabilities and seniors.
Bicycle and Pedestrian	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
HB2017 Safe Routes to Schools Program	Provides \$15 million per year for the Safe Routes to School Program. This program focuses on infrastructure on making sure safe walking and biking routes exist through investments in

	crossings, sidewalks and bike lanes, flashing beacons, and the like. ODOT administers a competitive infrastructure grant program.
<b>Local Programs Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Surface Transportation Program to large MPOs	STBG Funds allocated to the three (3) Transportation Management Area agencies for program and projects.
Transportation Alternatives Program to large MPOs	TAP Funds allocated to the three (3) Transportation Management Area agencies for program and projects to address non-roadway needs.
MPO Planning	Funds allocated to the MPOs throughout the state to address federal transportation planning requirements.
Congestion Mitigation and Air Quality Improvements (CMAQ)	Funds allocated to MPOs and local agencies in eligible areas to address air quality issues throughout the state.
Local Bridge	Funding allocated to address locally owned bridge projects which are located on local facilities. ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.
STBG Allocation to Cities, MPOs & Counties	Funding allocated to local agencies via the Association of Counties/League of Cities agreement. Agencies receiving funding are non-TMA MPOs, Counties and Cities above 5,000 population and outside of MPOs.
Immediate Opportunity Fund	Provides funding to construct and improve streets and roads to serve site-specific economic development projects. Managed in cooperation with the Oregon Business Development Department.
Transportation Growth Management (TGM)	The Transportation Growth Management (TGM) program is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The TGM Program awards grants on an annual basis. TGM grants are for planning work leading to local policy decisions. TGM typically awards between \$2 and \$2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Grants generally have two-years for projects to be negotiated and completed. Award amounts generally range between \$75,000 and \$250,000.
Local Tech Assistance Program (LTAP)	The Local Tech Assistance Program (LTAP) provides assistance to employees and volunteers of grant recipients and others to attend transit-related trainings. Training is provided directly by Public Transit Section staff or at state, regional, and national workshops and conferences. Funds are distributed through competitive and

	formula processes based on criteria developed by the Public Transit Section. The number of scholarships awarded for a specific event or to an agency may be limited. The Public Transit Section reimburses qualified expenses to the agency (not the individual). Funding is provided through state funding sources and the Federal Transit Administration's Rural Transit Assistance Program (5311(b)(3)). Attendance at the annual Oregon Public Transportation Conference, grant-related trainings (such as trainings prior to a grant application cycle), transit manager topic trainings, grant management trainings, compliance trainings, training provided by other state agencies or other sources.
<b>Other Functions Category</b>	
<b>Fund/Program</b>	<b>Description</b>
State Planning and Research	Funding for statewide planning and research as part of federal requirements.
Climate Office	Funding allocated to address climate impacts on the transportation system.
Workforce Development and On Job Training	Funds allocated to the ODOT Office of Civil Rights.
Indirect Cost Allocation Plan (ICAP)	Funds allocated to recoup overhead costs as approved by FHWA
Carbon Reduction - State	Funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources
PROTECT Planning	Planning activities to support the PROTECT program
Local Climate Planning	Planning activities to assist local governments for meeting the transportation planning rule
Maintenance & Operations	Funds for federalization of eligible ODOT maintenance and operational activities
Match for Competitive Grants	Funds for match requirements to federal grants

**Table 9. Revenue Allocation Amounts to ODOT Funding Programs (Statewide), Combined for FFY 2025-2027**

<b>Category</b>	
<b>Fix-it</b>	
Bridge & Seismic	\$411.6
Preservation	\$330.5
Operations	\$89.6
Culverts	\$90.7
<b>ADA Curb Ramps</b>	
ADA Curb Ramps	\$217.5
ADA Borrow from Fix-It	\$93.1
<b>Enhance</b>	
HB2017 Enhance	\$110.0
Enhance Highway	\$90.0

<b>Safety</b>	
All Roads Transportation Safety	\$148.8
Rail Crossing Safety	\$9.0
HB2017 Safety	\$30.0
<b>Non-Highway</b>	
Off-System Bicycle and Pedestrian	\$49.2
Safe Routes to School Education	\$4.0
Transportation Options	\$7.5
Bicycle-Pedestrian Strategic	\$45.0
ODOT Safe Routes to School Infrastructure	\$25.0
Transit Vehicle Replacement	\$15.0
Passenger Rail Facility Planning	\$1.0
Great Streets	\$25.0
Innovative Mobility	\$5.0
Transportation Alternatives Program – Recreational Trails	\$4.0
Mass transit	\$12.0
Transit Elderly and Disabled	\$50.0
Bicycle-Pedestrian 1%	\$25.5
HB2017 Safe Routes to School Infrastructure	\$45.0
<b>Local Programs</b>	
Surface Transportation Program to Large MPOs	\$146.2
Transportation Alternatives Program	\$13.2
MPO Planning	\$17.4
Congestion Mitigation and Air Quality	\$70.0
Local Bridge	\$100.6
Surface Transportation Program Allocation to Cities and Counties	\$91.3
Surface Transportation Program Allocation to Small MPOs	\$21.6
Immediate Opportunity Fund	\$10.5
Transportation and Growth Management	\$15.0
Local Technical Assistance Program	\$1.0
Carbon Reduction – TMA	\$14.9
<b>Other Functions</b>	
State Planning and Research	\$73.3
Climate Office	\$4.0
Workforce Development/On the Job Training	\$5.7
511 System Operations	\$0.6
Indirect Cost Allocation Plan (ICAP)	\$134.5
Carbon Reduction – State	\$29.6
PROTECT Planning	\$1.0
Local Climate Planning	\$7.5
Maintenance & Operations	\$20.0
Match for Competitive Grants	\$20.0

#### **Step 4: Estimates of Funding Allocation Program Revenues to ODOT Region 1 and the Portland Metro MPO Area (January – June 2021; November 2021 – March 2022)**

Estimates of each ODOT funding allocation program that could be available to the areas encompassed by ODOT Region 1 and for the Metro Metropolitan Planning Area were created, other than for services provided by ODOT as a statewide program. These estimates were made to provide context for MPO areas to understand potential levels of ODOT investment in their area transportation systems so that they could consider strategy of all investments in meeting the areas priority needs, and then communicating those strategies and priorities to ODOT staff and the allocation processes decision making structure.

The key for Table 10 summarizes the methods used to develop a forecast or estimate of the revenues that could flow to transportation projects or services. The ODOT Region 1 allocations and estimates were made based on historic trends from those programs, where available. The historical allocations were calculated to find the estimated percentage of how much of the funding program total was allocated to projects with ODOT Region 1. With funding programs which are new and previous allocation a rough estimated range was identified based on the funding program rules.

Recognizing ODOT Region 1 encompasses areas outside the Portland metropolitan region, a reduced level of funding was estimated for funding coming to the Metro metropolitan planning area within ODOT Region 1. The specific method used for this amount is summarized in the key to Table 10.

These estimates are not to be interpreted as a commitment of an allocation of funds, but only an estimate to provide MPO areas the ability to understand the scale of funding available within programs to inform the development of the MTIP to pursue and advocate to ODOT or the Oregon Transportation Commission on local/regional priorities.

In the Portland metropolitan area, the following estimates were developed for the ODOT funding allocation programs.

**Table 10. ODOT Funding Program Amounts, Federal Fiscal Years 2025-2027**

<b>Funding Program</b>	<b>Statewide Amount</b>	<b>ODOT Region 1 Estimated Amount</b>	<b>Metro MPA Estimated Amount</b>
<b>Fix-it</b>			
Bridge	\$411.6	\$99.5*	\$79.6/
Preservation	\$330.5	\$36.6*	\$29.1/
Operations	\$89.6	\$25.3*	\$20.3/
Culverts	\$90.7	\$11.1*	\$0
<b>ADA Curb Ramps</b>			
ADA Curb Ramps	\$217.5	\$98.9*	\$79.2
Pay back for 2021-2024 Curb Ramps	\$93.1		
<b>Sub-Total</b>	<b>\$1,233.0</b>	<b>\$271.2</b>	<b>\$208.1</b>
<b>State Highway Enhance</b>			
HB2017 Enhance	\$110.0 <sup>13</sup>	\$0	\$0
State Highway Enhance	\$90.0	\$15.0	\$15.0
<b>Sub-Total</b>	<b>\$200.0</b>	<b>\$15.0~</b>	<b>\$15.0~</b>

<sup>13</sup> Remaining funding dedicated to named transportation projects in House Bill 2017.



<b>Safety</b>			
All Roads Transportation Safety	\$148.0	\$37.9*	\$30.3/
Rail Crossing Safety	\$9.0	\$5.8*	\$4.6/
HB2017 Safety	\$30.0	\$9.0*	\$7.2
<b>Sub-Total</b>	<b>\$187.0</b>	<b>\$52.7</b>	<b>\$42.1</b>
<b>Public &amp; Active Transportation</b>			
Off-System Bike Ped	\$49.2	TBD	\$18.2^
SRTS Education	\$4.0	TBD	\$1.5^
Transportation Options	\$7.5	TBD	\$2.8^
Bike-Ped Strategic	\$45.0	\$14.1~	\$11.3~
ODOT SRTS Infrastructure	\$25.0	TBD	\$9.3^
Transit Vehicle Replacement	\$15.0	TBD	\$0
Passenger Rail Facility Planning	\$1.0	TBD	\$0.37^
Great Streets	\$25.0	TBD	\$9.3^
Innovative Mobility Pilot	\$5.0	TBD	\$1.9^
Transportation Alternatives Program – Recreational Trails	\$4.0	\$0.3*	\$0
Mass Transit	\$12.0	\$3.5*	\$2.8^
Transit Elderly and Disabled	\$50.0	\$16.7*	\$13.3^
Bike-Ped 1%	\$25.5	\$6.0#	\$4.8/
HB2017 SRTS Infrastructure	\$45.0	TBD	\$16.7/
<b>Sub-Total</b>	<b>\$313.2</b>	<b>\$40.6</b>	<b>\$92.3</b>
<b>ODOT Directed Funding Total</b>	<b>\$1,933.2</b>	<b>\$379.5</b>	<b>\$357.5</b>
<b>Federal Discretionary (FHWA programs only)</b>			
Federal Discretionary Grants and Congressional Directed Spending	\$400.0	TBD	\$148.0^
<b>Sub-Total</b>	<b>\$400.0</b>	<b>TBD</b>	<b>\$148.0</b>
<b>Local Programs</b>			
Surface Transportation Program to Large MPOs	\$146.2	N/A	\$99.8
Transportation Alternatives Program	\$13.2	N/A	\$9.2
MPO Planning	\$17.4	N/A	\$3.0
Congestion Mitigation and Air Quality	\$70.0	N/A	\$41.4
Carbon Reduction TMA	\$14.9	N/A	\$11.6
<b>Sub-Total Local to MPO</b>	<b>\$261.7</b>	<b>N/A</b>	<b>\$165.0</b>
Local Bridge	\$100.6	\$39.3*	\$31.4/
Surface Transportation Program Allocation to Cities and Counties (non MPO areas)	\$91.3	\$6.5@	\$0
Surface Transportation Program Allocation to small MPOs	\$21.6	N/A	N/A
Immediate Opportunity Fund	\$10.5	\$1.0*	\$0.8/
Transportation and Growth Management	\$15.0	\$3*	\$2.5/
Local Technical Assistance Program	\$1.0	N/A	N/A
<b>Sub-Total Local to City/County</b>	<b>\$240.0</b>	<b>\$49.8</b>	<b>\$34.7</b>
<b>Local Program Sub-Total</b>	<b>\$501.7</b>	<b>\$49.8</b>	<b>\$199.7</b>
<b>Other Functions</b>			
State Planning and Research	\$73.3	\$9.5*	N/A
Climate Office	\$4.0	N/A	N/A
Workforce Development	\$5.7	N/A	N/A

511 System	\$0.6	N/A	N/A
Indirect Cost Allocation Plan	\$134.5	N/A	N/A
Carbon Reduction – State	\$29.6	TBD	\$11.0/
PROTECT Planning	\$1.0	TBD	\$0.37/
Local Climate Planning	\$7.5	TBD	TBD
Maintenance and Operations	\$20.0	N/A	N/A
Match for Competitive Grants	\$20.0	TBD	TBD
<b>Other Functions Sub-Total</b>	<b>\$296.2</b>	<b>\$9.5</b>	<b>\$11.4</b>
<b>Grand Total</b>	<b>\$3,131.1</b>	<b>\$438.8</b>	<b>\$716.6</b>

**Key for Determining MPO Area Estimates**

<b>Forecast Amount to ODOT Region 1</b>	
TBD	Not yet defined how ODOT Region sub-allocation or project allocations will be made.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
*	Estimate based on historic allocation performance % or direct awards in last STIP cycle.
#	Actual ODOT Region sub-allocation target.
@	Estimate based on percentage of statewide long-range funding forecast
<b>Forecast Amount to Metro area portion of ODOT Region 1</b>	
/	Metro area forecast based on estimate of 80% of Region 1 funding allocated to Metro area projects. Typically used unless historical allocations or program purpose or direction indicates a different percentage more appropriate.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
~	Reflects actual amount awarded in federal fiscal years 2025-2027 from the funding program in the Portland metropolitan region.

## TRANSIT AGENCY REVENUE FORECASTS

The revenue forecast and funding allocation process for transit funding for TriMet and SMART is completed in three phases:

- Estimation of the transit agency revenues (annually, Fall – Spring),
- Forecasted distribution of estimated transit agency revenues to transit agency budget programs (annually, Winter – Spring), and
- Adoption of final annual budget (Spring – Summer of each year for the subsequent fiscal year).

This revenue forecast documents the first two steps of this process. TriMet and SMART provides a presentation and opportunity to comment of the third step with the MPO annually in conjunction with their budget process.

A revenue forecast for transit funding takes place annually as part of the agency's budget process, which differs from the three-year funding cycle allocation undertaken by Metro and ODOT for the allocation of federal, state, and regionally significant local revenues. The transit agencies revenue forecast uses the annual budget process to inform the development of the transit portion of the revenue forecast of the 2024-2027 MTIP.

## SOUTH METRO AREA REGIONAL TRANSIT (SMART) REVENUE FORECAST

### Step 1: SMART Revenue Forecasting (Fall – Spring – Annually)

As part of SMART's annual budget process, a revenue and expenditure forecast is developed. This MTIP reports on SMART's revenue forecast for the relevant MTIP years of 2024 through 2027. Base assumptions to developing the forecast are based on historical trends and updated with actual appropriations and limitations. SMART begins with a baseline by averaging the most recent 3-year revenues. Anticipated levels of funding are then forecasted from the baseline with an expected increase of 1%-7%. The forecast will be adjusted if changes to revenues or current cost structures change significantly. SMART collaborates with TriMet and C-TRAN to estimate shares of the Urbanized Area Formula Funds from the Federal Transit Administration as they become available.

### Non-Federal Operating Revenues

- **Payroll Tax:** SMART's predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The payroll tax on local businesses covers employment within city limits and in 2008 the tax rate was raised to its current level of .5 percent (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected by the City typically increase year to year, as companies increase their payroll through wage adjustments or by adding to their payroll and as the economy grows with new businesses relocating to the city.

- **Passenger Fares:** A very small component of local funding includes charges for services, such as fare box and transit pass sale revenue. SMART's commitment to diversity, equity and inclusion is augmented by offering fare free service on nearly all routes. Currently, SMART charges fares for the regional Route 1X that travels between Salem and Wilsonville and a regional Dial-a-Ride program that provides door-to-door medical trips for Wilsonville residents to the greater metro area.
- **Other Revenues:** SMART recognizes a small percentage of other income received by way of investment and donations. These monies are outside of the traditional structure of revenues and may be reinvested or reallocated.
- **Statewide Transportation Improvement Fund (STIF):** With the passage of House Bill 2017, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. SMART is part of that investment, connecting many regional communities through coordination with numerous transportation partners. STIF funds enable SMART to leverage federal funding for capital purchases and expand intercity transit connectivity. SMART seeks plan approval from Wilsonville's City Council and Clackamas and Washington County Advisory Committees before submitting to TriMet's STIF Advisory Committee for regional approval. The plan is then packaged, reviewed by ODOT and approved by the Oregon Transportation Commission.

#### Federal Grants

- **Section 5307 Urbanized Area Formula Program:** Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Urbanized areas of 200,000 or more may not use funds for operating assistance.
- Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more such as the Portland-Vancouver urbanized area, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. These funds are sub-allocated by agreement within the urbanized area between TriMet, C-Tran, and SMART; the three transit agencies that serve the metropolitan area.

- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding to states for the purpose of operating assistance in meeting transportation needs of the elderly and persons with disabilities. In addition to transit agencies being eligible, non-profit organizations are also eligible for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding. FTA Section 5310 Elderly and Disabled Capital program funds are funds to be used to make purchases of capital equipment or construction of small facilities. The expenditures must be used to support transportation services for seniors and persons with disabilities. The funds are provided through a competitive grant program on a biennial cycle. As FTA funds, they follow all federal requirements associated with the program. Projects funded with this program are intermittent and on an as-needed basis. A small amount of additional 5310 funds comes to SMART as a result of Wilsonville's status as a "direct recipient" of FTA monies. These funds come to the region and SMART's share is determined through a negotiated process involving SMART, TriMet, and C-Tran.
- Section 5339 Bus & Bus Facilities Formula Grant Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. The Bus and Bus Facility Discretionary program funds are distributed through a competitive process by the FTA. These funds can be used only for the purchase of rolling stock or the construction of transit facilities that support transit bus operations. The Low or No Emissions Bus Discretionary program provides for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. These funds are allocated through a highly competitive process. Future awards are dependent on the specific process outlined by the FTA and the strength of other project proposals competing against SMART's requests for funding. SMART has had a fairly successful track record in securing these and other FTA grant funds for replacement buses, and has been able to modernize the fleet in recent years.

**Table 11. SMART Revenue Forecast, Federal Fiscal Years 2024-2027**

Revenues	FY 2024	FY 2025	FY 2026	FY 2027	Total
Passenger Fares	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Payroll Taxes	\$5,600,00	\$5,650,00	\$5,700,00	\$5,750,00	\$22,700,000
Operating Grants*	\$537,000	\$554,000	\$570,000	\$587,000	\$2,248,000
STIF	\$1,500,000	\$1,600,000	\$1,700,000	\$1,800,000	\$6,600,000
Other Funding	\$84,800	\$87,200	\$89,600	\$92,000	\$353,600

\*Operating Grants include federal funding revenues listed in more detail below.

**Table 12. Federal Grants to SMART Forecast, Federal Fiscal Years 2024-2027 (From the SMART Programming of Projects)**

<b>Funding Source</b>	<b>FY 2022</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>FFY 2027</b>
<b>Section 5307</b> Urbanized Area Formula	\$381,770	\$467,000	\$482,000	\$496,000	\$511,000
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$35,912	\$18,000	\$18,500	\$19,000	\$19,500
<b>Section 5339(a)</b> Bus & Bus Facilities	\$47,887	\$52,000	\$53,500	\$55,000	\$56,500
<b>Other Federal Discretionary Funding Awards</b>	\$240,000	TBD – will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.			

## **Step 2: SMART – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)**

SMART has two main categories of activities in its budget process that are assigned forecasted revenues; operations and capital.

All plans and concepts that SMART utilizes are derived from goals of the Wilsonville City Council, SMART's governing board. Department goals are then used, along with community participation, to create the Transit Master Plan (TMP). Adopted in 2017, the TMP is the primary guiding document that recommends project implementation. Included in the TMP is the Statewide Transportation Improvement Fund (STIF) Plan which, in general, is allocated for route expansion and intercity connectivity. These plans allow SMART staff to forecast the apportionment of funding to specific capital projects and operational expansions.

SMART relies on ODOT's Transit Asset Management Group Plan (TAM) in determining funding for current and future maintenance of transit assets, such as rolling stock, infrastructure, equipment, and facilities. SMART uses the TAM in coordination with the TMP to forecast the funding needed for assets in correlation to future projects.

### **Operations**

This includes total day-to-day operating requirements for all activities required to operate the system (including other post-employment benefits) and debt service (if applicable). Sub-categories, especially categories that are typically assigned federal grant program revenues, include:

- **Bus Preventive Maintenance**

Description: Labor and materials/services used for on-going maintenance of the SMART Bus fleet. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

- **Bus Purchase**

Description: Purchase of buses for fixed route service. This budget category utilizes federal Section 5339(a) Grants for Buses & Bus Facilities Formula Program revenues, Statewide Transportation Improvement Fund revenues, and local payroll tax revenues.

- **Services for Seniors and People with Disabilities**

Description: To fund mobility management activities and purchase of travel training services for services focused on the elderly and persons with disabilities. This budget category utilizes federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program revenues.

### **Capital Improvement Program**

This includes the purchase and installation of bus shelters and passenger amenities at bus stops. It may also include construction of administrative and maintenance facilities to support the transit system. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

### **Step 3: Adoption of Annual Budget (Spring – early Summer – Annually)**

Each year SMART shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meeting of TPAC. The presentation includes the budget themes and categories. It also includes the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, SMART publishes the federally required “Program of Projects”, showing how federal grant funding for the upcoming fiscal year will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. This proposed programming will have the most current forecast of available funds and may include new programming or be an update to existing programming of the federal grant funds. An opportunity for public comment on the Program of Projects is also provided as a part of this process.

The SMART budget process includes a minimum of two public Budget Committee meetings. The City’s Budget Committee consists of the five city councilors and five citizens at large. The citizens are appointed by the governing body and serve three-year terms. Once the budget is approved by the committee it is then sent to City Council for final adoption. City Council adopts the budget prior to July 1.





## TRIMET – REVENUE FORECAST

### Step 1: Developing the Revenue Forecast (Fall – Spring – Annually)

As part of TriMet’s annual budget process, a 10-year revenue and expenditure forecast is developed. This MTIP forecast utilizes the 10-year budget forecast and reports on the relevant MTIP years of 2024 through 2027. TriMet has six categories of revenues; passenger fares, payroll taxes, State transit investment funds, other funding, operating grants (federal and non-federal), and capital improvement grants (federal).

A short description of each of the six categories of revenues are provided below.

1. **Passenger Fare revenues:** funds from the sale of passes and individual fares. Fare collection revenue is forecasted to grow at varying rates from a high of 21.4% in 2024 as the region recovers from Covid-19 related ridership reductions to a low of 4.2% in 2027. Forecast factors in a fare increase every other year beginning in 2024.
2. **Payroll taxes:** revenues from a tax on the wages paid by an employer and the net earnings from self-employment for services performed within the TriMet District boundary. The current rate is 0.7937% (2023). Employer tax revenues during this time is expected to increase due to economic recovery. Future tax rate is currently scheduled to increase incrementally through 2026, accounting for additional revenue growth from this source.
3. **State Transit Investment Fund (STIF):** funds from the State of Oregon, who collect several taxes and fees, are passed through to public transit service providers to support transit service in the state. The STIF is primarily funded through a tax on employees. Through legislation that was passed in 2020, some additional small state formula funding programs for public transit, such as the lottery tax funded Special Transportation Fund, were combined into the STIF for administration and grant-making purposes.
4. **Other Funding:** Approximately 28% of other funding is sourced by revenue streams that have equaling expenditures to TriMet and no net gain to the agency (Intergovernmental Agreements/Funding exchange). The remaining 72% of the revenue stream is mostly comprised of transit advertising, cost per ride reimbursements for Oregon Department of Human Services, City of Portland reimbursement for Streetcar personnel, Energy Tax Credit Sales revenues and other smaller, miscellaneous revenues.
5. **Operating Grants:**
  - **Non-Federal:** Annual revenues are expected from miscellaneous local and state sources, such as ODOT 5310 funds, ODOT Mass Transit program, City of Wilsonville Westside Express Service (WES) operating assistance and other

local contributions.<sup>14</sup> These small contributions account for the limited amount of revenues in TriMet’s overall annual budget.

- Federal Grants including:
  - **FTA Section 5307 Urbanized Area Formula Program:** Funding for public transportation capital, planning, job access and reverse commute projects as well as operating expenses in certain circumstances. This funding is apportioned based on legislative formulas and comes to areas with populations of 200,000 and more, such as the Portland-Vancouver urbanized area (UZA). Formula is based on several factors, including bus & fixed guideway revenue vehicle miles, passenger miles, operating costs, population and population density measures. These funds are sub-allocated by agreement (“split letter”) between TriMet, C-Tran (in Washington state) and SMART; the three transit agencies that serve the Portland/Vancouver urbanized area as defined by the Census Bureau and recognized by the FTA for distribution of these funds.
  - **Section 5337 State of Good Repair (SGR) Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway):** Funding program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to help transit agencies maintain assets in a state of good repair. SGR funds are also eligible for developing and implementing Transit Asset Management (TAM) plans. High Intensity Motorbus funds are sub-allocated between two transit agencies, TriMet and C-Tran, as formula is based on NTD factors for HIMB only. High Intensity Fixed Guideway funds are not sub-allocated, as TriMet is the only operator of rail services currently.
  - **Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility operations available. This program requires coordination with other federally assisted program and services in order to make the most efficient use of federal resources. These funds are sub-allocated between TriMet, C-Tran and SMART and formula factors, includes older adult and people with disability populations.
  - **Section 5339(a) Grants for Buses & Bus Facilities Formula Program:** Funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to this formula allocation, this program includes two discretionary components: the Bus and Bus Facilities

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<sup>14</sup> TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.

Discretionary Program and the Low or No Emissions Bus Discretionary Program. These funds are sub-allocated between TriMet, C-Tran and SMART and formula factors are based on bus revenue vehicle miles, passenger miles, and operating costs reported to NTD as well as population and population density measures.

- **Urban Surface Transportation Block Grant (STBG) or Congestion Mitigation – Air Quality (CMAQ) Programs:** Urban Surface Transportation Block Grant funds may be used for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects. Congestion Mitigation Air Quality funds may be used for capital expenditures that demonstrate a reduction of air pollutant emissions therefore providing an air quality benefit. TriMet receives both of these program funds directly from Metro, as committed in prior Regional Flexible Fund Allocation agreements.

6. **Capital Improvement Grants (CIG):** The Federal Transit Administration provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding. The discretionary grant program requires completion of certain project phases depending on the project type and CIG being pursued (New Starts, Core Capacity or Small Starts). At this time, no discretionary or capital improvement grants are secured for receipt within the 2024-2027 time period. TriMet anticipates applying for capital funding, which will be added to the forecast and programmed in the MTIP as funding is secured.

## **Operating Grants**

### **Non-Federal Operating Grants**

Annually is expected from miscellaneous sources, such as ODOT 5310 funds, ODOT Mass Transit program, City of Wilsonville Westside Express Service (WES) operating assistance contribution and a small amount of local contributions.<sup>15</sup>

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<sup>15</sup> TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.

**Table 13. Summary of TriMet Forecasted Revenues, Fiscal Years 2024 – 2027**

<b>Revenues (Millions of \$)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
Passenger Fares	\$73.6	\$80.0	\$86.8	\$90.4	\$330.8
Payroll Taxes	\$503.8	\$527.5	\$558.5	\$585.9	\$2,175.7
STIF	\$36.3	\$43.1	\$48.3	\$53.7	\$181.4
Other Funding	\$33.8	\$34.4	\$34.8	\$35.3	\$138.2
Operating Grants*	\$164.9	\$173.4	\$163.3	\$126.3	\$627.9
Capital Improvement Grants**	No forecast - to be determined on award of grants				

\*Operating Grants include federal, state and local funding. Federal revenues are listed in more detail below.

\*\* At this time, there are no capital improvement funds secured for receipt during the 2024-2027 time period.

**Table 14. Federal Grants to TriMet, Federal Fiscal Years 2024-2027 (Part of Operating Grants element of Table 12, in millions)**

<b>Funding Source</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>FFY 2027</b>	<b>Total</b>
<b>Section 5307</b> Urbanized Area Formula	\$55.3	\$56.4	\$57.5	\$58.6	\$227.8
<b>Section 5337</b> State of Good Repair	\$40.5	\$41.3	\$42.2	\$43.0	\$167.0
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$1.4	\$1.4	\$1.4	\$1.5	\$5.7
<b>Section 5339(a)</b> Bus & Bus Facilities	\$3.2	\$3.2	\$3.2	\$3.2	\$12.7
<b>Urban STBG and/or CMAQ</b> Bond payment	\$21.8	\$21.8	\$21.8	\$21.7	\$87.1
<b>Other Federal Discretionary Funding Awards</b>	TBD – revenues will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.				

## Step 2: TriMet – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)

TriMet has four major categories of activities in its budget process that are assigned forecasted revenues; (1) operations, (2) capital improvement program, (3) pass through and special payments, and (4) contingency and ending fund balance.

1. **Operations:** Day-to-day activities required to operate the systems, including other post-employment benefits and debt service payments.
  - **Bus & Rail Preventive Maintenance:** Labor and materials/services used for on-going maintenance of TriMet's Bus and Rail fleets. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues, Section 5337 State of Good Repair Program revenues and STBG or CMAQ funds.
  - **Vehicle Purchases:** Purchase of buses for fixed route service. This budget category utilizes Section 5339(a) Buses & Bus Facilities Formula Program revenues or Section 5339(c) Low or No Emission Bus Competitive Program revenues, when awarded.
  - **Paratransit and E&D services:** The majority of TriMet's direct Section 5310 funds are allocated to a private non-profit organization to provide transportation services for seniors and individuals with disabilities. Remaining funds are used internally to support TriMet's paratransit program; LIFT.
2. **Capital Improvement Program:** TriMet typically seeks Federal Transit Administration (FTA) Capital Improvement Grant (CIG) and other discretionary program funding for large capital projects. A current example is the MAX Red Line Extension & Reliability Improvement Project that received FTA CIG funding in FY2022. At this time, no projects have secured funding for the 2024 through 2027 timeframe. However, if funds are awarded, they will be added to the MTIP through the amendment process.
3. **Pass Through and Special Payments:** As a Qualified Entity and acting as a pass-through agent, TriMet receives State funds that are required to be passed through to other governmental agencies.
 

TriMet also receives Federal CMAQ and/or STBG funds from Metro through the Regional Flexible Fund Program and are used for payment of bonded debt that was primarily used for development and match of prior Capital Improvement Grant projects or in exchange for TriMet's General funds. These funds are typically used for TriMet's Bus & Rail Preventive Maintenance activities noted above.
4. **Contingency and Ending Fund Balance:** Contingency is an appropriated amount of a minimum of 3% of operating requirements and is adjusted for risks and those activities unknown at the time of budget adoption.

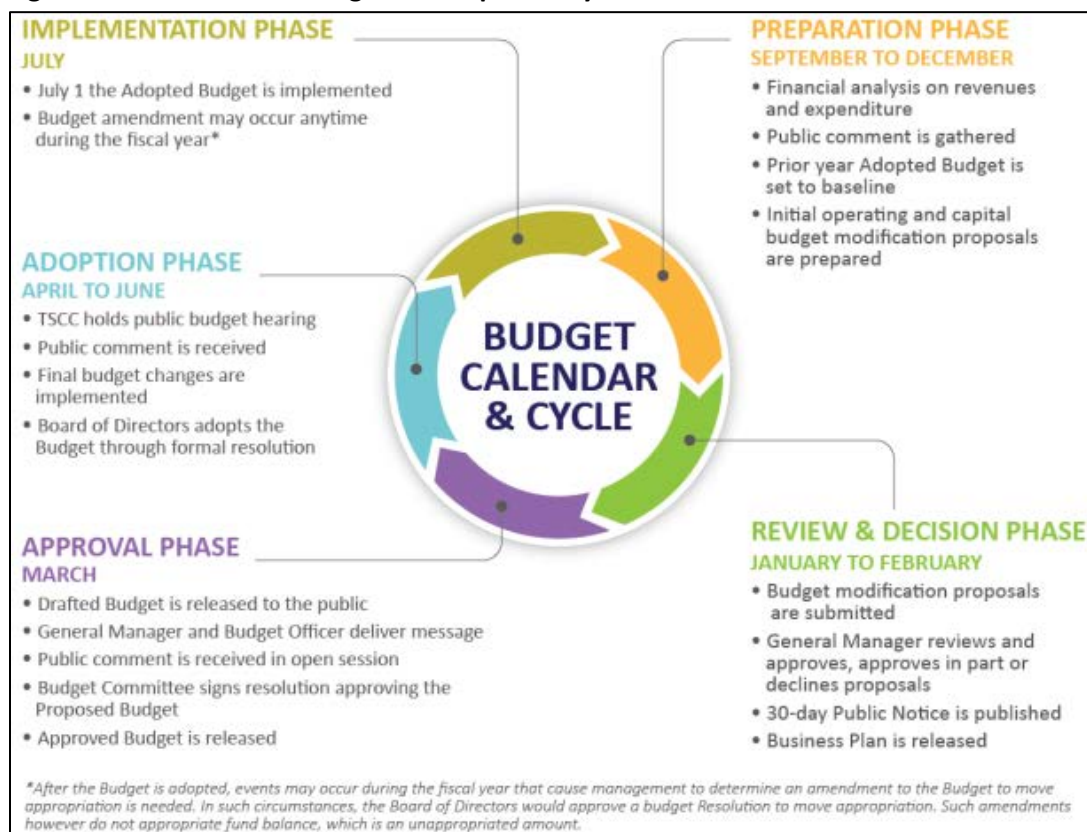
Ending Fund Balance is unappropriated and not available for spending in the budget fiscal year. Fund balance includes restricted revenues such as bond proceeds, funds

required to be spent after the budget year, including future debt service payments. Unrestricted fund balance contains between 2.0 and 2.5 months operating reserves as required by the TriMet Board of Directors.

### Step 3: Adoption of Annual Budget (Spring – Summer – Annually)

The development, adoption, and implementation of the TriMet budget has five phases as summarized in Figure 1 below.

**Figure 1. TriMet Annual Budget Development Cycle**



The TriMet budget process is guided by the agency's Vision, Mission and Values, the annually updated Business Plan with a 5-year horizon, Financial Policies, and a budget process that complies with budget law. The current TriMet budget and a description of the budget process for the next fiscal year is available at <https://trimet.org/budget/>.

### Coordination of the TriMet Budget, Program of Projects and the MTIP

Each year TriMet shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meetings of TPAC and JPACT. The presentation includes the budget themes and categories and the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, TriMet publishes the federally required “Program of Projects” or POP, reporting how FTA grant funds for the upcoming fiscal year, will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. The proposed programming will have the most current forecast of available, upcoming FTA funds and may reference additional FTA funds that have been awarded since last POP.



If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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**Revenue Forecast - Metro Urban-STBG, CMAQ, TAP and CRP Federal Funding Programs**

	2022	2023	2024	2025	2026	2027	2028	2029	2030
U-STBG	\$31,072,238	\$30,489,642	\$31,853,296	\$32,490,362	\$33,140,169	\$33,140,169	\$33,140,169	\$33,140,169	\$33,140,169
CMAQ	\$13,287,155	\$13,034,756	\$13,799,833	\$13,799,833	\$13,799,833	\$13,799,833	\$13,799,833	\$13,799,833	\$13,799,833
TAP	\$2,878,280	\$2,830,807	\$2,964,067	\$3,030,001	\$3,097,253	\$3,097,253	\$3,097,253	\$3,097,253	\$3,097,253
Sub-Total	\$47,237,673	\$46,355,205	\$48,617,196	\$49,320,196	\$50,037,255	\$50,037,255	\$50,037,255	\$50,037,255	\$50,037,255
Redistribution awards	\$4,637,054	\$10,836,158	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
New revenue available for RFFA allocation (actuals or forecast)	\$158,683,286			\$152,394,706			\$153,111,765		
Carry over difference from previous cycle	-\$701,815			\$14,000,006			\$13,548,671		
RFF allocations	\$143,981,465			\$152,846,041			\$166,660,436		
Difference between allocation and (revenues + carryover)	\$14,000,006			\$13,548,671			\$0		
De-committed funds (close-outs, cancellations, etc.)									
Carbon Reduction Program	\$3,663,530	\$3,594,841	\$3,755,621	\$3,830,733	\$3,907,348				
Sub-Total					\$18,752,073				
<p>As of February 23, 2023.</p> <p>Revenues through 2023 are actual apportionments (after limitation rates applied) from ODOT's Finance Plan. Current year still subject to adjustments such as rescissions.</p> <p>2023 Obligation Limitation rate annouced at 87.87%, updating the 90% forecasted rate assumed for the 2025-27 RFFA process.</p> <p>2024 - 2026 reflects federal authorization bill at 90% limitation rate and \$1 million per year in redistribution funds.</p> <p>FFYs 2027-30 reflects zero growth to year 2026 to account for possibility of a continuing resolution in the event a new authorization bill is not yet passed. This has been a common circumstance in the previous authorization cycles.</p> <p>The statewide distribution formula for CMAQ funds does not extend beyond 2024. A process to update the distribution formula will be led by ODOT. To reduce risk of over allocation, no growth to funding from year 2024 is forecast for years 2025-27.</p> <p>Official forecast is made just prior to the RFFA call for project applications so the region may conduct this process with the best possible estimate at the time the allocation process begins. To provide stability to the allocation process, new information affecting the forecast after that point in time does not affect the amount allocated in that current cycle, unless policy action to make a change is taken up. Adjustments to the forecast and actual funding conditions after the official forecast is set are accounted for in the official forecast of the following cycle or by policy action to make an adjustment.</p>									



Metro



# 2025-2027 Regional Flexible Funds Allocation Program Direction

## Resolution 21-5194

Adopted by Metro Council: September 9, 2021

**Nondiscrimination Notice to the Public**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.



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## INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the greater Portland, Oregon area, Metro is responsible for administering federal transportation dollars over which the region has allocation authority. Every three years, Metro conducts a process to select specific investments in the region's transportation system to be funded with these dollars. This process is known as the Regional Flexible Funds Allocation (RFFA). Allocating these funds is one of several activities required of MPOs, others being the development of the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), and the Unified Planning Work Plan (UPWP).

Through the RFFA process, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council consider how the available funding can be used strategically to address needs identified through the RTP. The RTP establishes the vision, goals, and objectives for the Portland region's transportation system, as well as defines performance measures and an investment strategy to ensure progress is made towards creating the envisioned system. In particular, the RTP provides the policy framework to guide how specific sources of transportation funds should be coordinated in order to invest in all parts of the planned system.

JPACT and Metro Council adopted the most recent update of the RTP at the end of 2018. In the three years spent developing the 2018 RTP, an extensive outreach process resulted in nearly 19,000 individual points of contact with residents, community organizations, businesses, and elected officials.

Through this work with the community and policymakers, several investment priorities emerged. These priorities implement the 2040 Growth Concept by focusing on "moving people and goods, providing access, and helping to create and connect places." Of these priorities, Metro Council specified four as the main near-term capital and program investment priorities of the RTP: Equity, Safety, Climate and Congestion Relief.<sup>1</sup> These four priorities represent the framework for how funding is to be prioritized through the 2025-2027 RFFA.

Along with adopting the 2018 RTP, JPACT and Metro Council also adopted new modal and topical strategies for Transportation Safety, Freight, Transit and Emerging Technology. These strategies more fully articulate the integrated multi-modal regional transportation system and investments needed to improve the existing system, and complement the Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart Strategy (2014) and Regional Transportation System Management and Operations Action Plan (2010). Collectively, these planning policy documents provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance these four near-term investment priorities.

The 2025-2027 RFFA Program Direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2018 RTP and the supportive modal and topical strategies, specifically focusing on the four investment priorities noted above. It continues the two-step funding approach adopted in 2011 for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas.

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<sup>1</sup> Metro Ordinance 18-1421



Funding allocated in Step 1 represents the region's ongoing commitments to fund portions of the transportation system that are critical to following through on RTP-identified goals and objectives. Step 1 investments support federal, state, and regional requirements for building a multi-modal transportation system, meeting federal air quality regulations, and reducing greenhouse gas emissions from vehicles, per mandates from the state.

New in this RFFA cycle is an updated Step 2 capital projects category. A series of three workshops were held in March and April 2021 to gather input from regional stakeholders on what updates they felt were critical to addressing the current needs of the transportation system. As the current two-step funding approach has been in use since 2011, stakeholders indicated that the region should consider updating the existing Step 2 project funding categories: Active Transportation and Complete Streets, and Freight and Economic Development Initiatives. In response, a single capital projects category is adopted through this Program Direction that focuses on projects that improve the system in multiple ways.

## REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted the Six Desired Outcomes to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

- **Equity:** The benefits and burdens of growth and change are distributed equitably
- **Vibrant communities:** People live and work in vibrant communities where their everyday needs are easily accessible
- **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life
- **Clean air and water:** Current and future generations enjoy clean air, clean water, and healthy ecosystems
- **Climate Leadership:** The region is a leader in minimizing contributions to global warming



Six desired outcomes for greater Portland – Adopted by the Metro Council in 2008.

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes. The 2018 RTP identifies needed next steps to achieve each of the Six Desired Outcomes for the region's transportation system.

## 2018 REGIONAL TRANSPORTATION PLAN INVESTMENT PRIORITIES

The 2018 RTP serves as the blueprint for the regional transportation system for the next 25 years. It identifies 11 specific goals, 43 related objectives and four priorities that define the region's aspirational system and describes a strategy for making near-term investments intended to make progress towards that system.

RTP Chapter 2 lays out this vision and includes nine system performance targets to provide a basis for measuring expected performance of the plan in the long-term. Chapter 6.2 provides specific priorities to guide investments to demonstrate the region's actions are following its commitments

and demonstrate progress towards the performance targets. Projects funded through the 2025-2027 RFFA are to align with the RTP investment priorities identified in Chapter 6.2.

These near-term investment priorities emerged from a three-year discussion and identification of the region's most urgent transportation needs by regional policymakers. They guided the development and refinement of the 2018 RTP projects and programs list and reflect direction from JPACT and Metro Council to prioritize near-term investments to address these priorities.

The four RTP Investment Priorities are:

- **Equity:** Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income
- **Safety:** Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities
- **Climate Change:** Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities
- **Congestion:** Manage travel demand and increase use of travel options to make travel more reliable on the region's busiest roadways, particularly for communities of color and other historically marginalized communities

**Figure 1: 2018 RTP Investment Priorities**



The 2018 RTP determined that the Six Desired Outcomes could best be achieved by making transportation investments focusing on these four priorities. The first of seven key investment recommendations states the following:

*“Make more near-term progress on key regional priorities – equity, safety, travel options, Climate Smart Strategy implementation and congestion. Advance projects that address these outcomes to the 10-year list to make travel safer, ease congestion, improve access to jobs and community places, attract jobs and businesses to the region, save households and businesses time and money, and reduce vehicle emissions.”<sup>2</sup>*

The 2018 RTP also resulted in updates to the plan’s aspirational performance targets. The performance targets are quantitative benchmarks used to assess the region’s progress in carrying out the RTP vision through its investment priorities. These performance targets are the highest order evaluation measures in the RTP performance-based policy framework – providing key criteria by which progress towards the plan goals can be assessed. The targets are listed in Table 1. A complete description of the performance targets is found in Chapter 2 of the 2018 RTP.

## REGIONAL TRANSPORTATION FINANCE APPROACH

Since May 2009, the region has followed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. JPACT developed this regional finance approach to provide a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA policies since the 2010-2013 MTIP cycle and updated as needed to reflect current planning policy. Additionally, as other available funding opportunities have emerged since the 2010-2013 MTIP cycle, the regional finance approach has been a starting point for informing a regionally coordinated set of priorities to pursue

**Table 1: Regional Transportation Plan Performance Targets**

1		<b>AFFORDABILITY</b> Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015
2		<b>SAFETY</b> Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015
3		<b>MULTIMODAL TRAVEL</b> Reduce vehicle miles traveled per person by 10%, compared to 2015
4		<b>MODE SHARE</b> Triple walking, biking and transit mode shares, compared to 2015
5		<b>SYSTEM COMPLETION</b> Complete 100% of the regional network of sidewalks, bikeways and trails
6		<b>CONGESTION</b> Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network
7		<b>FREIGHT DELAY</b> Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build
8		<b>CLIMATE CHANGE</b> Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005
9		<b>CLEAN AIR</b> Maintain or reduce air pollution from mobile sources, compared to 2015

<sup>2</sup> 2018 RTP, Chapter 6, Table 6.2

those other funding opportunities. Recognizing the regional transportation finance approach has influenced the development of a coordinated regional list of capital investment priorities, tailored to the context of the funding opportunity – such as the 2020 regional transportation funding measure and the congressional request of regional priorities for appropriations earmarks – the 2025-2027 RFFA Program Direction follows the core principles of the regional finance approach.<sup>3</sup>

Uses for regional flexible funds, as defined in the regional transportation finance approach include:<sup>4</sup>

- Active Transportation
- Arterial Expansion, Improvements, and Reconstruction<sup>5</sup>
- Throughway Expansion<sup>6</sup>
- High-capacity Transit Expansion
- Transportation System Management and Operations
- Regional Travel Options
- Transit Oriented Development

## REGIONAL FLEXIBLE FUNDS ALLOCATION OBJECTIVES

The following objectives define how the RFFA process should be conducted and what outcomes should be achieved with the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.

<sup>3</sup> See Metro Council Resolution 16-4702.

<sup>4</sup> Most recent regional transportation finance approach is from the 2021-2024 MTIP policy.

<sup>5</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

<sup>6</sup> Limited to project development with large discretionary funding leverage opportunities to address multiple transportation issues around the mainline facilities, focusing on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

Per RTP Equity Policy 7, projects and programs funded through the RFFA should demonstrate support of family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.

## 2025-2027 REGIONAL FLEXIBLE FUNDS STRUCTURE

The 2025-2027 RFFA follows the two-step framework the region has followed starting with the 2014-2015 allocation process. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives.

A total of \$142,350,000 is projected to be allocated in the 2025-2027 federal fiscal years. Funding amounts for each of the funding areas is as shown in Table 2 below.

**Table 2: Total 2025-2027 Regional Flexible Funds**

<b>Step 1A:</b> Transit & Project Development Bond Repayment Commitment	\$65,280,000
<b>Step 1B:</b> Region-wide Program Investments, Planning	\$35,820,186
<b>Step 2:</b> Capital Investments	\$41,249,814
<b>Total 2025-2027 RFFA</b>	<b>\$142,350,000</b>

Step 1 consists of two funding focus areas. Step 1A repays bonds issued to develop and construct key elements of the region's multi-modal system. Step 1B targets funding towards key system investment needs, ensures the region has capacity to follow federal planning requirements and can respond to and plan for future system opportunities.

Step 2 provides capital project funding to develop and construct improvements to the regional system. The focus of these project funds is on completing gaps or improving the active transportation system and making strategic improvements to support a healthy economy and help freight move more easily.

If a federal authorization bill is not completed by the time of the release of the Step 2 call for projects or the time to recommend projects for selection, the use of an "illustrative list of projects" may be considered as a means of managing the uncertainty of funding levels and ensuring the region is preparing an adequate pipeline of projects to prepare to obligate available funding as quickly as possible.



### **Step 1A – Bond Repayment Commitments**



Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The region's current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop.

In the 2019-2021 RFFA process, JPACT and Metro Council directed regional funding to be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay.

Regional flexible funds were used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. For projects coordinated with freeway mainline and associated interchange elements, flexible funds were invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities and focused on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

The regional bond commitments through 2034 for transit and project development are shown below in Table 3. Funding to be allocated in the 2025-2027 RFFA cycle is highlighted in blue.

**Table 3: Regional bond repayment commitment schedule**

<b>Federal Fiscal year</b>	<b>Amount (millions)</b>
<b>2025</b>	\$21.78*
<b>2026</b>	\$21.76*
<b>2027</b>	\$21.74*
<b>2028</b>	\$17.28
<b>2029</b>	\$17.26
<b>2030</b>	\$17.24
<b>2031</b>	\$17.22
<b>2032</b>	\$17.19
<b>2033</b>	\$17.17
<b>2034</b>	\$17.15

\* Amount due in each of the three years of the 25-27 RFFA cycle

Bond repayment commitments for the 2025-2027 RFFA cycle are:

**Bond Repayment Commitment** **\$65,280,000**

### Step 1B – Region-wide program investments, MPO and regional planning

#### **Region-wide program investments**

Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:

- **Regional Travel Options/Safe Routes to School –** Grants to local partners that support public outreach and encouragement, to help people reduce automobile use and travel by transit, ridesharing, bicycling or walking, and to build a coordinated regional Safe Routes to School program
- **Transit Oriented Development –** Investments to help develop higher-density, affordable and mixed-use projects near transit, to increase the use of the region's transit system and advance the Region 2040 Growth Concept
- **Transportation System Management and Operations –** Capital funding focused on improving the region's transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently.



Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels which includes an annual increase to address increasing program costs and maintain purchasing power. The region-wide programs are reviewed in each RFFA cycle. A report was given to TPAC in their May 2021 meeting. The report provides the following information about each program:

- Program description – description of the program purpose and its major activities
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding, per the Regional Finance Approach
- Directly related RTP performance targets – description of how the program helps the region meet performance targets in the RTP
- Connection to other plans or strategies – description of how program investments are linked to addressing other planning requirements (for example, the State Implementation Plan for air quality, included as part of the strategy demonstrating the region can meet state mandated greenhouse gas reduction targets)
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation
- Program performance to date – description of specific accomplishments of the program
- Future activities – description of work to be conducted over the next three years
- Additional opportunities – description of priorities or activities the program would pursue given additional resources

Region-wide program investments for the 2025-2027 RFFA cycle are:

<b>Regional Travel Options/Safe Routes to School (RTO/SRTS)</b>	<b>\$11,102,371</b>
<b>Transit Oriented Development (TOD)</b>	<b>\$11,806,111</b>
<b>Transportation System Management and Operations (TSMO)</b>	<b>\$ 5,943,432</b>

### **c. MPO, Freight, Economic Development, Corridor and System Planning**

Regional funds are used to support planning, analysis and management work required of an MPO. JPACT and Metro Council have directed these funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of our transportation investments.

Planning commitments for the 2025-2027 RFFA cycle are:

<b>MPO Planning (in lieu of dues)</b>	<b>\$ 4,730,789</b>
<b>Corridor and System Planning</b>	<b>\$ 2,237,483</b>

### **Step 2 – Capital Investments**

The 2025-2027 RFFA program direction incorporates a new Step 2 capital projects category. This new category updates the previous modal categories and funding targets in favor of a single category but maintains the same focus on improving the region's active transportation network and supporting freight mobility and economic outcomes.



Existing practice is that JPACT and Metro Council desire that a strategic approach is followed to allocating Step 2 funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the 2018 Regional Transportation Plan Performance Targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)
- Positions the region to take advantage of federal and state funding opportunities as they arise

In the development of the 2025-2027 RFFA and following up on the input received from the 2022-24 RFFA retrospective, a series of stakeholder workshops was convened to advise JPACT and TPAC on how the regional funding could be directed in a manner that best reflects 2018 RTP investment priority direction. Participants were asked to provide proposed adjustments or changes to the existing RFFA program direction to better align it with RTP policy.



Through the workshop process participants indicated continued support for investment in projects that improve the region's active transportation system and support the region's economy, as has been the RFFA focus in prior funding cycles. But they also indicated that more flexibility in how projects could be conceived and evaluated could result in projects that achieve multiple outcomes and lead to better outcomes regarding the four RTP investment priorities and the nine performance targets.

### **Project development approach and technical evaluation criteria**

Workshop input indicated support to eliminate the Step 2 project categories of Active Transportation/Complete Streets and Freight/Economic Development and their associated funding targets (75%/25%). Participants supported a process that allows projects to be proposed of any mix of mode and function improvements identified as appropriate for the regional flexible funds through the Regional Transportation Finance Approach and that best advance the RTP Investment Priority categories.

The criteria shown below in Table 4 (center column) will be used in the technical evaluation for proposed Step 2 projects. The criteria illustrate how the region is investing in its stated priorities. Projects that perform well in the technical analysis will demonstrate significant and measurable improvements in each of these criteria.

**Table 4: Step 2 Project Technical Evaluation Criteria**

2018 Regional Transportation Plan Priorities <sup>7</sup>	Outcome(s) Being Measured (Project Criteria) <sup>8</sup>	Performance Measures to Consider <sup>9</sup>
<b>Equity</b>  <b>Reduce barriers and disparities</b> faced by historically marginalized communities, particularly for communities of color and people with low income.	Increased accessibility  Increased access to affordable travel options	<ul style="list-style-type: none"> <li>• Access to opportunity (jobs, school and other destinations people need to thrive)</li> <li>• Access to transit</li> <li>• Access to active transportation network/system completeness in Equity Focus Areas, near transit, and/or on high injury corridors and TSMO and TDM programs</li> </ul>
<b>Safety</b>  <b>Reduce fatal and severe injury crashes</b> to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.	Reduced fatal and serious injury crashes for all modes of travel	<ul style="list-style-type: none"> <li>• System completeness of bike, pedestrian networks in EFAs, near transit, on arterials, on regional freight routes and/or on high injury corridors and TSMO and TDM programs</li> <li>• VMT/capita</li> <li>• Multi-Modal Level of Service, LTS, ped crossing index</li> </ul>
<b>Climate Change</b>  <b>Reduce greenhouse gas emissions</b> from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities.	Reduced emissions from vehicles  Reduced drive alone trips	<ul style="list-style-type: none"> <li>• VMT/capita</li> <li>• System completeness of transit, bike, pedestrian networks in EFAs, near transit, on arterials and/or on high injury corridors and TSMO and TDM program</li> </ul>
<b>Congestion</b>  <b>Manage travel demand and increase use of travel options</b> to make travel more reliable on the region's busiest roadways, particularly for communities of	Increased reliability  Increased travel efficiency  Increased travel options  Reduced drive alone trips	<ul style="list-style-type: none"> <li>• Travel time</li> <li>• Travel time reliability</li> <li>• VMT/capita</li> <li>• Duration of congestion</li> </ul>

<sup>7</sup> Summarized from 2018 RTP Regional Transportation Plan<sup>8</sup> Criteria refinements will be developed prior to the Call for Projects in November 2021<sup>9</sup> Final RFFA performance measures will be developed prior to the Call for Projects in November 2021

2018 Regional Transportation Plan Priorities <sup>7</sup>	Outcome(s) Being Measured (Project Criteria) <sup>8</sup>	Performance Measures to Consider <sup>9</sup>
color and other historically marginalized communities.		<ul style="list-style-type: none"> <li>• Volume/capacity ratio</li> <li>• System completeness of transit, bike, pedestrian networks in EFAs, near transit, on arterials, on regional freight routes and/or on high injury corridors and TSMO and TDM programs</li> </ul>

Further staff work will take place during the summer of 2021 to complete the Step 2 performance measures and provide additional guidance to applicants prior to the Call for Projects in November 2021. The performance measures listed above are examples and may not completely reflect the final measures. Metro will convene a technical evaluation work group to help develop performance measures. The work group membership will include regional agency staff and community members with expertise in transportation. A subset of the work group will assist in the technical analysis of Step 2 project proposals.

The technical analysis will measure how completely and thoroughly proposed projects address the criteria. The analysis will include both quantitative and qualitative measures to provide decision-makers with a well-rounded understanding of the proposed project's attributes and improvements to the regional system.

Depending on the proposed projects submitted for consideration, additional emphasis in evaluating projects may be required to ensure there is an adequate pool of projects that will be eligible to utilize the different sources of federal funding allocated to projects in the RFFA/MTIP process, particularly the use of Congestion Mitigation/Air Quality (CMAQ) funds.

**TOTAL Step 2:** **\$ 41,249,814**

## STEP 2 PROJECT SELECTION PROCESS

All project funding proposals received in the Step 2 Capital Project category will be considered for selection using the following process:

**Proposer Workshop** – Prior to the Call for Projects, Metro will hold a proposer’s workshop(s). The purpose of this is to clarify the application and evaluation approach to help proposers prepare thorough project proposals that fully demonstrate project benefits and system improvements. The desired outcome is to ensure proposers understand how criteria will be used to evaluate their project, and that they understand what factors will be reviewed in determining the thoroughness of the project’s scope, budget and timeline.

**Call for Projects** – Metro will issue the call for project proposals in November 2021. Applicants will have approximately four months to complete proposals, which are due in February 2022.

**Technical Evaluation** – A work group will review and rate the submitted proposed projects. Proposals will receive a technical score reflecting how well the project addresses the criteria. In addition to this quantitative analysis, the technical report will also include qualitative information to reflect attributes about each project that may not be reflected in a strict numerical score.

By presenting both quantitative and qualitative information, decision-makers and the public can better understand the technical merits of projects, which will help to better inform the regional decision-making process.

**Risk Assessment** – To ensure that RFFA-funded projects can be delivered as proposed, on time, and within budget, Metro will conduct a risk assessment process on each proposal, and issue a report documenting the findings of the process. Proposals will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project completion within the 2025-2027 timeframe.

This report will be made publicly available and used as a part of the regional decision-making process.

The Technical Evaluation and Risk Assessment processes will occur concurrently in March and April 2022.

**Public Comment** – Following issuance of the Technical Evaluation and Risk Assessment reports, Metro will conduct a 30-day public comment period in May 2022, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process.

**County Coordinating Committee/City of Portland Recommendations** – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions

best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the TPAC action to recommend a package of projects to JPACT.

**TPAC/JPACT Discussion and Action** – Following the above information gathering steps, TPAC will be asked to consider and discuss the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation, and will be requested to take action to refer a package of projects to Metro Council in September 2022.

**Council Action** – Metro Council will consider and take action on the JPACT-referred package in October 2022.

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# Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds  
Parks & Nature Trails Bond funding

August 2022



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## INTRODUCTION

Every three years, Metro leads a discussion among the region’s residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region’s allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027.

A portion of these funds – approximately \$47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to \$20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure. The estimated total funding to be allocated in this process is \$67.35 million.

While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

## BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region’s local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

<b>RFFA Funds</b>	<b>Trails Bond Funds</b>
Equity	Racial Equity
Safety	Climate Resilience
Climate	Community Engagement
Congestion Relief	

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of “Yes” or “No” questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.

All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

## UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following **four categories**:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.
- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight

the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific category (e.g., Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Equity scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.

For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.

The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

DRAFT 25-27 Project Ratings				Legend:					
Project	Applicant	Fund Source	Requested amt	BEST	BETTER	GOOD			
Trails Bond Planning/PD projects									
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%
			avg	63%	68%	37%		64%	58%
			max	89%	79%	56%		82%	69%
			min	44%	50%	22%		47%	43%
			diff	44%	29%	33%		35%	26%

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

## PROJECT RATING DETAILS

All the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website ([oregonmetro.gov/RFFA](https://oregonmetro.gov/RFFA)).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows:

**EDIT 7-1-22:** Several projects have updated funding requests or additional details provided by the applicant and are noted below.

**EDIT 7-5-22:** Due to an error in the technical evaluation, the Fanno Creek Trail project has had its Equity, Safety and Overall scores increased. The project was previously not awarded points for being in an Equity Focus Area and within 1 mile of a school. The scores have been corrected and will be reflected in materials moving forward.

**EDIT 7-19-22:** Several project design elements for the Clackamas River Trail project were inadvertently missed in the design review. The design checklist and Safety rating has been corrected.

- 148<sup>th</sup> Ave: Halsey St to Powell Blvd
- 162<sup>nd</sup> Ave - Glisan St to Halsey St - UPDATED
- 7<sup>th</sup> Ave: Washington St to Division St
- Allen Blvd: Murray Road to King St - UPDATED
- Beaverton Creek Trail - UPDATED
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail - UPDATED
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57<sup>th</sup> Ave
- Emerald Necklace Trail - UPDATED
- Fanno Creek Trail - UPDATED
- Gresham-Fairview Trail: Halsey St to Sandy Blvd - UPDATED
- I-205 MUP - UPDATED
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail - UPDATED
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia Blvd to Cathedral Pk - UPDATED
- NP Greenway: Kelley Pt to N. Slough - UPDATED
- Sandy Blvd: Gresham to 230<sup>th</sup> Ave - UPDATED
- Sandy River Greenway - UPDATED
- Scott Creek Trail
- Taylors Fy Rd: 49<sup>th</sup> Ave to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk - UPDATED
- Troutdale Rd: Stark St to Beaver Ck Dr
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16<sup>th</sup> Ave to Ostman Rd - UPDATED

<b>Project name:</b>	148 <sup>th</sup> Avenue
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$7,100,335
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148 <sup>th</sup> between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	BETTER

<b>Project name:</b>	162 <sup>nd</sup> Avenue
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	<del>\$7,316,080</del> 7,575,882
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162 <sup>nd</sup> to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	7 <sup>th</sup> Avenue
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$10,692,227
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7 <sup>th</sup> Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

<b>Project name:</b>	Allen Blvd
<b>Applicant:</b>	Beaverton
<b>Amount requested:</b>	\$723,670
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Planning
<b>Evaluation notes:</b>	Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
<b>Additional information from applicant:</b>	<p><b>Equity:</b> Project proposes a complete street plan approach to reduce barriers and disparities faced by community residents to access affordable and safe travel options. Project is in a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people with limited English proficiency and people with lower incomes. The project will evaluate a range of design alternatives that improve access for people walking, biking and taking transit and develop a plan to create a multimodal corridor that prioritizes mobility and access for people with a range of needs and physical abilities.</p> <p><b>Safety:</b> Project is in High Injury Corridor and a top concern for community members is an incomplete, uncomfortable and sometimes challenging environment for walking and bicycling. Increasing safety and identifying solutions that reduce fatal and serious injury crashes is a key focus of the plan.</p> <p><b>Community Engagement:</b> The project will meaningfully engage with historically marginalized communities and include partnering with CBOs and individuals to reach a diverse range of voices and lived experience.</p> <p><b>TSMO and ITS:</b> Project will propose signal timing changes and Transit Signal Priority to keep buses on schedule.</p>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST



<b>Project name:</b>	Beaverton Creek Trail
<b>Applicant:</b>	Tualatin Hills Parks & Recreation District
<b>Amount requested:</b>	\$1,774,575 2,055,647
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trail crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

<b>Project name:</b>	Brookwood Pedestrian Overpass	
<b>Applicant:</b>	Hillsboro	
<b>Amount requested:</b>	\$4,500,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning, Project Development	
<b>Evaluation notes:</b>	The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	GOOD
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Clackamas River Trail
<b>Applicant:</b>	Happy Valley
<b>Amount requested:</b>	\$666,175
<b>Source requested:</b>	Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Cornfoot Road Multiuse Path	
<b>Applicant:</b>	Portland Bureau of Transportation	
<b>Amount requested:</b>	\$5,225,500	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47 <sup>th</sup> Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	GOOD	GOOD
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Council Creek Trail	
<b>Applicant:</b>	Washington County	
<b>Amount requested:</b>	\$5,511,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage \$17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BEST	BETTER
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

<b>Project name:</b>	Cully Boulevard/57 <sup>th</sup> Avenue	
<b>Applicant:</b>	Portland Bureau of Transportation	
<b>Amount requested:</b>	\$7,643,201	
<b>Source requested:</b>	RFFA	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential.	
<b>Outcomes ratings:</b>	<b>RFFA</b>	
<i>Equity</i>	BETTER	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER	

<b>Project name:</b>	Emerald Necklace Trail	
<b>Applicant:</b>	Forest Grove	
<b>Amount requested:</b>	\$200,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
<b>Additional information from applicant:</b>	The Senate Appropriations Committee is considering a \$2.24 million funding request for this project as part of the Transportation, Housing and Urban Development appropriations bill. Approval of this bill should occur in July. Should the City of Forest Grove receive these funds it is the intent of the City to complete the design, engineering and construction of the Gales Creek portion. This segment is approximately 3.1 miles, located between B Street and Gales Creek Terrace, and will be constructed entirely on City-owned land or easements. No right-of-way is required to construct this segment.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BETTER
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Fanno Creek Trail	
<b>Applicant:</b>	Tigard	
<b>Amount requested:</b>	\$1,606,705	
<b>Source requested:</b>	RFFA	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>RFFA</b>	
<i>Equity</i>	BETTER BEST	
<i>Safety</i>	BETTER	
<i>Climate</i>	BETTER	
<i>Congestion</i>	BETTER	
<i>Overall</i>	BETTER BEST	

<b>Project name:</b>	Gresham – Fairview Trail
<b>Applicant:</b>	Gresham
<b>Amount requested:</b>	<del>\$4,167,723</del> 4,232,978
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Builds a new 0.6 mile long multi-use path along west side of NE 201 <sup>st</sup> Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BETTER
<i>Overall</i>	BEST

<b>Project name:</b>	I-205 Multiuse Path
<b>Applicant:</b>	Clackamas County
<b>Amount requested:</b>	<del>\$935,884</del> 1,094,858
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Lakeview Blvd
<b>Applicant:</b>	Lake Oswego
<b>Amount requested:</b>	\$450,036
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Marine Drive Trail	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	\$2,161,124 2,261,645 – 2,899,104	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network. <b>EDIT 7/5/22:</b> Applicant has submitted a revised funding request with multiple project management and funding source scenarios and requested amounts for each. The funding request ranges from \$2,261,645 to \$2,899,104.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	BETTER

<b>Project name:</b>	Martin Luther King Jr. Boulevard
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$5,532,955
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BEST
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	N Portland Greenway: Columbia Blvd to Cathedral Park	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	<del>\$2,647,950</del> 1,858,161 – 7,432,486	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	<p>Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.</p> <p><b>EDIT 7/5/22:</b> Applicant has submitted a revised funding request with multiple project management and funding source scenarios, and has broken down the project into two sections, the bridge over Columbia Blvd and the trail and on-street elements leading to the bridge. The funding requests ranges from \$1,858,161 to \$7,073,769 if funded through Trails Bond; \$1,926,645 to \$7,432,486 if funded through RFFA.</p>	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BEST	BEST
<i>Safety</i>	BEST	BEST
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BETTER

<b>Project name:</b>	N Portland Greenway: Kelley Point Park to Columbia Slough	
<b>Applicant:</b>	Portland Parks & Recreation	
<b>Amount requested:</b>	<del>\$4,465,605</del> 4,860,647	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Project Development, Construction	
<b>Evaluation notes:</b>	<p>Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a “path to nowhere,” as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.</p> <p><b>EDIT 7/19/22:</b> Applicant has submitted a revised funding request with two cost estimates; \$3,626,632 if funded through Trails Bond and \$4,860,647 if funded through RFFA.</p>	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	GOOD	BETTER
<i>Safety</i>	BETTER	BETTER
<i>Climate</i>	BETTER	GOOD
<i>Congestion</i>	N/A	GOOD
<i>Trails</i>	BETTER	N/A
<i>Overall</i>	BETTER	GOOD



<b>Project name:</b>	Sandy Boulevard
<b>Applicant:</b>	Multnomah County
<b>Amount requested:</b>	<del>\$20,660,000</del> 6,500,000
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	<p>Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230<sup>th</sup> Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project as described would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201<sup>st</sup> and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.</p> <p>EDIT 7/5/22: Applicant has indicated they will be submitting a reduced project scope and budget. Updated project will extend from 201<sup>st</sup> Ave to Quail Hollow Mobile Home Park (approx. ½ mile). Funding request reduced to an estimated \$6,500,000 (final request TBD).</p>
<b>Additional information from applicant:</b>	<p>The project builds on a previous RFFA award to design the improvements on Sandy Blvd from the Gresham City Limits to 230th. The County and neighboring jurisdictions along Sandy Blvd have been working for many years over phased projects to make this former ODOT road a complete street safe for pedestrians. It is a narrow freight route and lacks safe bicycling, walking, or ADA accessible infrastructure in an area with senior and affordable housing and where more new multifamily housing is being constructed. Recent development has been required to fill in sidewalk gaps along the parcel's frontage, but the piecemeal nature of this development means it is still unsafe for people to walk along the corridor and impossible for people using mobility devices - this project builds on those existing projects and closes the gaps along this nearly 30 block corridor. This section and a couple of adjacent blocks in Gresham are the final gap in active transportation infrastructure on Sandy Blvd. We are partnering with Gresham to include the two blocks from the city limits to 201st Avenue so that there is no remaining gap after this project is completed.</p>
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BETTER

<b>Project name:</b>	Sandy River Greenway
<b>Applicant:</b>	Troutdale
<b>Amount requested:</b>	\$1,945,800
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.
<b>Additional information from applicant:</b>	<p><b>Anti-displacement strategy:</b> We are contracting with two design firms that are certified WBE and DBE (Marianne Zarkin Landscape Architects and Firwood Design Group) and will include COBID-certified firms in the bid evaluation criteria for the construction phase of the project. We will strive to include other strategies from “Parks Bond: Anti-displacements Strategies” memo (Metro, July 6, 2021) as the project progresses.</p> <p><b>Provides transit options &amp; connects with trails of statewide significance:</b> The proposed trail helps provide transit options and congestion relief in the Waterfall Corridor by connecting the I-84 bikeway to a Sasquatch shuttle stop and Bike Hub at the Gateway to the Gorge Visitor Center.</p> <p><b>Industrial/Commercial developability:</b> Although census tract 41051010305 scores lower than average overall in terms of commercial and housing developability, the proposed trail and park is sited within Troutdale’s Urban Renewal Area (The Confluence) which includes 16 acres of undeveloped land that will become a new mixed-use (residential and commercial) center for Troutdale.</p> <p><b>Improves access to low and middle wage jobs:</b> The trail provides a direct connection from downtown Troutdale to census tract 41051010200 (Troutdale Reynolds Industrial Park) which is above average in terms of diversity, job access and developability according to the Economic Value Atlas tool.</p>
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

<b>Project name:</b>	Scott Creek Trail
<b>Applicant:</b>	Happy Valley
<b>Amount requested:</b>	\$89,562
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	BETTER

<b>Project name:</b>	Taylors Ferry Road
<b>Applicant:</b>	Portland Bureau of Transportation
<b>Amount requested:</b>	\$10,124,236
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Fills gap between 48 <sup>th</sup> Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylors Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

<b>Project name:</b>	Tigard – Lake Oswego Trail	
<b>Applicant:</b>	Tigard	
<b>Amount requested:</b>	\$245,000	
<b>Source requested:</b>	Either	
<b>Project phase(s):</b>	Planning	
<b>Evaluation notes:</b>	This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	<b>RFFA</b>
<i>Equity</i>	BETTER	BETTER
<i>Safety</i>	BETTER	BEST
<i>Climate</i>	BEST	BETTER
<i>Congestion</i>	N/A	BEST
<i>Trails</i>	BEST	N/A
<i>Overall</i>	BEST	BEST

<b>Project name:</b>	Trolley Trail	
<b>Applicant:</b>	North Clackamas Parks & Recreation District	
<b>Amount requested:</b>	<del>\$624,250</del> 651,750	
<b>Source requested:</b>	Trails Bond	
<b>Project phase(s):</b>	Construction	
<b>Evaluation notes:</b>	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.	
<b>Outcomes ratings:</b>	<b>Trails Bond</b>	
<i>Equity</i>	BEST	
<i>Safety</i>	BEST	
<i>Climate</i>	BEST	
<i>Trails</i>	BEST	
<i>Overall</i>	BEST	

<b>Project name:</b>	Troutdale Road
<b>Applicant:</b>	Multnomah County
<b>Amount requested:</b>	\$1,720,000
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	BETTER
<i>Safety</i>	BETTER
<i>Climate</i>	GOOD
<i>Congestion</i>	BETTER
<i>Overall</i>	BETTER

<b>Project name:</b>	Westside Trail Bridge
<b>Applicant:</b>	Tualatin Hills Parks & Recreation District
<b>Amount requested:</b>	\$1,907,500
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Project Development
<b>Evaluation notes:</b>	Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	BEST
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Trails</i>	BEST
<i>Overall</i>	BEST

<b>Project name:</b>	Westside Trail: Segment 1
<b>Applicant:</b>	King City
<b>Amount requested:</b>	\$210,000
<b>Source requested:</b>	Trails Bond
<b>Project phase(s):</b>	Planning, Project Development
<b>Evaluation notes:</b>	Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential.
<b>Outcomes ratings:</b>	<b>Trails Bond</b>
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	BETTER
<i>Overall</i>	GOOD

<b>Project name:</b>	Willamette Falls Drive
<b>Applicant:</b>	West Linn
<b>Amount requested:</b>	\$3,497,580
<b>Source requested:</b>	RFFA
<b>Project phase(s):</b>	Construction
<b>Evaluation notes:</b>	Project continues complete street improvements for .4 mile between 16 <sup>th</sup> and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
<b>Additional information from applicant:</b>	This project parallels I-205 and completes a section of the planned regional bike and pedestrian network paralleling the freeway/pending tollway. It also connects to planned walking and safe routes to school for the Athey Creek middle school currently under construction on Willamette Falls Drive.
<b>Outcomes ratings:</b>	<b>RFFA</b>
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

## ACKNOWLEDGEMENTS

### **Performance Measures Work Group:**

Glen Bolen – ODOT  
William Francis – Community Cycling Center  
Hau Hagedorn – Portland State University  
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Andre Lightsey-Walker – The Street Trust  
Stephanie Noll – Oregon Trails Coalition  
Jeff Owen – TriMet  
Momoko Saunders – Community Cycling Center  
Ashton Simpson – Oregon Walks

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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# Engagement report

Public comments on proposed projects  
for 2025-27 regional flexible funds and  
Metro Parks and Nature trails grant

September 2022

## **Metro respects civil rights**

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

**Project web site:** [oregonmetro.gov/rffa](http://oregonmetro.gov/rffa)

The preparation of this briefing book was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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Appendix A: Notices and invitations to participate

Appendix B: Comments received, email

Appendix C: Comments received, letters and phone calls

Appendix D: Comments received, web comment tool

Appendix E: Applicant community involvement questions

## INTRODUCTION

Every three years, Metro leads a discussion among the region’s residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region’s allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA).

Regional flexible funds come from two federal grant programs:

- Surface Transportation Program funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- Congestion Mitigation/Air Quality Program funds may be used for surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027. A portion of these funds – approximately \$47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to \$20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure.

The estimated total funding to be allocated in this process is \$67.35 million. While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the 2018 Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

From May 20 through June 21, 2022, residents of the Portland metropolitan region were asked to help decide how an estimated \$67.3 million in Regional Flexible Funds and Parks and Nature bonds will be spent on projects that will help make the region’s transportation system more equitable, safer, cleaner and more reliable.

During this public comment period, Metro received:

- 1,551 participants provided 1,798 project-specific comments through an interactive comment map available in English, Spanish, Vietnamese, Chinese Russian and Korean.

- 50 emails, with seven providing general, non-project specific comments and 43 providing project specific comments and 16 of those 43 providing comments on more than one project. (See Appendix B)
- 28 letters, with one letter providing comments about a project that is not included in the proposals, 27 providing project specific comments and five of those providing comments on more than one project (See Appendix C)
- One phone call commenting on two projects (See Appendix C)

## NOTICE AND INVITATION TO PARTICIPATE

The notice and invitation to participate were distributed through several channels:

- email to community involvement offices and community participation organizations
- an email to the 1,900 subscribers on Metro's transportation and land use interested persons email list
- an email to the 882 subscribers on Metro's Parks and Nature Trails email list
- an email to the 1,264 subscribers on Metro's Parks and Nature Bond Measure email list
- email to community-based organization networks, asking them to distribute the invitation through their networks
- Metro News ([oregonmetro.gov/news](https://oregonmetro.gov/news))
- Metro's social media channels, including targeted Facebook advertising in all languages
- email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee
- *See Appendix A: Notices and invitations to participate.*

People were invited to learn about the projects via:

- the regional flexible funds web page ([oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)), which featured the technical scoring and full applications for the 29 proposed projects
- an interactive comment tool available in English, Spanish, Vietnamese, Chinese Russian and Korean. The online comment tool provided a summary and linked to

the full applications for each of the projects; participants were able to choose which projects they wanted to learn more about and then rate and comment on their projects of interest.

Comments were accepted through:

- the interactive comment tool, linked from the Metro website
- by email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

### Translation

The interactive comment tool was translated into five additional languages: Spanish, Vietnamese, Chinese, Korean and Russian.

To increase the visibility of the public comment period, Metro ran Facebook ads in English Spanish, Vietnamese, Chinese, Korean and Russian. The ads reached a total of 46,158 people and 1,022 people clicked on the ads. *See Appendix A: Notices and invitations to participate.*

Of the total survey participants, 33 people participated in the Spanish survey, one person in each of the Korean, Russian and Vietnamese surveys.

### COMMENTS

From May 20 through June 21, 2022, community members in the greater Portland region were asked to help decide how an estimated \$67.3 million in Regional Flexible Funds and Parks and Nature bonds will be spent on projects. Metro received:

- 1,551 participants provided 1,798 project-specific comments through an interactive comment map available in English, Spanish, Vietnamese, Chinese, Russian and Korean. There were 33 responses in Spanish and one response to each of the Korean, Russian and Vietnamese surveys.
- 50 emails, with seven providing general, non-project specific comments and 43 providing project specific comments and 16 of those 43 providing comments on more than one project.
- 28 letters, with one letter providing comments about a project that is not included in the proposals, 27 providing project specific comments and five of those providing comments on more than one project

- One phone call commenting on two projects

(For the full text of these comments, see appendices)

### **Summary of project comments**

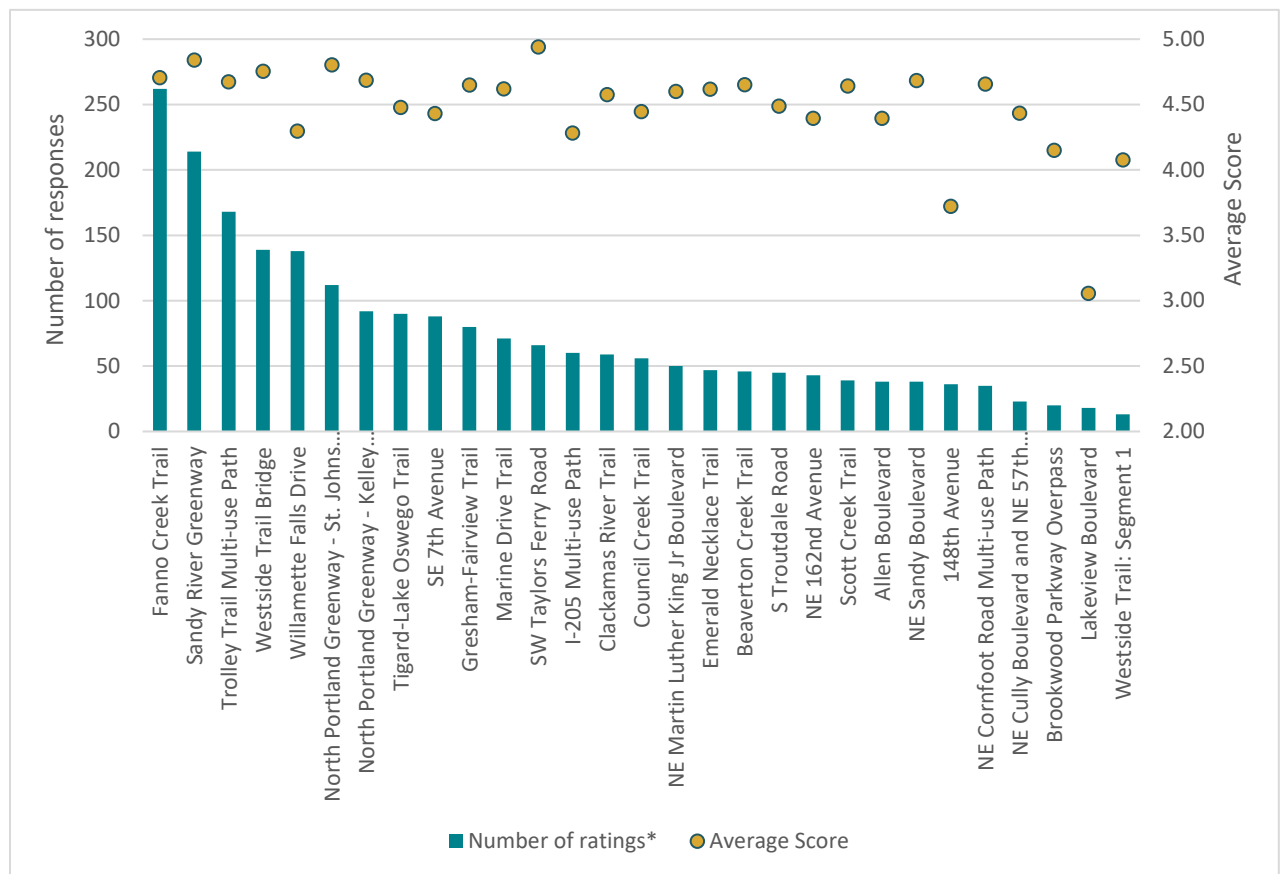
The online tool asked participants to rate each project on a scale of one to five. Across all projects, a high majority (91%), of respondents indicated a strong support for the project. The average project rating was 4.47. (See Graph 1.)<sup>1</sup> A majority of the respondents (71.2%) who rated projects in the online tool also wrote comments (See Appendix D). There were a total 1,798 comments in the online tool.

Overall, all comments, emails and letters submitted were in support of the projects there were commenting on. There were a handful of comments on some of the projects that expresses concern about the project or indicated that it wasn't a priority.

---

<sup>1</sup> Rating data reflects the number of respondents who left scores. The calculation did not include responses that omitted a number rating and also did not include responses with duplicate scores for the same project from the same user.



**Figure. 1: Projects vs. average score, in order of the number of ratings received**

The projects with the highest level of overall support are Fanno Creek Trail, Sandy River Greenway and Trolley Trail Multi-use Path. The North Portland Greenway projects also received a high level of support. SW Taylors Ferry Road, Walkway and Bikeway Connection was not among the highest number of online responses, however it did have strongest online tool rating.

### **Fanno Creek Trail**

- 189 web tool comments
- Average rating of 4.71 (262 ratings)
- 1 letter and email

### **Sandy River Greenway**

- 165 web tool comments
- Average rating of 4.84 (214 ratings)
- 3 letters and emails

### **Trolley Trail Multi-use Path**

- 121 web tool comments

- Average rating of 4.67 (168 ratings)
- 5 emails and letters

The North Portland Greenway projects are strongly supported, including by community groups and organizations. Although these projects did not receive the highest level of online participation, more letters and emails were received in support of these projects than the three projects that received the most online support.

#### **North Portland Greenway and Kelly Point Park to North Slough**

- 65 web tool comments
- Average rating: 4.68 (92 ratings)
- 20 emails, letters, voicemails

#### **North Portland Greenway, St. Johns Prairie to Cathedral Park |**

- 83 web tool comments
- Average rating: 4.8 (112 ratings)
- 20 emails, letters, voicemails

The support for SW Taylors Ferry Road, Walkway and Bikeway Connection is notable because almost all of the 66 people who rated the project online gave it a five rating and 12 emails and letters were submitted in support of the project.

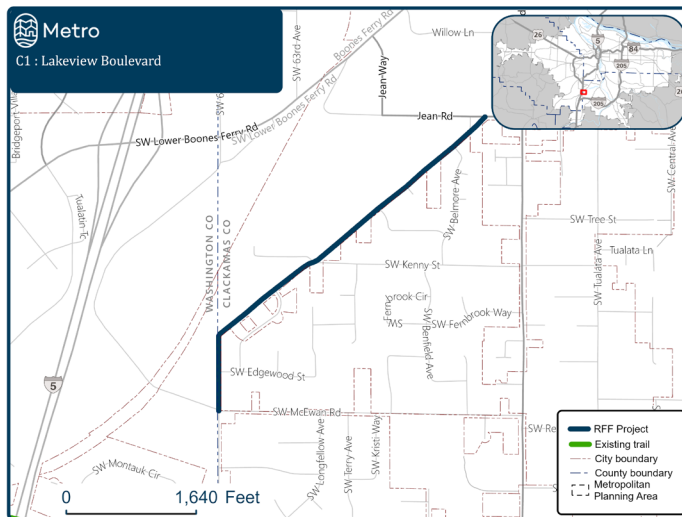
## Summary of comments, proposed projects

The proposed projects are organized by county on the project website, online tool and below. This allowed people to more easily find projects that were in their areas of interest. For the online tool, people were able to select which projects they would like to review and comment on.

For each project page, the user was provided a map of the project and project area and a brief description of the project.

These maps are reproduced here as reference, though at a much smaller scale. A project summaries and proposal are available at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa) in the proposed projects section.

## C1: Lakeview Boulevard Improvements | City of Lake Oswego | \$450,036

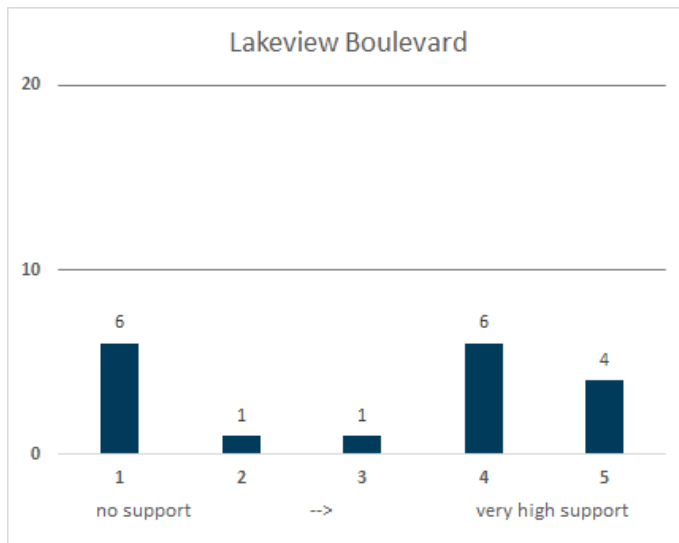


There was a relatively lower level of interest in this project. The comments in support of the project indicated the need for safer sidewalks that would connect to nearby schools.

- “There is so much traffic on this main road that heads toward the lake, and absolutely no sidewalks and little area for pedestrians or bikers.”
- “This project is definitely needed. River Grove ES is being replaced and adding safer ways to this elementary school is huge.”

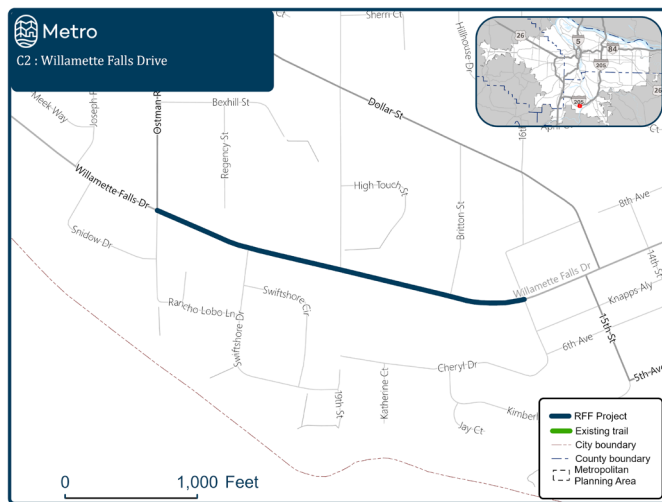
Number of letter, email, voice mail comments: 1

Number of web tool comments: 10



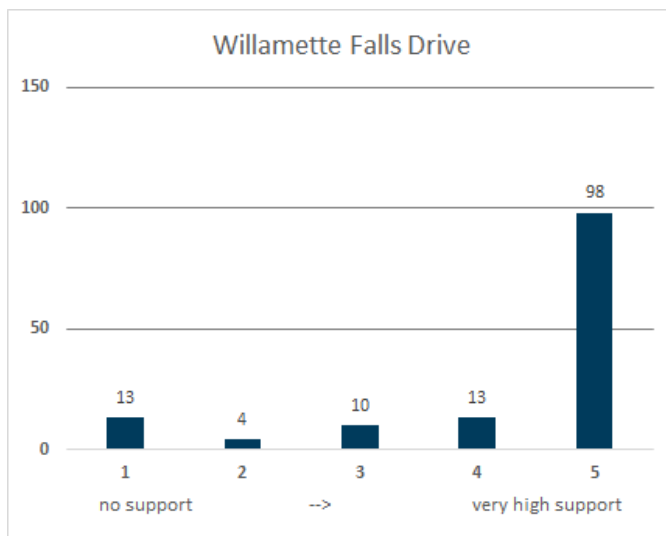
*Concerns or considerations:*

- A few comments indicated that this project is not a priority.

**C2: Willamette Falls Drive Multimodal Project | City of West Linn | \$3,362,984**

Number of letter, email and voice mail comments: 0

Number of web tool comments: 107

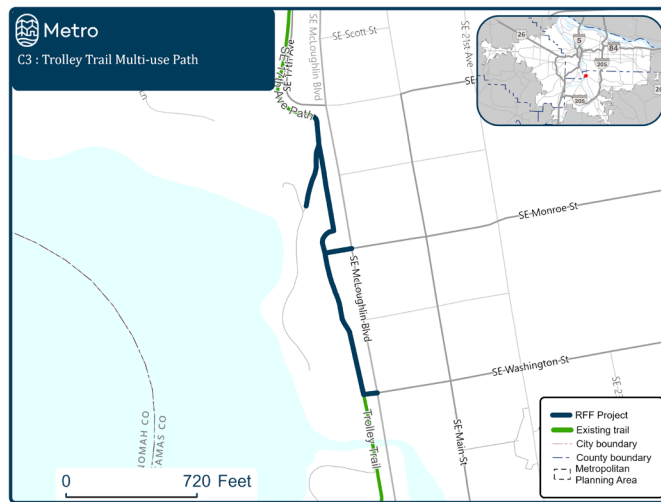
**Concerns/considerations:**

A couple of people voiced concerns about the potential impacts of this project on specific properties. There were several concerns about the cost of the project.

Most online comments and letters/emails indicated support for this project highlighting the need for improved safety for people who bike and walk here and especially for students traveling to the new middle school. Several people pointed to the increasing need for this project considering tolling on I-205.

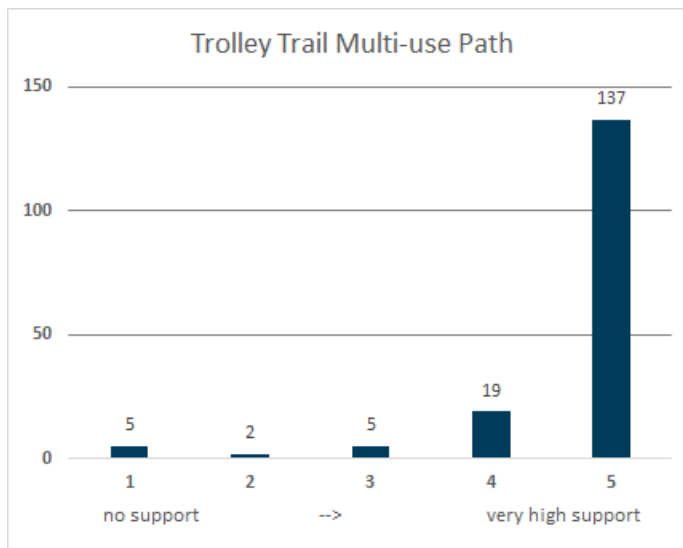
- “There are very little sidewalks in this community this will complete the project down in West Linn and help bring the community all together.
- “WLWV is building a new middle school on WFD and this will proved a complete multimodal system throughout our historic district and ending at the school and city limits. A great project!”

### C3: Trolley Trail Multiuse Path – Milwaukie Bay Park | North Clackamas Park and Recreation | \$624,250



Number of letter, email and voice mail comments: 5

Number of web tool comments: 121



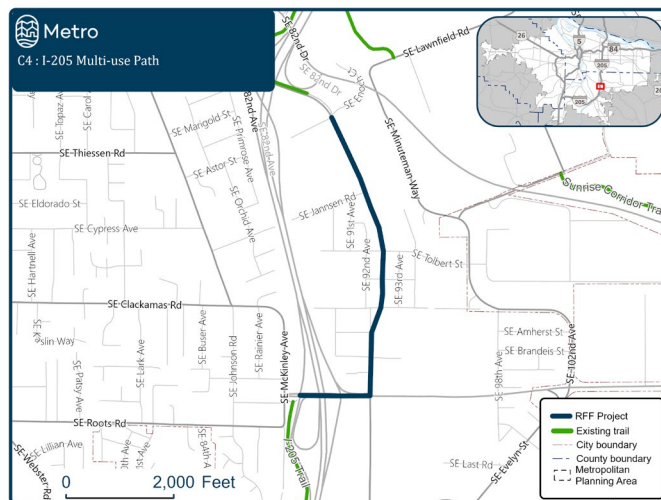
#### Concerns/considerations:

Several people voiced concerns about multi-use paths, with fast moving bikes and emphasized the need for a separated bike path. Another comment voiced a concern about there not being enough parking.

Most online comments and letters/emails voice support for this project highlighting the need for an improved trail that meets the needs of the people who use this trail for a variety of activities.

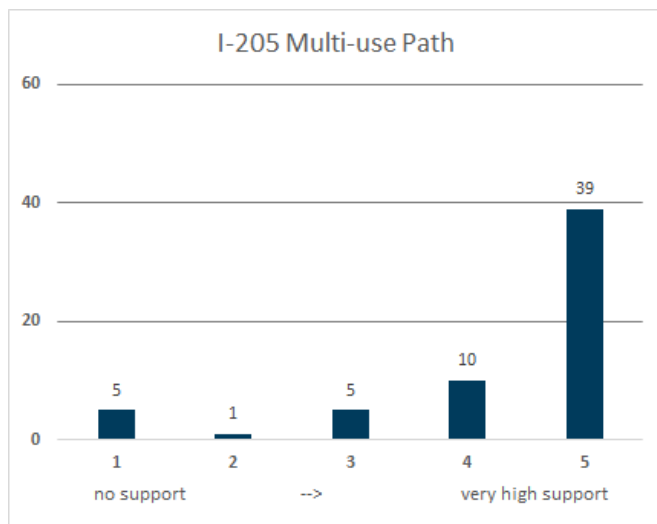
- “It will serve those who have transportation challenges by providing a route to Max and Trimet as well as bridging the No Clackamas Parks with Springwater corridor.”
- “Improving the Trolley Trail in this location would definitely bring more people to local businesses in Milwaukie as well as attract new businesses. Milwaukie I think has a lot of untapped potential, and I'd rather shop/eat around here than drive into Portland. I would also bring my grandchildren to the proposed water feature.”

## C4: I-205 Multiuse Path Gap Refinement Plan | Clackamas County | \$935,884



Number of letter, email and voice mail  
comments: 0

Number of web tool comments: 46

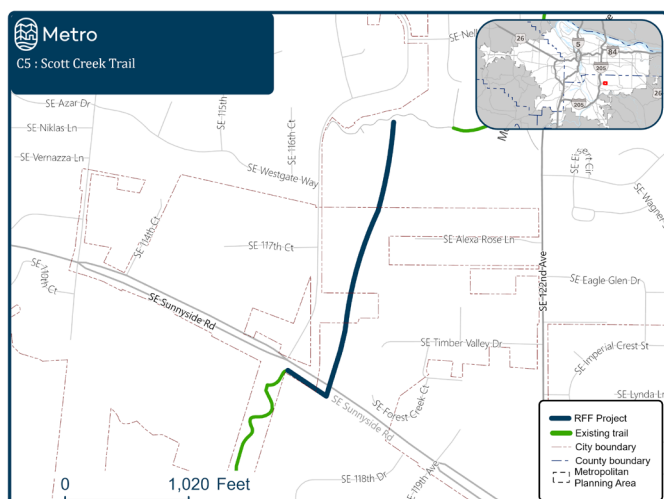


*Concerns or considerations:*

There were a few comments about feeling unsafe around the camps along the existing trail.

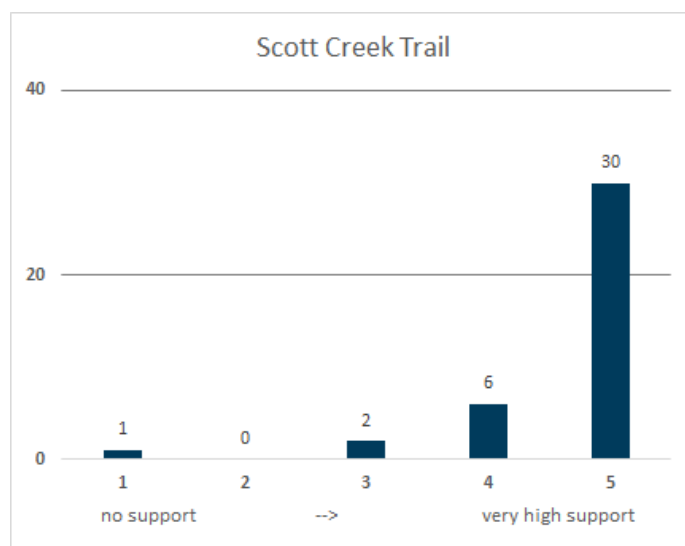
Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would close a trail gap that currently causes people using the trail to travel along roads and intersections that feel unsafe.

- “The I-205 path is an important north-south connection and this gap is confusing to navigate with potential dangerous interactions with cars....Closing this gap will encourage active transportation in this corridor.”
- I bike this area quite a bit, and it would be very helpful to route this off 82nd. Currently, it is a very dangerous area to ride bike.

**C5: Scott Creek Trail** | City Happy Valley| \$89, 562

Number of letter, email and voice mail comments: 1

Number of web tool comments: 29



*Concerns/considerations:*

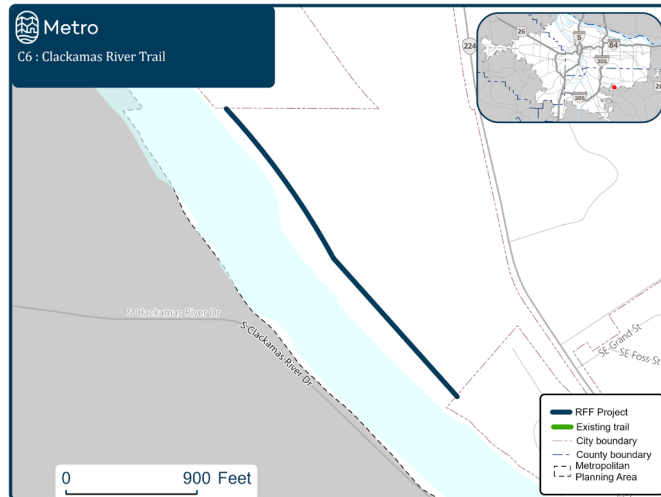
One comment indicated that it is not a priority.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would close gap in the trail system.

- “Provides a needed connection to the bus line and businesses from the nature park trail.”
- “I visit the park frequently - both Southern Lites and Mt Talbert and would be great to have a nice way to walk to both parks rather than driving between the two, as crossing Sunnyside Rd can be difficult.”

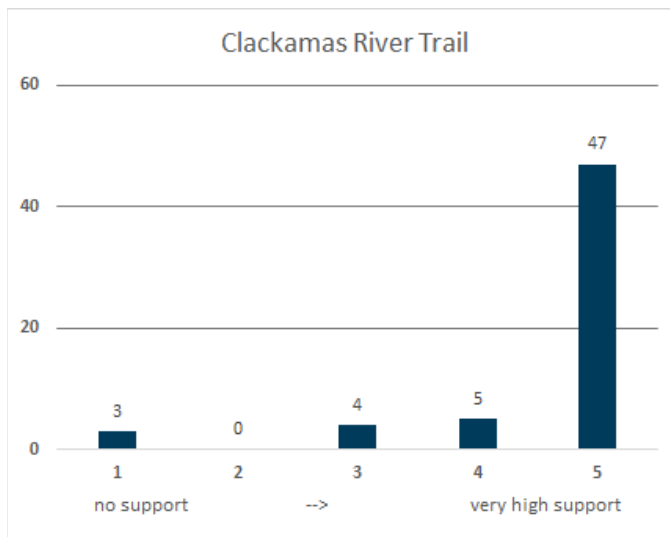


## C6: Clackamas River Trail | City of Happy Valley | \$666,174



Number of letter, email and voice mail comments:  
2

Number of web tool comments: 44



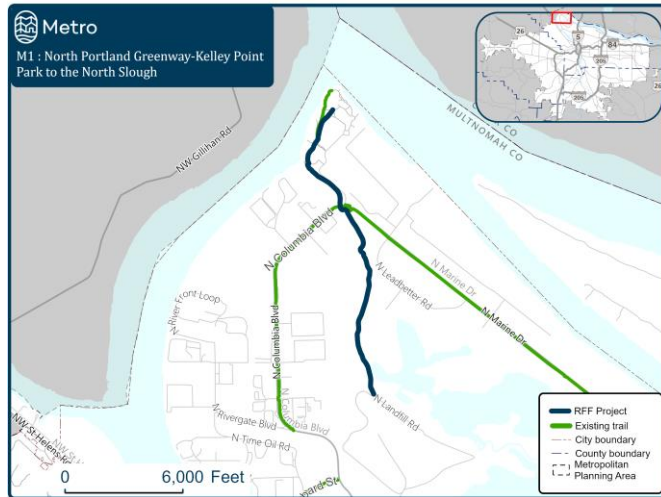
### Concerns/considerations:

Commenters who did not support the project indicated that it wasn't a priority compared with: "installing sidewalks on both sides of Hwy 224 from the intersection at Hwy 212 down to Springwater Road" and "filling in sidewalk gaps and paving streets within the city where more people can benefit."

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the safety benefits and increased access to the river.

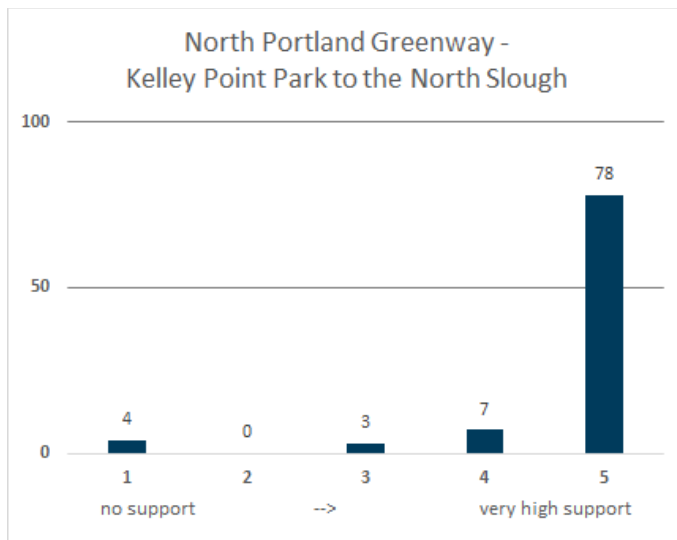
- Development along the Clackamas River is long overdue and this project would be a great start. This is a beautiful natural resource that has no access in our area and this project is a great start on the long term plan.
- Modest cost to enhance a connection in the Carver area. The main road is extremely dangerous, and the adjacent mobile home park has no nearby alternative route.

**M1: North Portland Greenway, Kelly Point Park to North Slough** | City of Portland | RFFA \$4,465,605, Trails Bond \$3,483,699



Number of letter, email and voice mail comments: 20

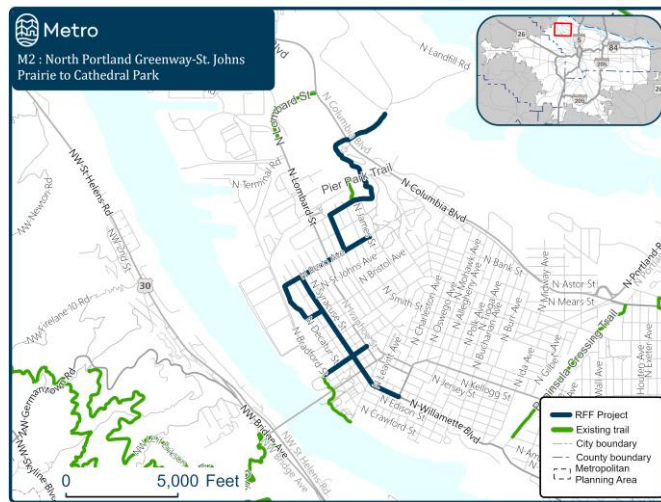
Number of web tool comments: 65



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the safety benefits and the connections to natural areas that this project would provide.

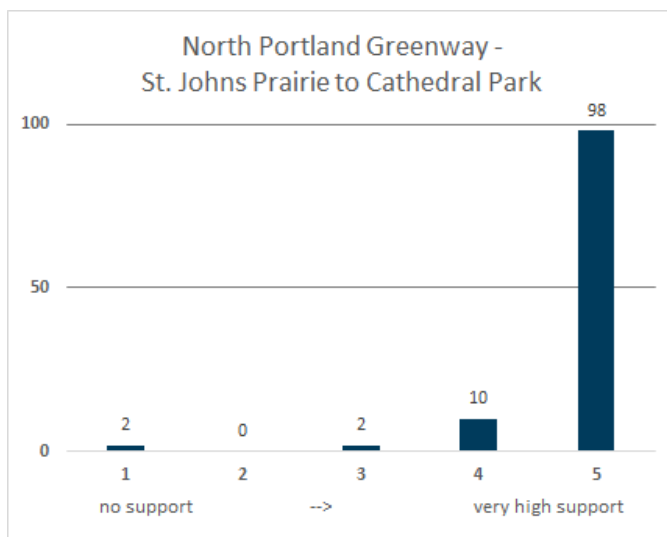
- “These projects would greatly enhance our ability to enjoy the parks and waterways of the peninsula.”
- “This project will improve safety and access to nature by providing infrastructure for pedestrian/bike access to Kelley Point Park from St. Johns Prairie (the former landfill). It will also improve commuter access to work in the Rivergate Industrial area. It is a continuation of a long-term project and needs to be completed.”

## M2: North Portland Greenway, St. Johns Prairie to Cathedral Park | City of Portland | RFFA \$2,745,540 Trails Bond \$2,648,000



Number of letter, email, voice mail comments: 20

Number of web tool comments: 83

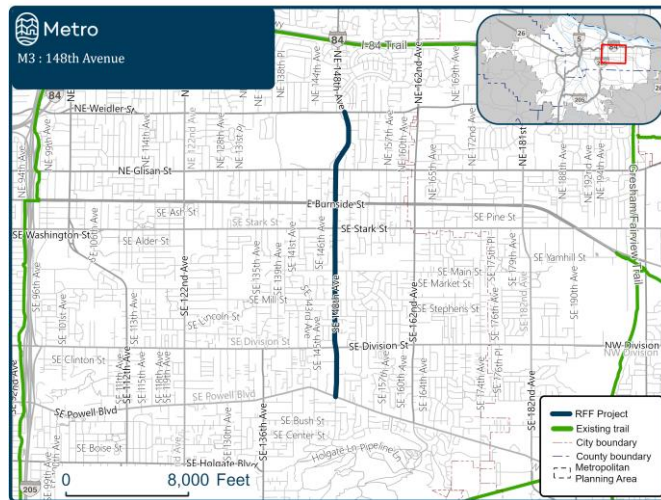


All online comments voiced support for this project.

Online comments and letters/emails highlighted the safety benefits and the connections to natural areas that this project would provide.

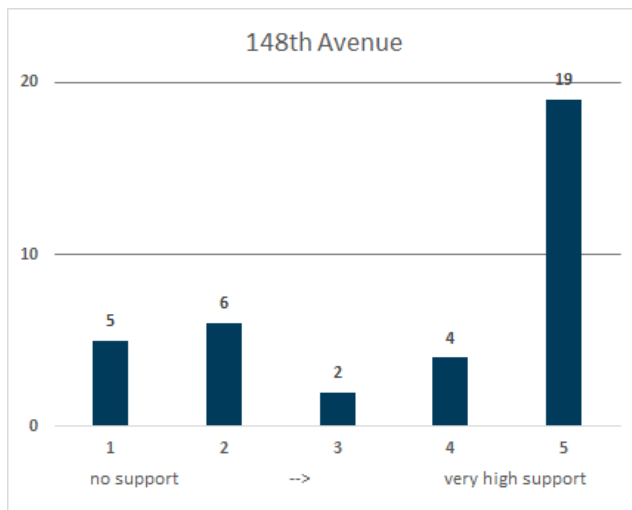
- “We need more places in this area that are recreational, green and non –industrial. Restored streets, sidewalks and more green areas. Involve young people in your ideas and then carry out actions with children and young people’s opinion.” – comment submitted in Spanish and translated
- “This neighborhood is heavily impacted by the freight traffic that has gotten so much worse over the years. Though it is surrounded by amazing habitat, it's very difficult to get there without a car. This project goes a long way toward bridging that gap.”

### M3: 148th Avenue, Safety and Access to Transit | City of Portland | \$7,100,335



Number of letter, email and voice mail comments: 1

Number of web tool comments: 22



#### Concerns or considerations:

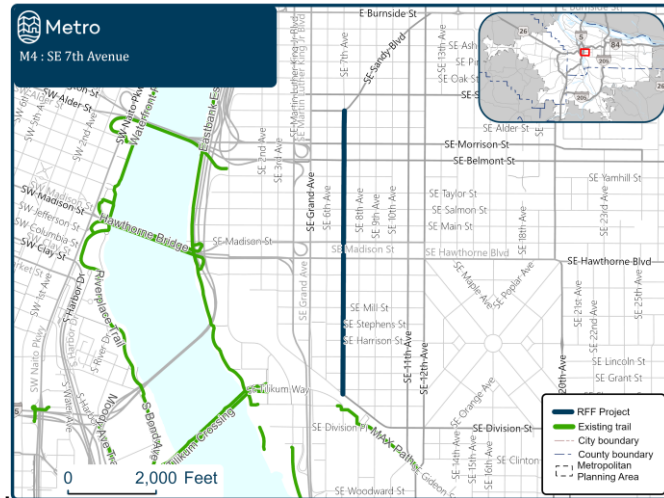
- A few comments indicated that it was just not a priority project and especially considering the cost.
- There were concerns about the design from both the perspective of people riding bike – that buffered bike lanes do not feel very safe and comfortable and from people driving – that reduced lanes would lead to congestion and confusion.

About half of the online comments supported the project and about half voiced concern or lack of support.

Those in support indicated an overall support for improving conditions and safety for people walking and biking in this underserved area.

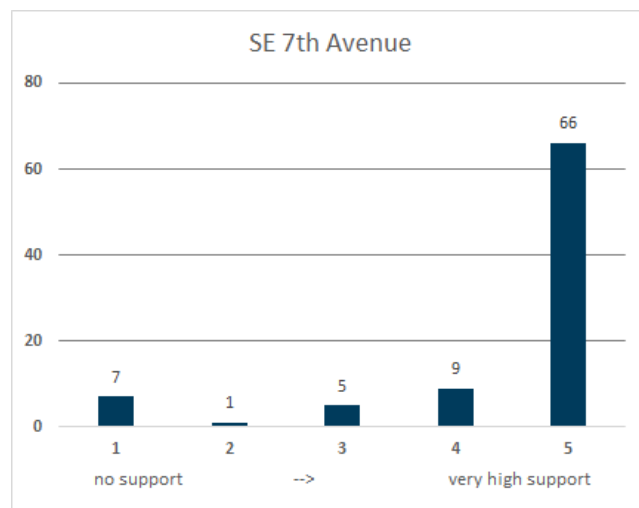
- “Good investment in a historically underserved area.”
- “... investing here will advance our equity goals and bring a sense of place to a neglected part of the city.”

## M4: 7<sup>th</sup> Avenue, Complete Street Project | City of Portland | \$10,692,225



Number of letter, email and voice mail comments: 1

Number of web tool comments: 64



Most online comments and letters/emails voice support for this project highlighting the connection to the new Blumenhauer bicycle and pedestrian bridge and the need to create safe separation between people biking and freight traffic.

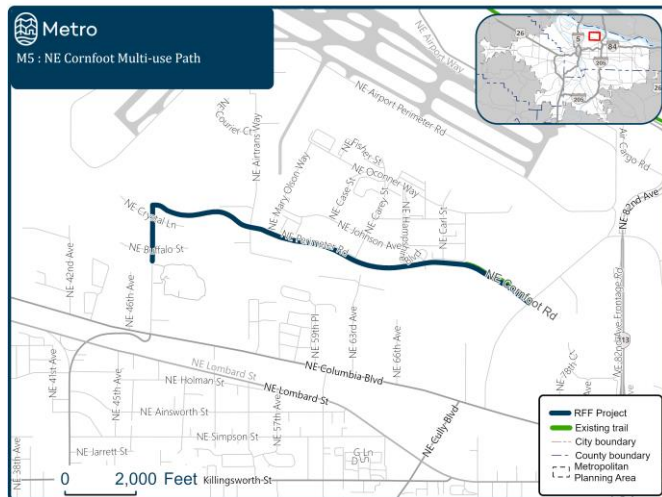
- “... Large freight trucks are a huge concern for my safety when I commute through this part of town.”
- “This is a vital north-south greenway in Portland and creating a protected separated path for active transportation is essential to encouraging people to choose non-motorized transportation options. This is also very timely with the opening of the new Earl Blumenhauer Bridge.”

### Concerns or considerations:

Several people indicated this project is not a priority.

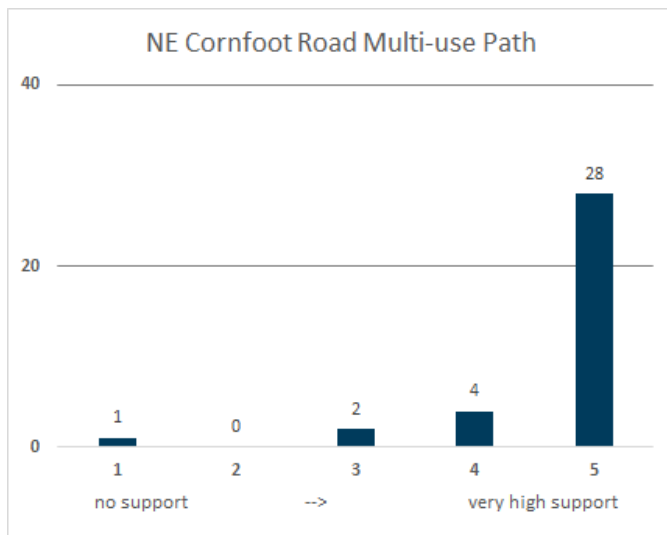
- “There is already a designated bike street close to 7th Street. Keep bikes on less traveled streets. 7th Street is a commuting street w/ bus service on it.”
- “There is already a bike path on both N and S lanes. The real problem is going from Sandy to the new bike overpass over 84 continuing north.”

### M5: NE Cornfoot Road, Multi-use Path Project | City of Portland | RFFA \$6,698,350, Trail Bonds \$5,225,500



Number of letter, email and voice mail comments: 3

Number of web tool comments: 25

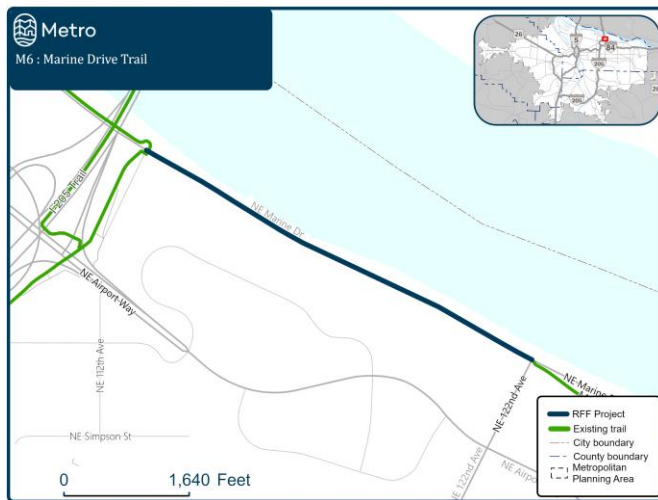


All online comments voiced support for this project. Online comments and letters/emails highlighted the need for improved safety for people riding bicycle and walking in this area and the important connects this project would make to jobs and the airport and natural areas.

- “East-west link that builds on existing sections of the Columbia Slough trail. This part of an active transportation link that will connect to Ne 47th and the Whitaker Ponds Nature area.”
- “The NE Cornfoot Road Multi-use Path is a critical connection from our neighborhood to employment opportunities such as FedEx, Boeing and USPS as well as others near the airport through a connection with NE Alderwood Road.”

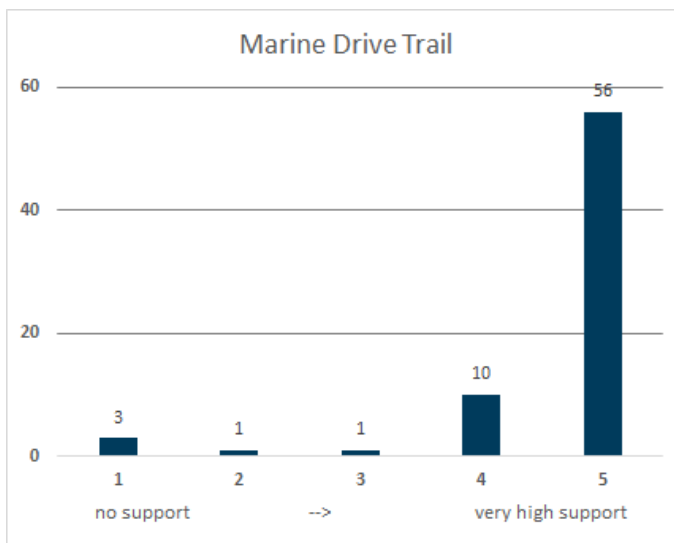


**M6: NE Marine Drive, Marine Drive Trail, I-205 to NE 122<sup>nd</sup> Avenue | City of Portland | RFFA \$2,770,300 Trail Bonds \$2,161,200**



Number of letter, email and voice mail comments: 3

Number of web tool comments: 53



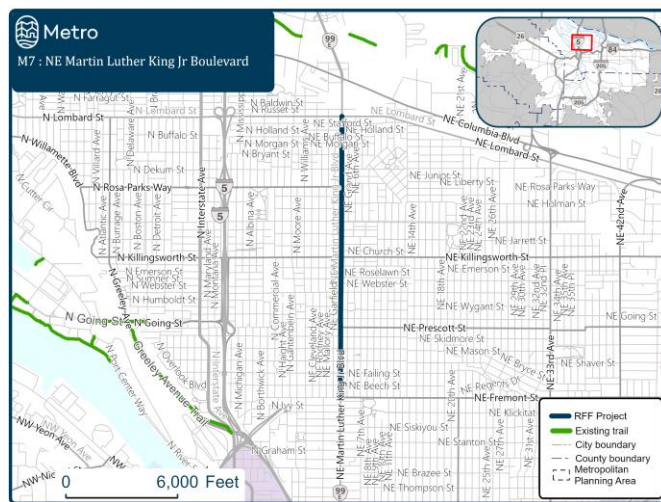
*Concerns or considerations:*

Both commenters who didn't support this project were concerned people camping along the trail

Almost all online comments and letters/emails voiced support for this project highlighting the recreation and safety benefits.

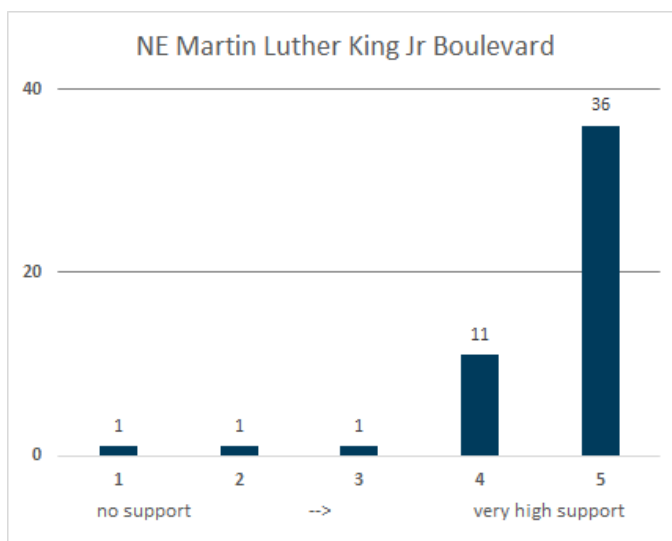
- “Weekday riding on Marine Drive is not very pleasant because of the heavy use by semi-trucks and the number of vehicles on the road...”
- “This is a much needed trail connection. The existing trail gap is dangerous and discourages non seasoned cyclists and pedestrians.”

## M7: NE Martin Luther King Jr. Boulevard, Safety and Access to Transit, Phase II | City of Portland | \$5,604,370



Number of letter, email and voice mail comments: 1

Number of web tool comments: 27



### Concerns or considerations:

Two commenters voiced concerns, one about the cost and one about potential for new bike infrastructure to negatively impact businesses on MLK.

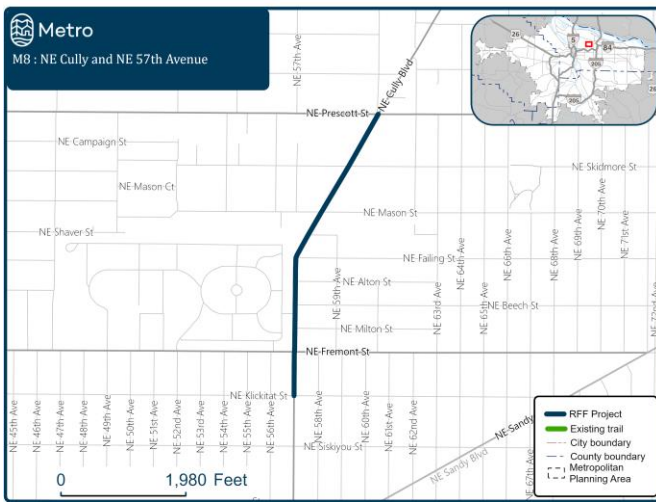
Almost all online comments voiced support for this project.

Online comments and letters/emails highlighted how unsafe it feels to cross MLK and several commenters emphasized that drivers are often rushed and speeding on MLK.

- “Both of the enhanced crossings at Buffalo and Bryant provide much safer crossings of MLK for these kids [Woodlawn School students] than the painted crosswalks that exist.”
- “This is a critical project and will have a great impact on having safer, more reliable crossings on MLK. The existing conditions for crossing MLK are dangerous, and inconsistent.”



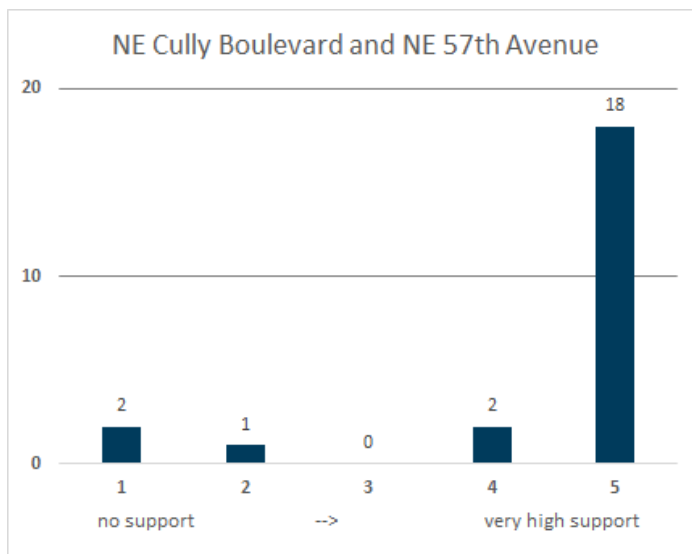
## M8: NE Cully Boulevard/57<sup>th</sup> Avenue, Complete Street Project | City of Portland | \$7,643,200



Number of letter, email and voice mail comments: 1

Hearing testimony comments in support:

Number of web tool comments: 13



### Concerns/considerations:

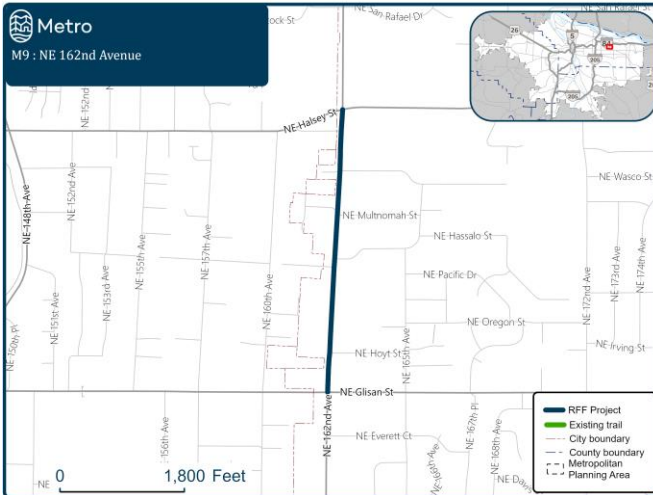
One person voiced interest in seeing a more holistic approach to investments in Cully, with consideration for the impacts on gentrification.

Most online comments voiced support for this project.

Online comments and letters/emails highlighted safety concerns for people living in this historically underserved neighborhood. Comments emphasized the need for safer connections for people walking and biking to school, nearby businesses and parks.

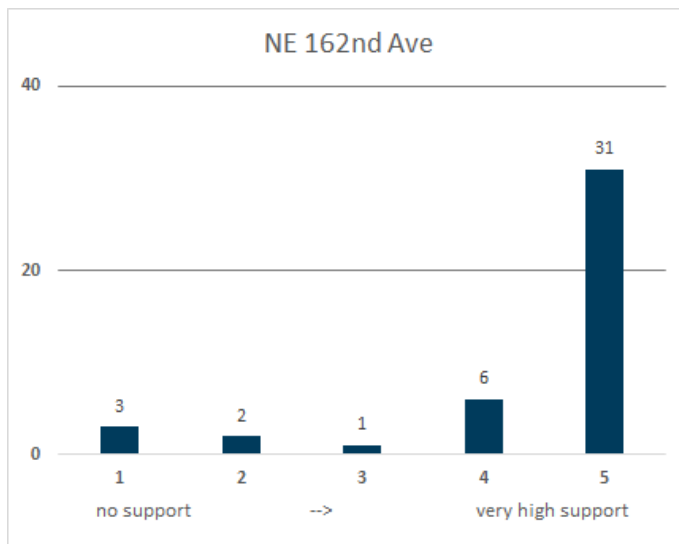
- “This street is classified as a Pedestrian Parkway and a Bicycle Parkway in the Regional Transportation Plan and it is currently unsafe for both.”
- “This would connect to an existing well-protected section north of NE Prescott, and it would finally allow safe biking and pedestrian access from the Rose City area up to Fremont, Prescott, and Cully--finally allowing residents of a predominantly POC neighborhood (Cully) safe access to far more businesses, parks, and amenities.”

## M9: NE 162<sup>nd</sup> Avenue Complete Street| City of Gresham| \$7,316,079



Number of letter, email and voice mail comments: 0

Number of web tool comments: 30

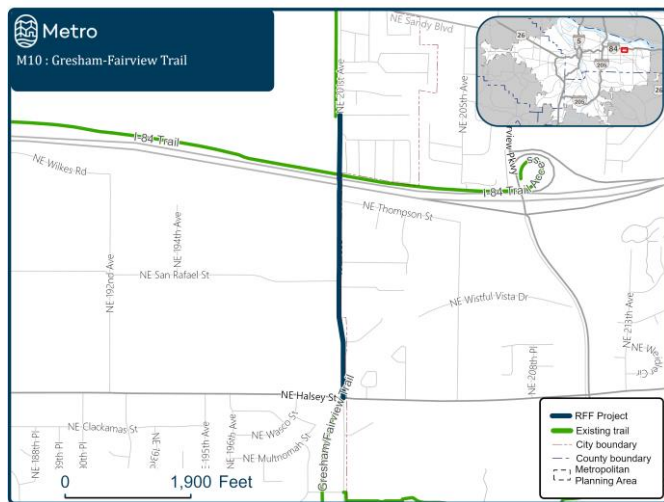


### Concerns/considerations:

A couple of people indicated that this project is not the highest priority.

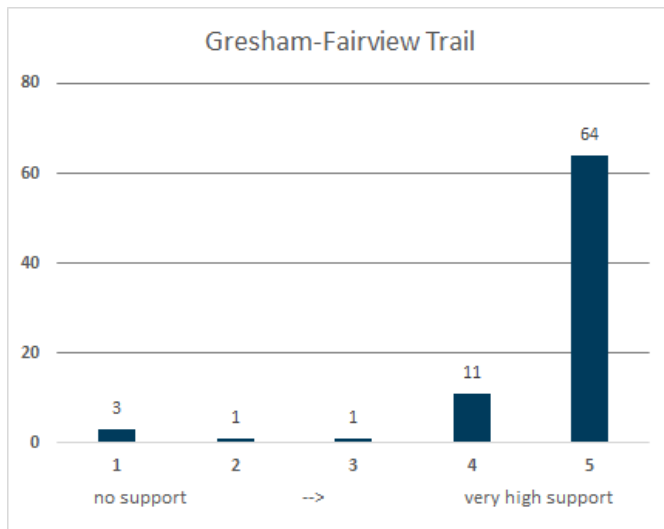
Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the safety benefits for both Gresham and Portland residents and underscored the safety of kids who travel on 162<sup>nd</sup>.

- “This road is so dangerous! It's always hard to even just cross the street. Also with the Albertina Kerr building, more folks will be living right here. Kids are at risk!”
- “162nd connects kids to parks and schools, commuters to public transit, and residents to grocery stores. This project would improve safety and neighborhood connectivity.”

**M10: Gresham-Fairview Trail Gap | City of Gresham | \$4,167,723**

Number of letter, email and voice mail comments: 6

Number of web tool comments: 57



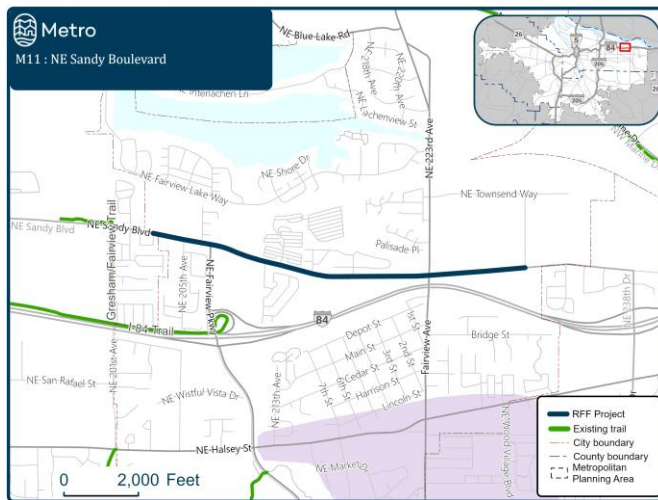
*Concerns/considerations:*

A couple of commenters voiced concerns: one that this trail is not a priority over improving sidewalks and the other that neighbors have not been given an opportunity to provide input on this project.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would improve connections for people who bike and walk in East County for both recreation and commuting.

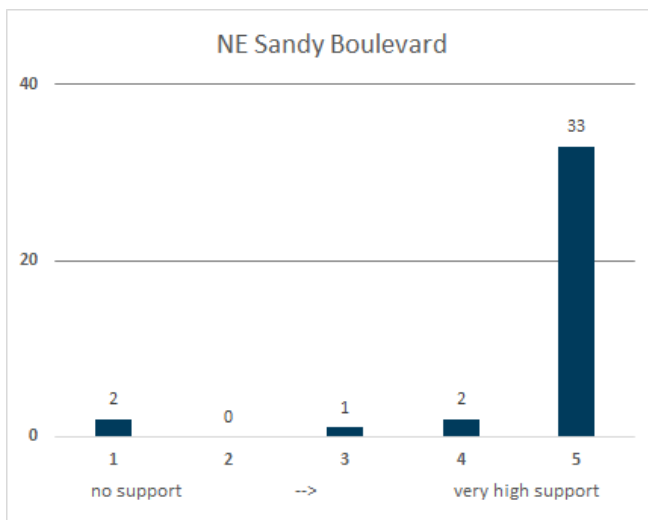
- “People of all abilities are so close to having a connected Gresham-Fairview Trail! If we could just close this gap. We love that it connects to I-84's trail to make commuting easier for people to the north. This missing link will help get transit on track in an overlooked area.”
- “This bike path is a fabulous resource for commuting and family leisure outings. It needs to be completed to ensure safe riding.”

## M11: NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230<sup>th</sup> Avenue | Multnomah County | \$20,660,000



Number of letter, email and voice mail comments: 5

Number of web tool comments: 26



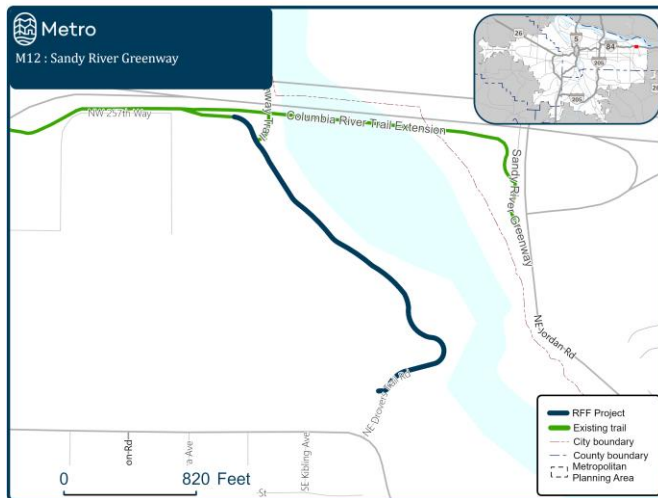
### Concerns/considerations:

There was one comment voicing concern about the high cost of this project.

Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the safety benefits for the community.

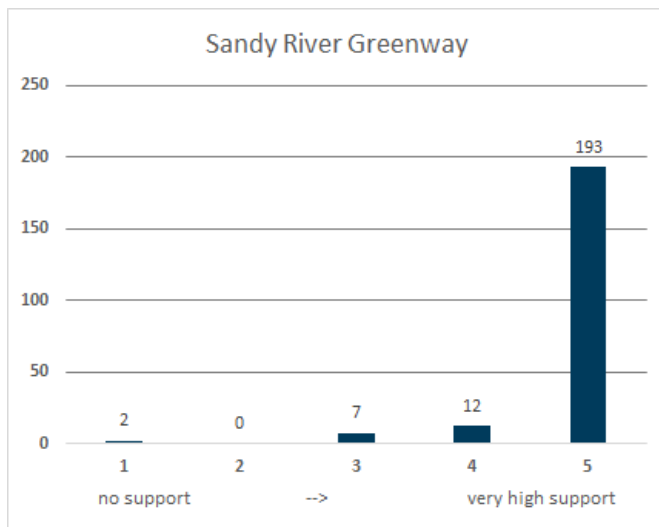
- East Multnomah county often gets forgotten, or dismissed with Portland taking up the majority of the county. It would be nice to have more attributes to make our community safer and more family friendly.
- This strip desperately needs sidewalks for safety, especially with new apartments going in.

## M12: Sandy River Greenway, Riverfront Trail and Park | City of Troutdale | \$1,945,800



Number of letter, email and voice mail comments: 3

Number of web tool comments: 165



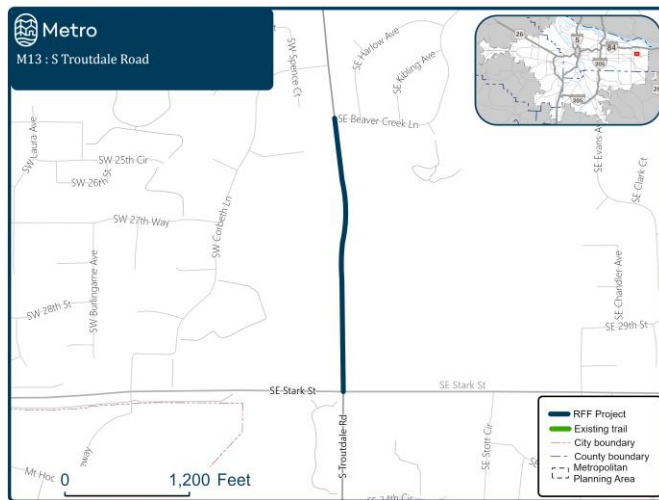
### Concerns/considerations:

There was one comment voicing concern about the potential for people camping in the park.

All but one of the online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the benefits for local residents and visitors connecting to recreational opportunities in the Columbia Gorge. Commenters also underscored the economic benefits. (12 unique comments submitted for this project were in Spanish.)

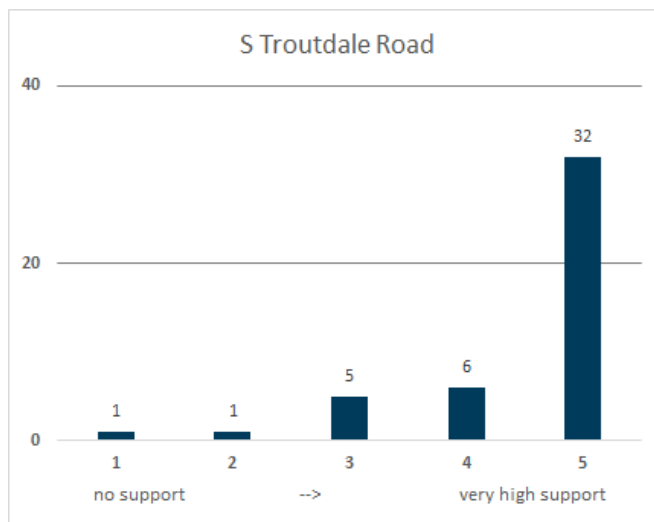
- It will benefit us in great ways, since as a mother of teenagers you need places like these to spend time with family without traveling away from home, and many families sometimes do not have a way to make long trips due to their economic situation.”- comment submitted in Spanish and translated
- “Development of this park and trail will provide further recreational opportunities to both residents and visitors alike... This will provide significant economic support to our community and the small businesses calling Troutdale home.”

### M13: S Troutdale Road Complete Street and Fish Culvert| Multnomah County | \$1,720,000



Number of letter, email and voice mail comments: 0

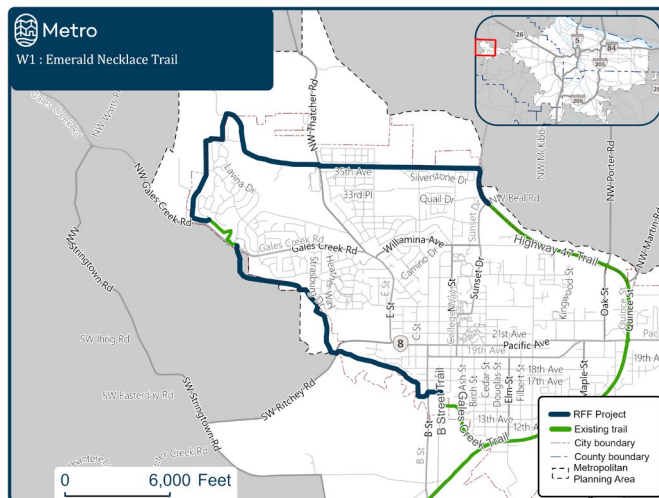
Number of web tool comments: 28



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would increase safety and connectivity for people of all ages and abilities.

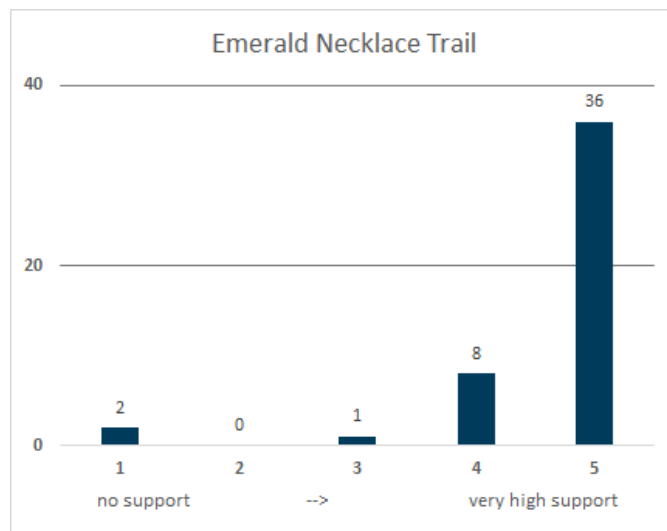
- It seems ridiculous that so many kids who go to Sweetbriar don't have a safe walking route to school because of the lack of sidewalk on S Troutdale just north of stark.
- "My sister (a wheelchair user) has a hard time going from the market to our home. A sidewalk or a wider walk way would help us get to the market or a bus stop safer and we wouldn't have to worry about something bad happening."

**W1: Emerald Necklace Trail Master Plan** | City of Forest Grove Parks and Recreation | \$200,000



Number of letter, email and voice mail: 0

Number of web tool comments: 41



*Concerns or considerations:*

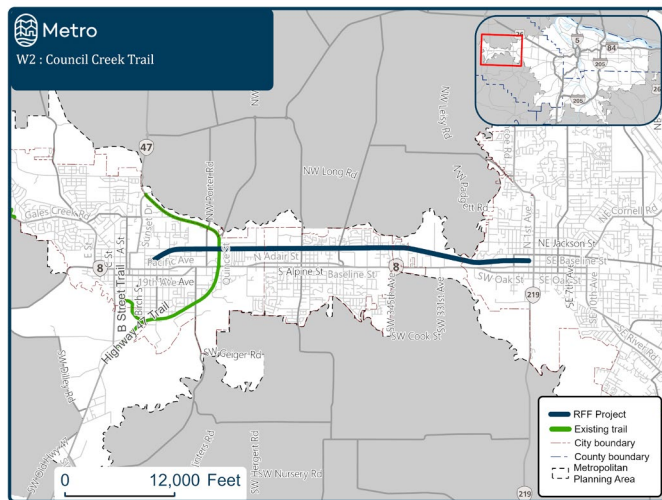
One comment voiced that this project is not a priority.

All except one online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the need for off-road connections.

- “The FG [Forest Grove] community desperately needs more bike and walking paths, especially with the significant growth from the new housing developments that are on David Hill, which would be up against the new path.”
- “Biking around and in Forest Grove is very challenging since the main connectors are highways or very busy roads. This looks like a good option to make it more bikeable.”

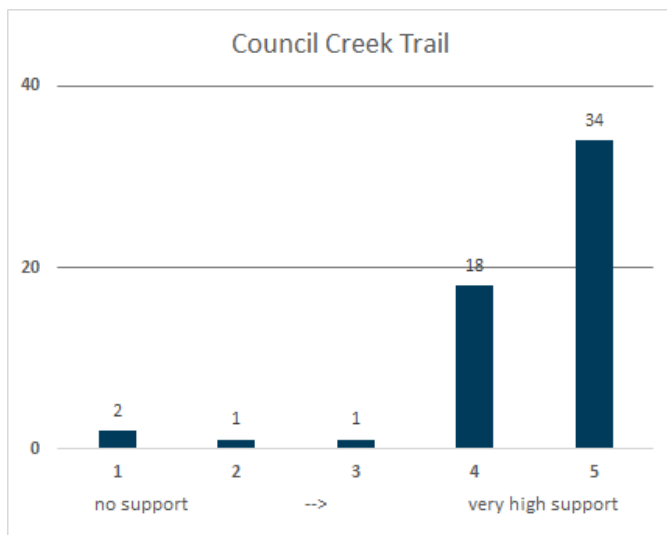


## W2: Council Creek Regional Trail Enhanced Crossings | Washington County | \$5,511,000



Number of letter, email and voice mail comments: 1

Number of web tool comments: 30



### Concerns/considerations:

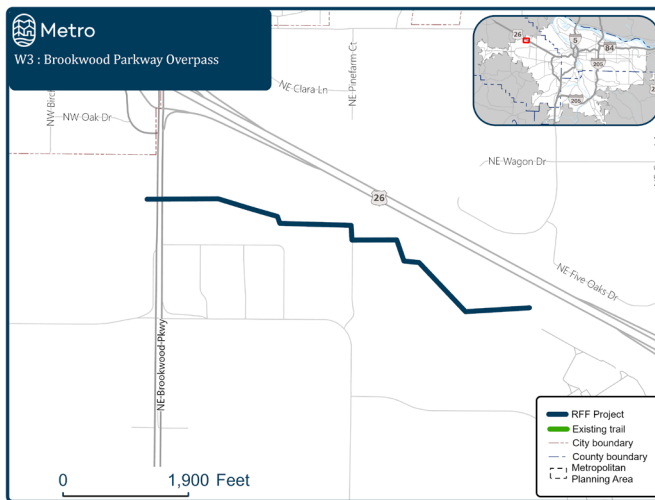
One commenter expressed concern about the cost about a project and another about the potential lack of personal safety along this trail. Another commenter was concerned that the community needs more than a trail and wants to see an “expanded MAX line to Forest Grove and Cornelius, alongside the trail.”

Almost all online comments voiced support for this project. Online comments and letters/emails highlighted the existing safety issues along TV Highway and the need for connections between Hillsboro, Cornelius and Forest Grove.

- “Connecting Forest Grove to Hillsboro would provide a lot of important access for the communities impacted by the trail. This would fill in a very large gap in the county wide bicycle transportation network.”
- “The new path would provide innumerable benefits to the westside community.... The economic impact that the path would cause is indisputable, since it would be a way of recreation, transport, exercise and tourist development.” - comment submitted in Spanish and translated



### W3: Crescent Greenway Bridge Over Brookwood (BOB) | City of Hillsboro | \$3,200,000

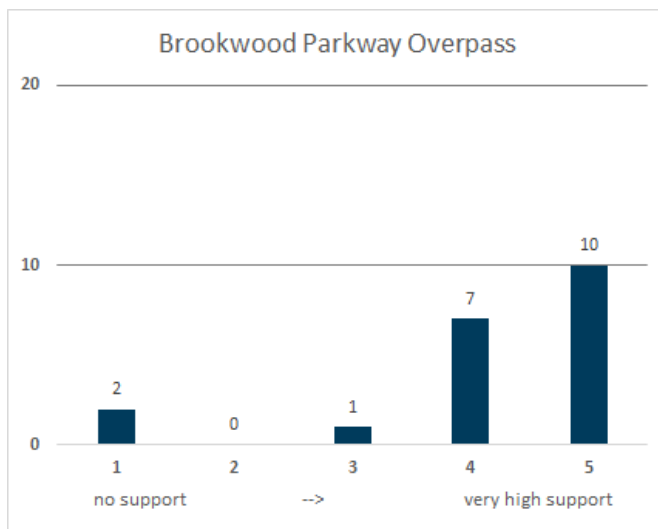


Overall there was a relatively lower level of interest in this project. The comments in support of the project indicated the need for more east-west connectivity for people biking and walking.

- “...The planned greenway network - which is already in development - is going to be a huge benefit to the region's commuters and [people recreating]. Please help them make it happen!”

Number of letter, email and voice mail comments: 0

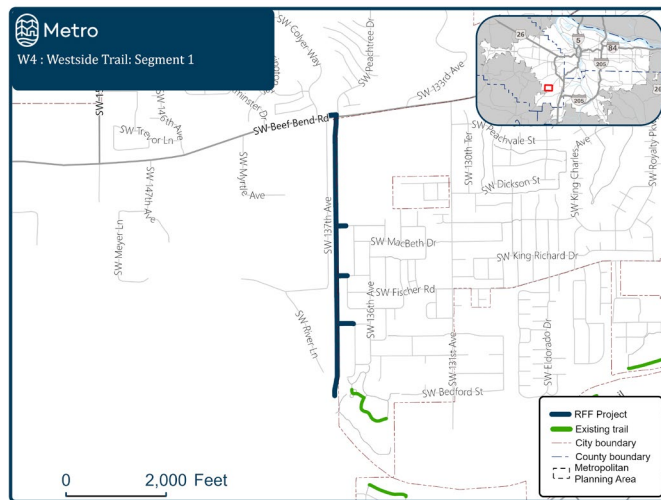
Number of web tool comments: 9



#### Concerns/considerations:

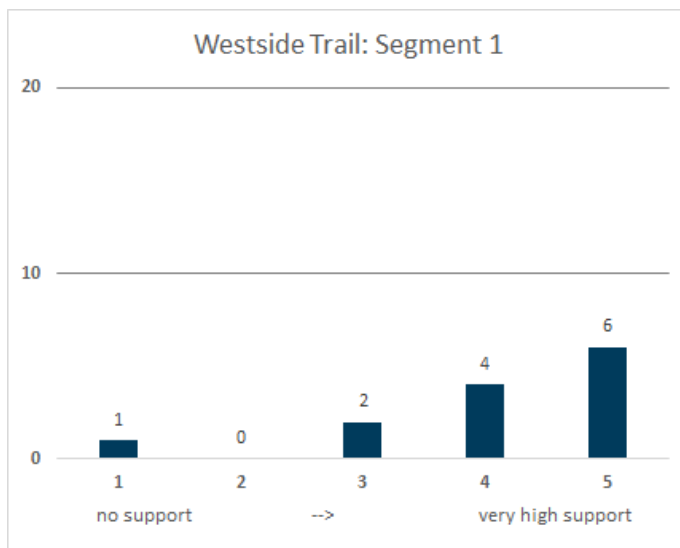
Commenters who did not support the project indicated that it wasn't a priority in part because the lack of connection to existing facilities.

## W4: Westside Trail Segment 1, Planning Engineering and Design | City of King City | \$210,000



Number of letter, email and voice mail comments: 0

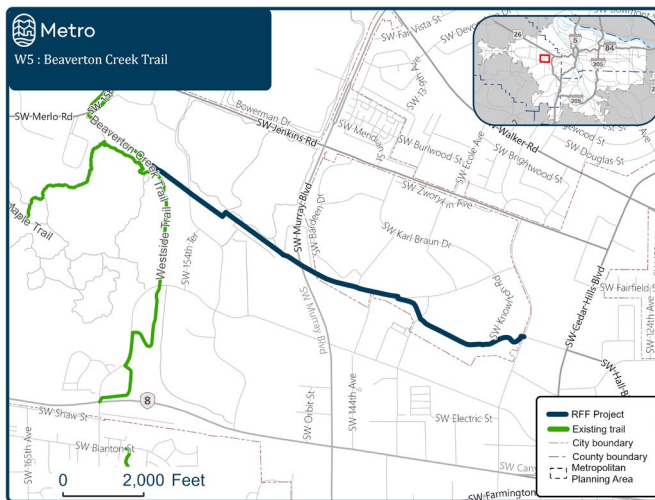
Number of web tool comments: 7



Overall there was a relatively lower level of interest in this project. However, most of the online comments and letters/emails voiced support for this project highlighting

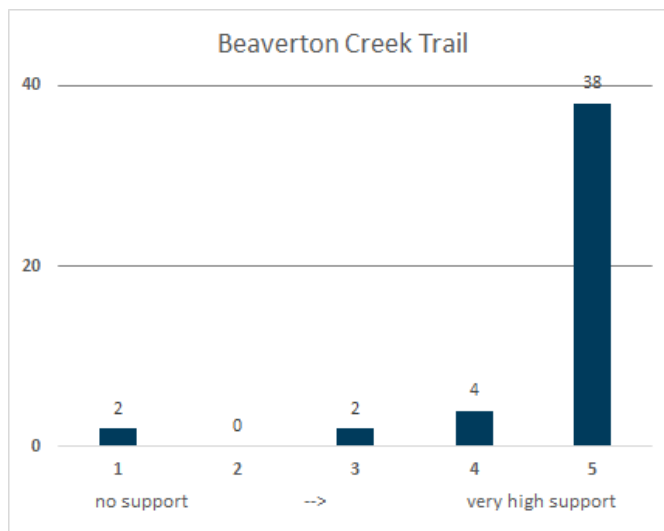
- “Completing the Westside trail is important to providing a travel option west of Highway 217 that connects to multiple cities and facilities.”
- “Vital segment of highly popular, Westside Trail, much of which is already constructed, that will ultimately connect to Portland to the north.”

## W5: Beaverton Creek Trail (Regional) Segment #3 & #4 | Tualatin Hills Park & Recreation District| \$1,774,575



Number of letter, email and voice mail comments: 10

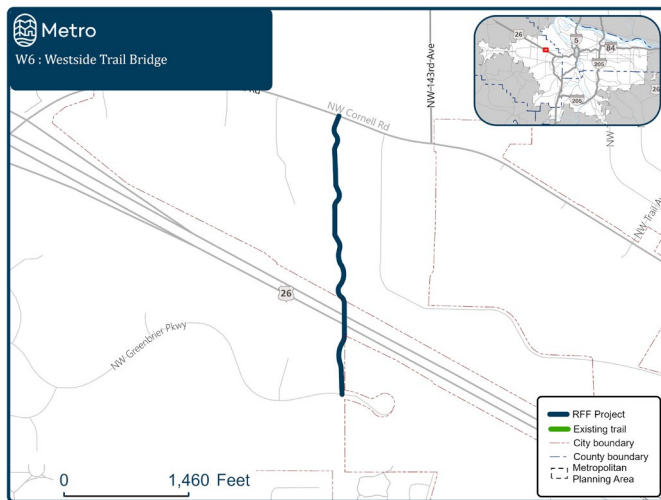
Number of web tool comments: 33



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would help safely connect residents to businesses.

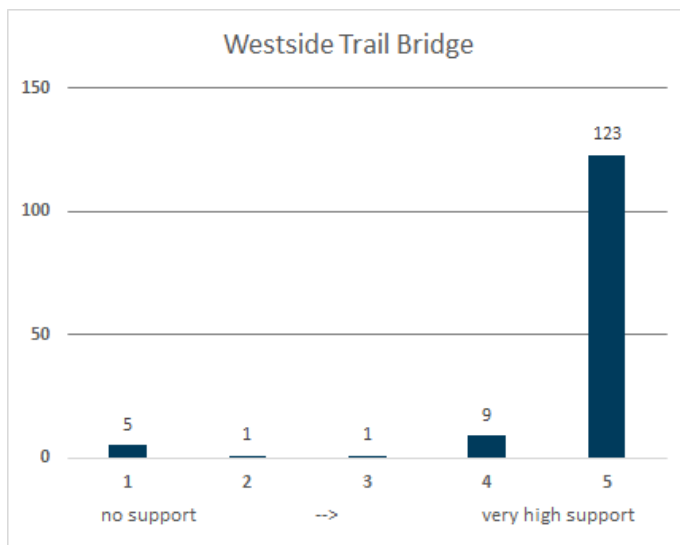
- “This is a critical connection for the Beaverton downtown, which is highly congested and it's so important to encourage more alternative modes of travel. Safe trail connections is one way to this can be achieved.”
- “The shopping at Cedar Hills, one end of this trail, is a very popular destination; providing a low-stress way for bicyclists to get there would help everyone.”

## W6: Westside Trail Bicycle & Pedestrian Bridge (WST15)| Tualatin Hills Parks and Recreation | \$ 1,907,500



Number of letter, email and voice mail comments: 13

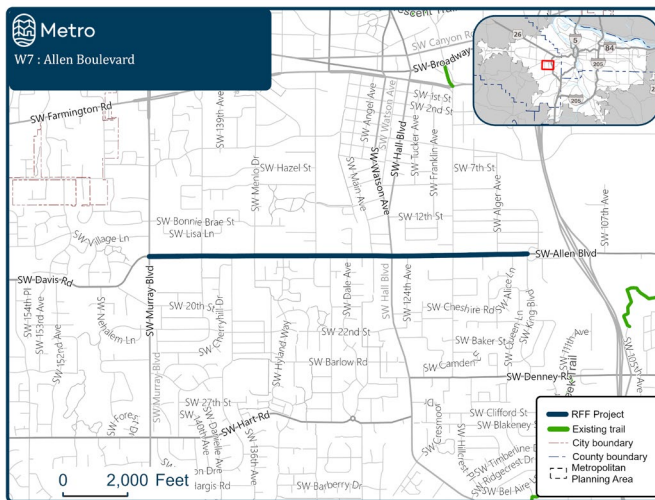
Number of web tool comments: 110



All but one of the online comments and letters/emails voiced support for this project highlighting the need for a safe crossing over Highway 26 and connection to trails and bus routes.

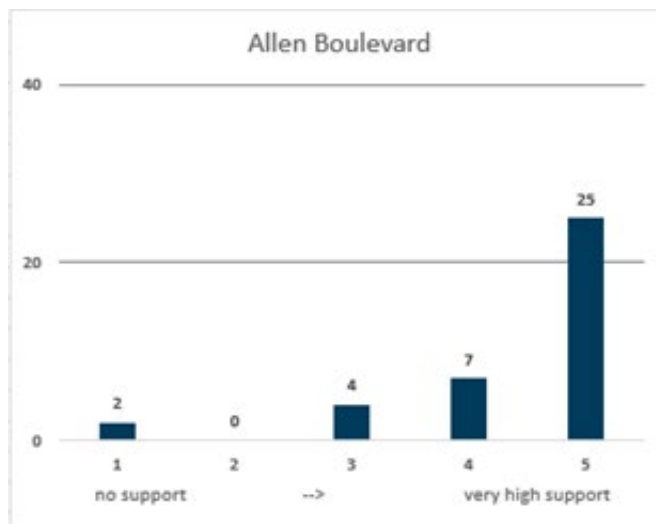
- “... At the moment, the only pedestrian crossing in this area over HWY 26 is along Cornell road which is a very busy, fast moving street with several dangerous and complicated intersections.”
- “My wife, toddler, and I live in the Elmonica neighborhood and are transitioning to car-free. This [...] would close a huge gap and make it possible to access destinations in Bethany.”

## W7: Allen Boulevard Complete Street Plan: SW Murray Boulevard to SW King Avenue)| City of Beaverton | \$723,670



Number of letter, email and voice mail comments: 2

Number of web tool comments: 27



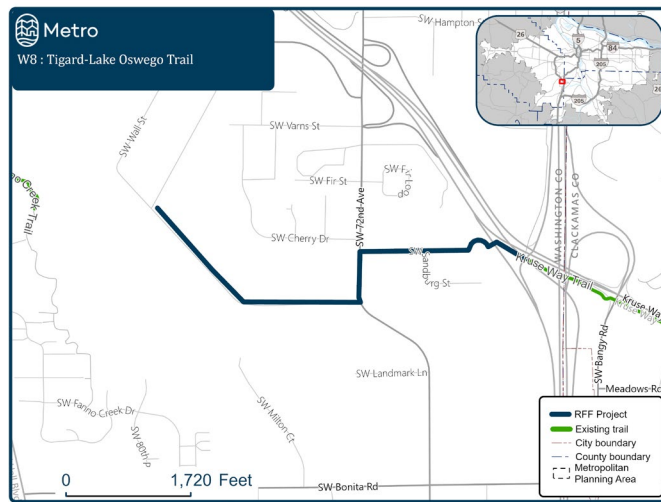
### Concerns/considerations:

Two comments suggested this project is not a priority. Another expressed that the improvements would not actually create a complete network and that they would like to “prioritize complete networks over partial, incomplete network enhancements.”

Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted how this project would help safely connect residents to businesses.

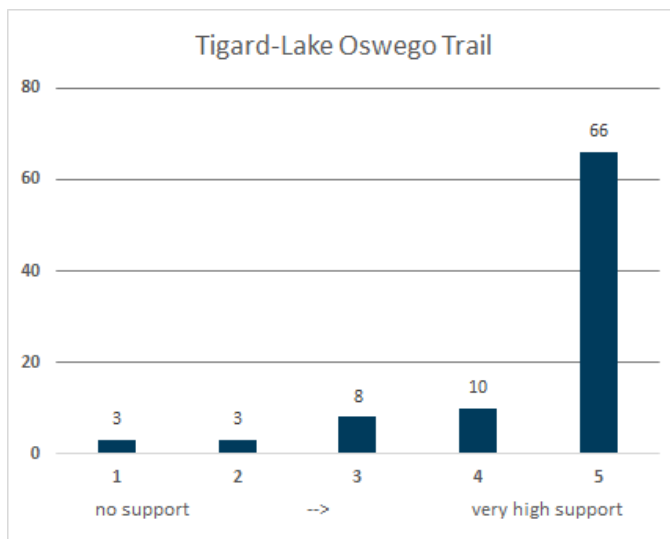
- “... When I wait for the bus here I feel as though I have to be very close to fast-moving cars, and I generally only bike on the one block with bike lanes.”
- “The proposed low-stress bicycle facilities will allow all Beaverton residents easier access to the many amenities in the Allen District, as well as connections to other nearby areas of interest.”

## W8: Tigard/Lake Oswego (TLO) Regional Trail Gap - Alignment Study | City of Tigard | \$245,000



Number of letter, email and voice mail comments: 1

Number of web tool comments: 59



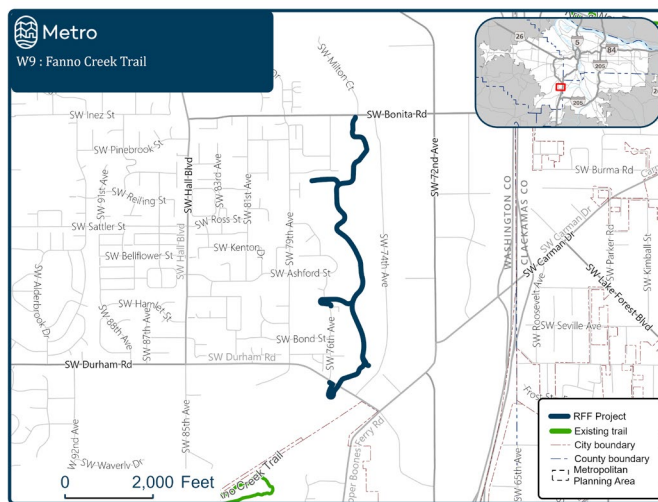
### Concerns or considerations:

Several people indicated this project is not a priority. A couple of supportive comments expressed concern about how this trail would interact with 217 and with I-5 ramps, noting that they do not feel safe around the traffic in these places.

Most online comments and letters/emails voice support for this project highlighting the barriers for people walking and biking created by the highways in this area and emphasized the intercity connection as important.

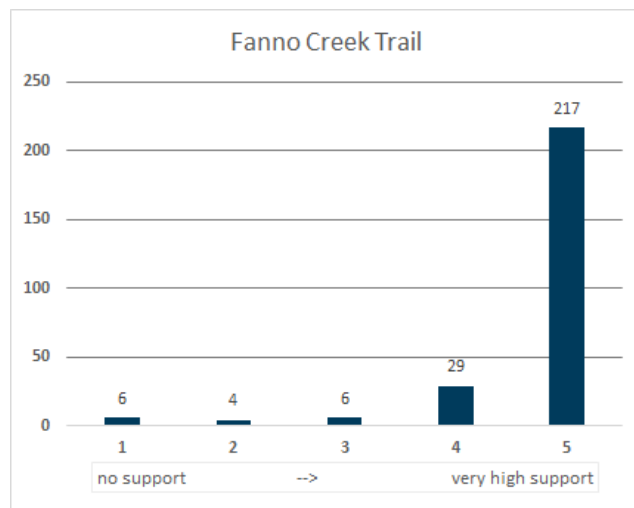
- “...trail connection from Tigard to Lake Oswego would allow greater use of the fantastic walk bike bridge that already spans over I-5 at Koontz way.”
- “This would be an awesome addition to the trails in the Tigard/Fanno creek area. I would love to access the shops and food options to the East of Tigard, and this trail would help make this happen.”

## W9: Fanno Creek Trail Project Development: Bonita Road to Durham Road | City of Tigard | \$1,606,705



Number of letter, email and voice mail comments: 1

Number of web tool comments: 189



### Concerns/considerations:

A couple comments that this project is not a priority and one comment about maintenance that's already needed on existing infrastructure.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would improve safety and the walkability and bikability in Tigard and Tualatin. Many comments emphasized the potential use by children and families.

- “...Completing this one missing piece will serve to unify a huge chunk of the close-in southwest and offer hugely accessible, family-friendly biking, running and commuting.”
- “...This segment joins Fanno Creek Trail with access to Cook Park and The City of Tualatin trail along the Tualatin River. It offers Families a safe and healthy outdoor exercise and gives cyclists a safe way to move away from roads.”

## NEXT STEPS

A draft of the public comment summary report including the appendices, was provided to the Transportation Policy Alternatives Committee (TPAC) for consideration at its workshop on July 14, 2022. TPAC's deliberation will include consideration of these public comments, the technical evaluation, regional and federal policy regarding these funds and sub-regional priorities.

The Transportation Policy Alternatives Committee advises the Joint Policy Advisory Committee on Transportation, which advises the Metro Council. Deliberations will continue through Summer and Fall 2022. The Joint Policy Advisory Committee on Transportation and the Metro Council will adopt a final list of projects to receive funding in Fall 2022.



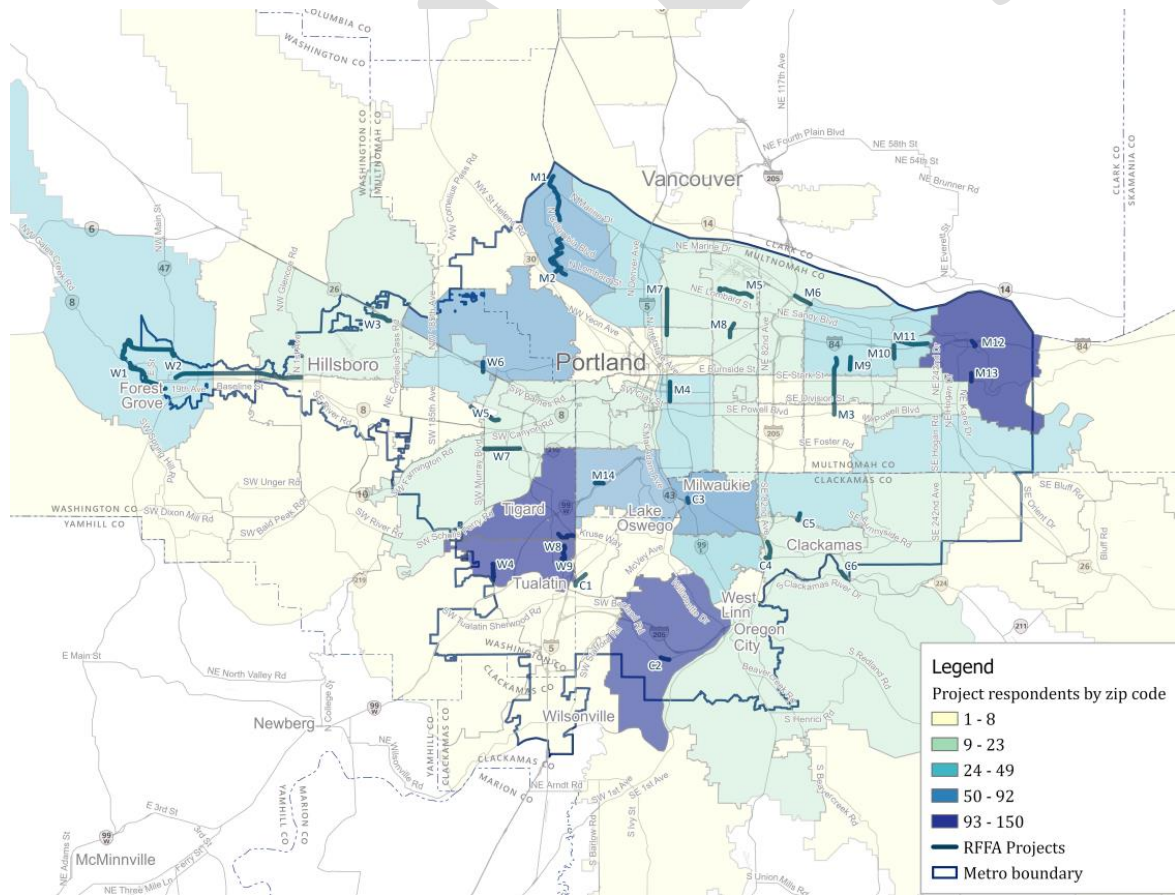
## ONLINE TOOL PARTICIPANTS

People who responded using the online tool were asked to respond to demographic questions that help Metro and others looking at the public comment results determine whether we are hearing from a representative group of people reflecting the region's diverse communities and broad range of experiences. The questions are optional for online tool participants.

There is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort and access to participate. This skews participation toward higher income people who speak English and have a level of trust in governments. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red**.

People from 76 different zip codes participated in the online tool.

**Figure 2. Zip code**



**Table 1. Income (1,287 respondents)**

Annual household income	Survey Percent	ACS 2016-2020
\$10,000 to \$19,999	1%	5%
\$20,000 to \$29,999	2%	6%
\$30,000 to \$39,999	3%	7%
\$40,000 to \$49,999	3%	14%
\$50,000 to \$74,999	4%	17%
\$75,000 to \$99,999	16%	13%
\$100,000 to \$149,999	18%	19%
\$150,000 or more	27%	20%
Don't know/prefer not to answer	19%	--

**Table 2. Gender (1,359 respondents)**

Gender	Survey Percent*
Woman	59%
Man	39%
Transgender	1%
Non-binary, genderqueer or third gender	3%
A gender not listed here	1%
Prefer not to answer/Blank	12%

\* Participants could select as many genders as applicable. Therefore, the total is greater than 100%.

\*\* ACS 2016-2020 asks about sex, not gender

**Table 3. Race/ethnic identity (1,551 respondents)**

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	2%	3%
Asian or Asian American	4%	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	8%	14%
Native Hawaiian, or other Pacific Islander	1%	1%
White	86%	66%
An ethnicity not included above	2%	--
Prefer not to answer or left blank	15%	--

\* Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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[oregonmetro.gov/news](https://oregonmetro.gov/news)

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### **Metro Council President**

Lynn Peterson

### **Metro Councilors**

Shirley Craddick, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

### **Auditor**

Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700

## 2025-2027 Regional Flexible Funds Allocation

### Exhibit A to Resolution No: 22-5284

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Transit + Project Development Bond Commitment	\$ 65,280,000
Corridor and Systems Planning	\$ 4,737,483
MPO Planning (in lieu of dues)	\$ 4,730,789
Federal Grant Application Support	\$ 500,000
Regional Travel Options + Safe Routes to School	\$ 11,102,371
Transit Oriented Development	\$ 11,806,111
Transportation System Management and Operations/ITS	\$ 6,943,432
Regional Aerial Photo/LiDAR	\$ 300,000
<b>Step 1 Total:</b>	<b>\$ 105,400,186</b>

Step 2: Capital Investments			
Project name	Applicant	Sub-region	Amount
148th Avenue	City of Portland	Portland	\$ 7,100,335
162nd Avenue	City of Gresham	Multnomah Co	\$ 7,575,882
57th Avenue-Cully Blvd	City of Portland	Portland	\$ 7,643,201
Allen Blvd	City of Beaverton	Washington Co	\$ 500,000
Beaverton Creek Trail	Tualatin Hills Parks & Rec	Washington Co	\$ 2,055,647
Council Creek Trail	Washington County	Washington Co	\$ 5,511,000
Fanno Creek Trail	City of Tigard	Washington Co	\$ 1,106,705
I-205 Multi-Use Path	Clackamas County	Clackamas Co	\$ 1,094,858
N Portland Greenway (Columbia Bl to Cathedral Pk)	City of Portland	Portland	\$ 4,860,647
Sandy Blvd	Multnomah County	Multnomah Co	\$ 6,500,000
Wilamette Falls Drive	City of West Linn	Clackamas Co	\$ 3,497,580
<b>Step 2 Total:</b>		<b>\$</b>	<b>47,445,855</b>

<b>Total 2025-2027 RFFA: \$ 152,846,041</b>
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Oregon  
Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** July 6, 2020

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** *Agenda F –2024-2027 Statewide Transportation Improvement Program funding allocation process.*

**Requested Action:**

Discuss and approve federal funding assumptions and program categories for the development of the 2024-2027 Statewide Transportation Improvement Program (STIP) funding allocation process and future actions.

**Background:**

The STIP is the Oregon Department of Transportation's (ODOT) four-year capital improvement program for state and federally funded projects. The Oregon Transportation Commission (OTC) and ODOT develop the STIP in coordination with a wide range of stakeholders and the public.

As part of the preparation for the next STIP, the Commission will provide direction on a variety of elements. The funding allocation and program development process will transpire over the next six months. This process will begin with the OTC providing directions on federal and state funding assumptions, program categories, public and stakeholder engagement and climate considerations. By the end of the process, the commission will select a funding allocation scenario that lays out specific programmatic allocations.

**Federal funding assumptions**

The current surface transportation authorization act, the FAST Act, expires on September 30, 2020, and the Highway Trust Fund is also expected to exhaust its balances sometime later this year. These two factors mean federal funding in October and beyond is highly uncertain and subject to significant risk of being cut.

In the absence of a federal authorization bill, ODOT historically has taken a conservative approach, assuming a 10% reduction in federal funding assumption. This assumption is to ensure the agency is not over-committing our resources, which would result in the cancelation of projects if funding levels

were lower than assumed. In return, if funding levels are higher than anticipated, ODOT would return to the OTC for direction on allocating the additional federal funds received above the assumed levels.

### **Program Categories**

As part of the development of the STIP, program categories were created to provide direction for the types of investments in the STIP. ODOT is requesting OTC approval to utilize the same program categories to build funding scenarios for the OTC. The 2024-2027 STIP proposed categories are:

- Enhance - projects which expand or enhance the transportation system
- Safety - projects that are focused on reducing fatal and serious injury crashes on Oregon's roads
- Non-Highway - funds bicycle, pedestrian, public transportation and transportation options projects and programs,
- Local Programs - provides direct funding to local governments so they can fund priority projects
- Other Functions - provides funding for workforce development, planning and data collection and administrative programs using federal resources
- Fix-it - provides funding for projects which maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the OTC to continue with the current categories or modify program categories.

### **Public and Stakeholder Engagement Plan**

Engagement and feedback from the public and the agency's stakeholders are critical to the success of the STIP. ODOT proposes to build on past process by finding opportunities to improve our engagement plan. ODOT will seek input on this plan from the Commission.

### **Climate**

Under the Governor's Executive Order, ODOT is to apply a climate lens to project selection. ODOT proposes doing that at multiple stages of the process, including gauging the potential climate impacts of different investment scenarios, as well as during the project selection process as a tool to help select between different projects. Where possible, information will be provided on if investment scenarios or groupings of projects are likely to increase, decrease, or keep greenhouse gas (GHG) emissions flat, and if investments or types of projects help address the impacts of climate and extreme weather on the transportation system (adaptation). This data will be presented along with other outcome areas identified by the Commission, such as safety and equity in an effort to better inform the OTC of the potential tradeoffs between different investment decisions.

**Next Steps:**

With approval, ODOT will assume the federal funding assumptions and begin work to provide funding scenarios for the program categories for OTC to approve later this year. In addition, this will allow ODOT to start the engagement plan with our public and stakeholders.

# 2024-2027 STIP Process

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Jeff Flowers, Statewide Investments Management Section Manager

Karen Rowe, Delivery and Operations Division Administrator

Jerri Bohard, Policy, Data and Analysis Division Administrator

Amanda Pietz, Climate Office Director

Travis Brouwer, Assistant Director for Revenue, Finance and Compliance



# What is a STIP?

**Capital Program Funds**  
Federal and State Funds

**Maintaining  
and Operating  
the System**

**Multimodal  
Grant  
Programs**

**ODOT  
Revenue/  
Administrative  
Functions**



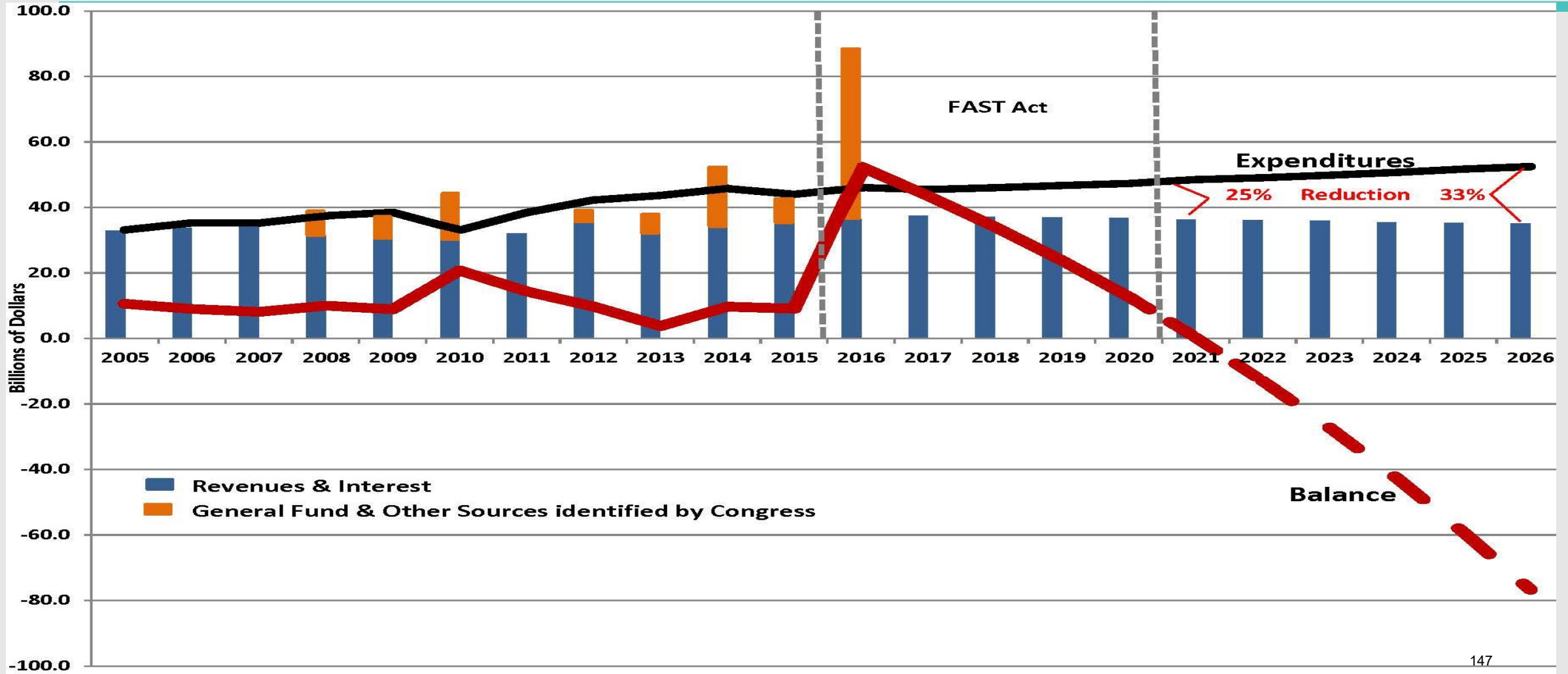


## Today's Agenda: Areas for Feedback and Direction

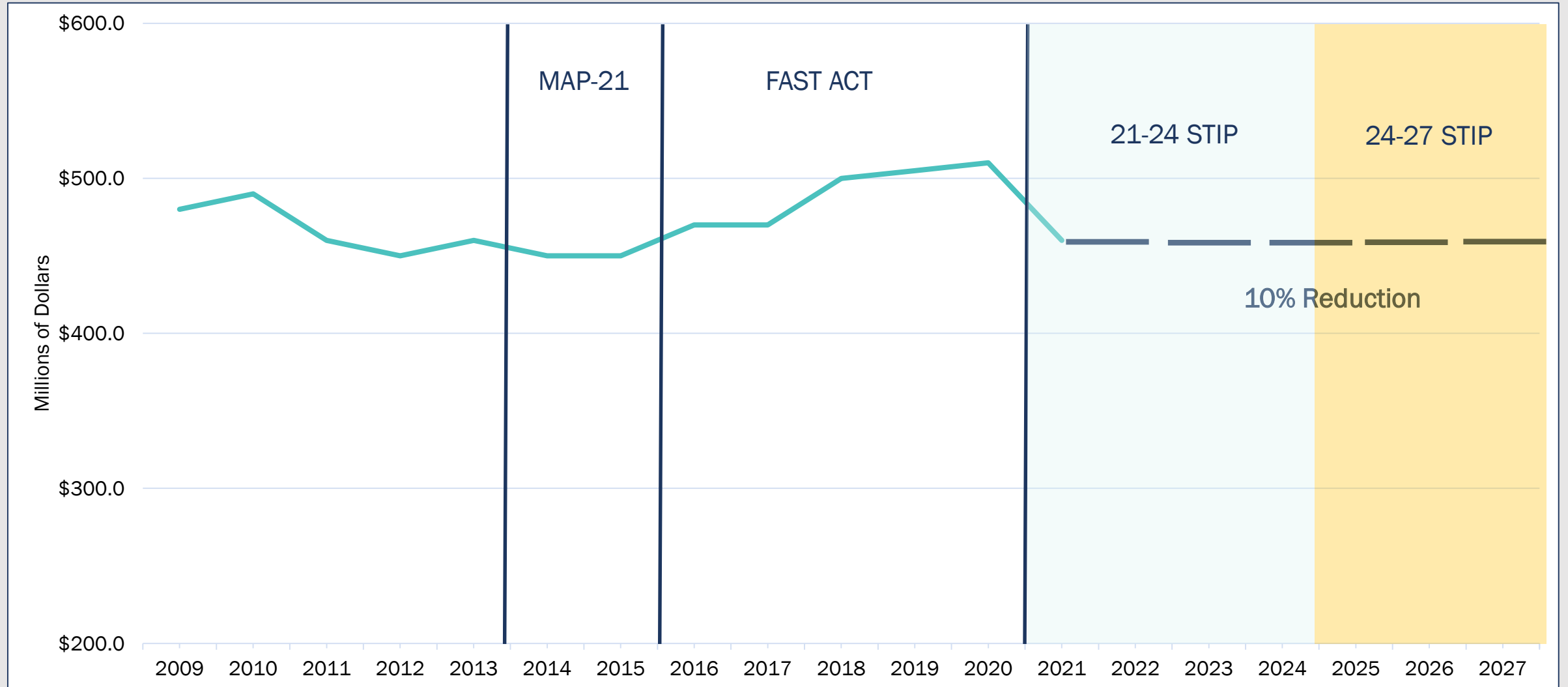
- Federal funding assumptions
- Program categories
- Climate approach
- Public and stakeholder engagement



# Federal Highway Trust Fund Revenue, Funding and Balance



# 2024 – 2027 Federal Funding Assumptions



# 2024 – 2027 Proposed Program Funding Categories

## Enhance Highway

Highway projects that expand or enhance the transportation system

## Fix-it

Projects that maintain or fix the state highway system

## Safety

Projects focused on reducing fatal and serious injury crashes on Oregon's roads

## Non-Highway

Bicycle, pedestrian, public transportation and transportation options projects & programs

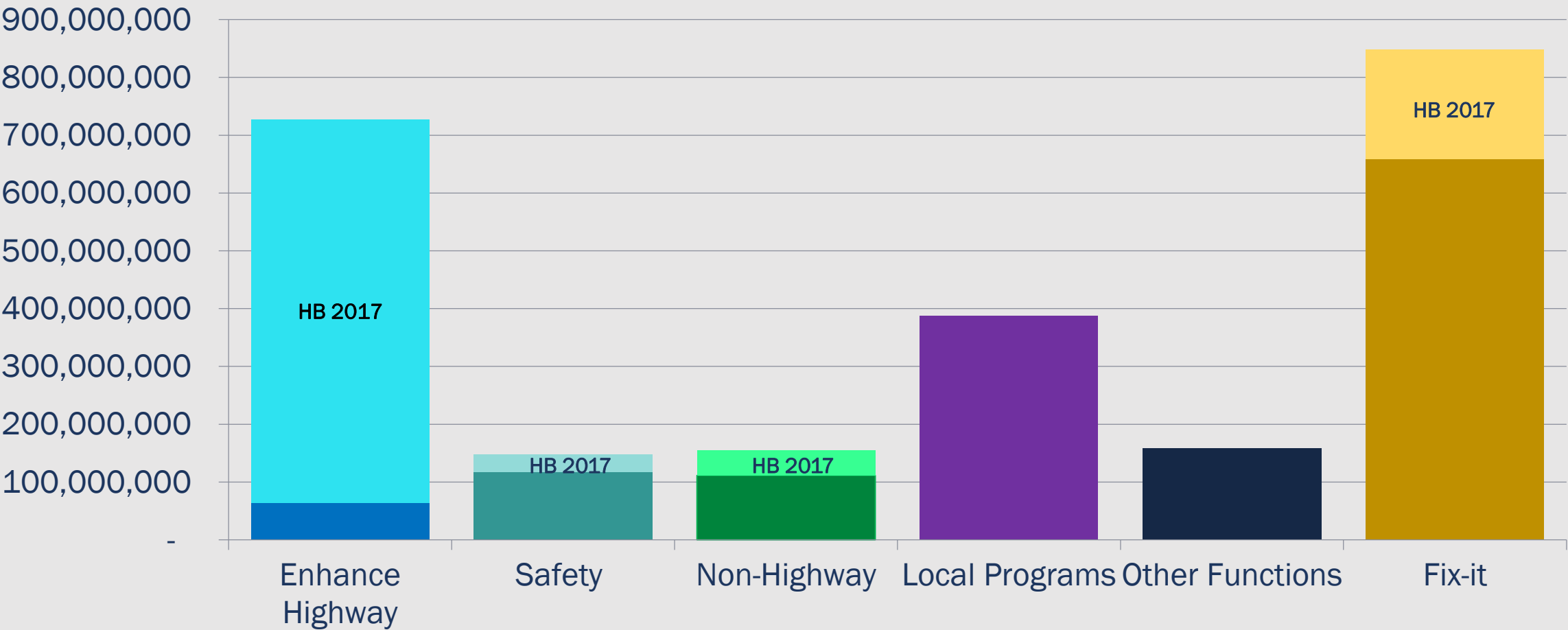
## Local Programs

Funding to local governments for priority projects

## Other Functions

Workforce development, planning and data collection and administrative programs using federal resources

# 2021 - 2024 STIP Levels



# Climate

## Adding a Climate Lens to STIP Decisions

### Stage 1

Inform the development of program funding scenarios



Evaluate potential performance of scenarios against goals

DESIRED OUTCOMES   EVALUATION CRITERIA	STATUS QUO	ALTERNATE OPTION 1:	ALTERNATE OPTION 2:	ALTERNATE OPTION 3:
» Mobility (ease of movement, congestion)				
» Accessibility (ability to get to destinations, multi-modal access)				
» Equity (supports all users get were they need to go and targeted investments for disadvantaged populations)				
» Safety				
» Climate:				
Mitigation (GHG emissions, air quality)				
Adaptation / Resilience				

# Climate

## Adding a Climate Lens to STIP Decisions

### Stage 2

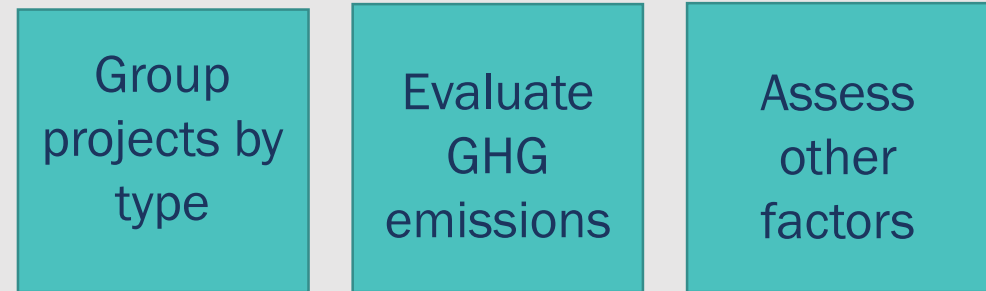
Inform the identification and narrowing of project lists



Draft STIP Project List

### Stage 3

Account for and report on the climate impacts of the draft and final STIP



Goal: Strive to decrease emissions across overall investments



## 2024 – 2027 Public and Stakeholder Engagement Plan

- Advisory committee engagement
- Monthly public updates
- Survey on spending priorities
- Online open house on funding scenarios
- Ongoing public comment opportunities





# The Big Question

To be answered over the next four months

How should the state allocate funds among programs?

- How much funding should we dedicate to non-highway and local programs?
- What is the appropriate funding level for highways?
- Among the highway programs, what is the appropriate split between Fix-It, Safety and Enhance?



# 2024 – 2027 STIP Next Steps

July 2020

Funding  
categories



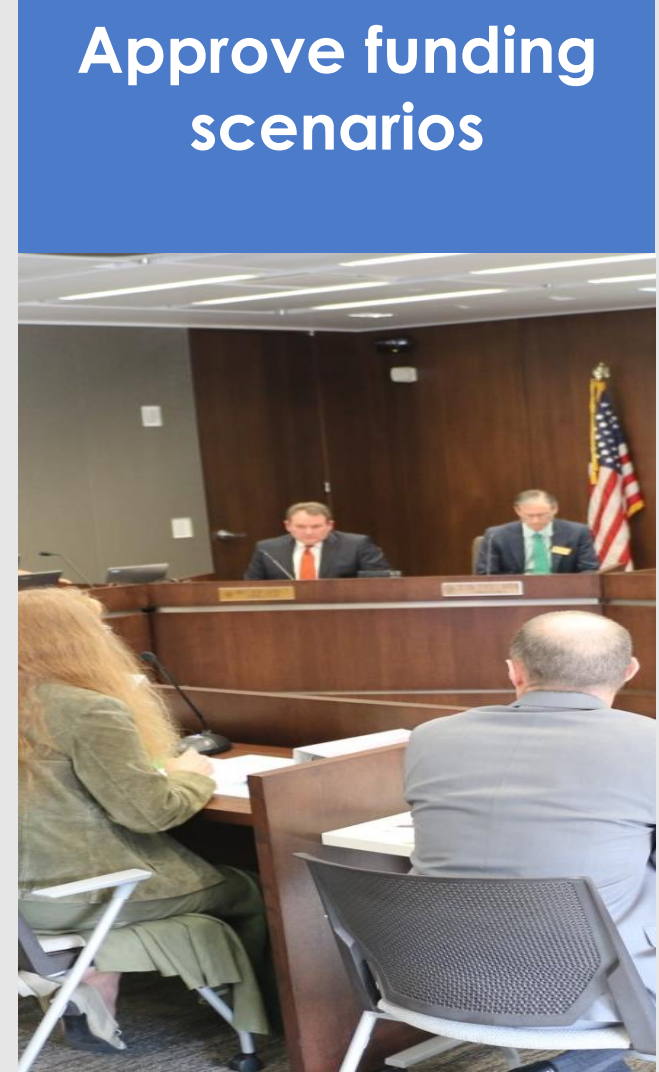
August to  
November 2020

Development of  
funding scenarios



December 2020

Approve funding  
scenarios





# Questions?



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 24, 2020

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

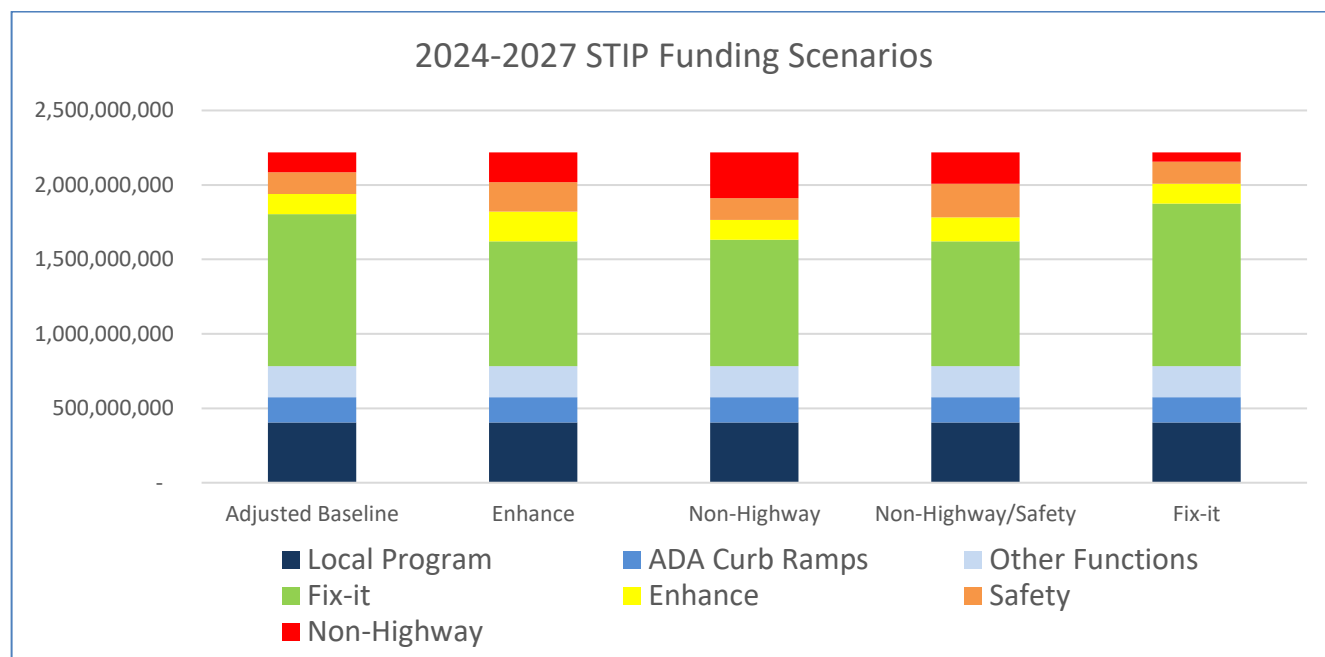
**SUBJECT:** **Agenda I** – 2024-2027 Statewide Transportation Improvement Program Funding Allocation

**Requested Action:**

Approve the funding scenario for the 2024-2027 Statewide Transportation Improvement Program (STIP).

**Background:**

In September and October, ODOT presented the Commission with a number of preliminary funding scenarios for the 2024-2027 STIP as shown below. These scenarios illustrate different potential options for allocating resources to the STIP categories to advance the state's transportation goals. ODOT based these scenarios on direction provided by the Commission in August as well as public comment from advisory committees, stakeholder groups, and the public, and they also incorporated federal and state statutory requirements.



Each of these preliminary scenarios includes the same amount of funding for the Local Program, ADA Curb Ramps, and Other Functions categories, which is generally consistent with funding levels in the 2021-2024 STIP. However, each scenario differs on the allocation of funding to other categories.

- **Adjusted baseline:** This scenario uses the 2021-2024 STIP funding allocation as the starting point, with two major changes due to the funding structure of HB 2017. Funding for Enhance Highway falls significantly in the 2024-2027 STIP compared to the 2021-2024 STIP as the dedicated projects selected by the Legislature in HB 2017 wrap up. At the same time, funding for Fix-It programs increases as the HB 2017 funds for bridges, pavement, and culverts ramp up.
- **Enhance:** This scenario increases funding for Enhance Highway, Safety, and Non-Highway programs, with a reduction from the baseline figure for Fix-It.
- **Non-Highway:** This scenario increases funding for Non-Highway programs with a reduction in funding for Fix-It.
- **Non-Highway/Safety:** This scenario increases funding for both Safety and Non-Highway programs compared to the baseline, with reduced funding for Fix-It. This scenario is very similar to the Enhance scenario.
- **Fix-It:** This scenario increases funding for Fix-It from the baseline by reducing Non-Highway spending.

### Scenario Analysis

To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key goal areas including congestion relief, multi-modal access, equity, safety, climate mitigation, climate adaptation, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and to meet requirements of Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions.

The ODOT Climate Office designed a process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other goals. Although each scenario yielded unique results, often the magnitude of differences within the outcomes were not significant. This is likely due to the limited amount of funding available in comparison to the overall need, thus dwarfing small changes. However, these changes can make a real difference in the projects that can be built and in key indicators like years to complete the biking and walking system, or the cycle for repaving roads.

The graphic below shows how each scenario fared in comparison to the baseline on each of the seven outcome areas. Green areas indicate where scenarios performed better than the baseline; gray indicates where the scenarios were essentially the same; and red indicates where it performed worse than the baseline.



### Tradeoffs: Comparison to Baseline Scenario

Scenarios	S1: Enhance	S2: Non-Highway	S3: Safety/ Non-Highway	S4: Fix-It
Climate- GHG Mitigation				
Climate- Adaptation/Resilience				
Congestion Relief				
Social Equity				
Multimodal Mobility				
Safety				
State of Good Repair				

Neutral	Worse	Better	Much Better
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### Public Input on Scenarios

Since the October Commission meeting, ODOT staff have been engaging with the public, stakeholders, and advisory committees to gather input for the Commission's consideration on how to allocate funding in the 2024-2027 STIP. ODOT presented the scenarios and outcomes to stakeholders and the public in a variety of ways. These activities in November included:

- Scheduling presentations on the STIP for Area Commissions on Transportation and modal advisory committees to provide an opportunity for members to provide comments.
- Hosting a webinar to explain the STIP and how to engage and provide an opportunity for public comment.
- Gathering input from the public through an online open house.
- Gathering written comments from advisory committees and stakeholders.

The attached 2024-2027 STIP Phase 2 Public Input Summary provides comments and data from this outreach. This follows a similar [public input summary from the first phase of public engagement](#) that was presented to the Commission in September.

ODOT distilled a number of key themes from the public input:

- Desire to increase funding for Non-Highway programs to address equity, climate change, and multimodal accessibility.
- Strong support for Fix-It programs and reluctance to cut funding for preservation to avoid accelerating system deterioration.
- Desire to have some funding beyond HB 2017 projects for Enhance Highway projects.

### Scenario Selection

Based on public input and Commission feedback throughout the funding allocation process, ODOT proposes two hybrid scenarios that seek to balance funding across categories and outcomes across the goals to minimize negative impacts.

The key distinction between the two scenarios is how much they invest in Fix-It versus Enhance Highway. Both scenarios increase funding for Non-Highway programs by at least 50% and set funding for Local Programs, Safety and ADA at the same level as the Baseline scenario.

#### Hybrid 1: Non-Highway/Fix-It

- **Non-Highway** funding increases by 50% compared to Baseline.
- **Enhance Highway** funding for new projects is zeroed out, leaving \$110 million for projects named in HB 2017 as the only funding in this category.
- **Fix-It** funding is set at \$1,000,000,000, a 3% increase from the level in the '21-'24 STIP, after accounting for borrowing from the '24-'27 STIP to cover ADA curb ramp costs in the next several years.
- **Other Functions** funding is reduced by \$28 million. This would reduce federal funding used to help close the agency's operational budget gap by covering ODOT's indirect costs. To avoid having to make additional cuts to maintenance and operations ODOT would backfill this reduction from any federal funding received above the current amount assumed in the STIP.

#### Hybrid 2: Non-Highway/Enhance

- **Non-Highway** funding increases by 52% compared to Baseline (a slight bump compared to Hybrid 1).
- **Enhance Highway** receives a total of \$200 million, including \$110 million for projects named in HB 2017 and \$90 million for a discretionary Enhance Highway program.
- **Fix-It** funding is set at \$925 million. After factoring in borrowing from the '24-'27 STIP to cover ADA curb ramp costs in the next several years, this would result in a Fix-It reduction of about 5% compared to the '21-'24 STIP.
- **Other Functions** funding is reduced by \$46 million. This would reduce federal funding used to help close the agency's operational budget gap by covering ODOT's indirect costs. To avoid having to make additional cuts to maintenance and operations ODOT would backfill this reduction from any federal funding received above the current amount assumed in the STIP.

The table below shows funding levels for these two hybrid scenarios and the Adjusted Baseline.



### Hybrid Scenarios Compared to Baseline

Category	Adjusted Baseline	Hybrid 1: Non-Highway/Fix-It	Hybrid 2: Non-Highway/ Enhance
Local Program	404,500,000	404,500,000	404,500,000
ADA Curb Ramps	170,000,000	170,000,000	170,000,000
Other Functions	207,850,000	179,860,568	161,410,568
Fix-it	1,021,860,568	1,000,000,000	925,000,000
Enhance Highway	134,000,000	110,000,000	200,000,000
Safety	147,000,000	147,000,000	147,000,000
Non-Highway	147,700,000	221,550,000	225,000,000
<b>Total</b>	<b>2,232,910,568</b>	<b>2,232,910,568</b>	<b>2,232,910,568</b>

ODOT proposes that the Commission select one of these two scenarios at its December meeting.

#### Next Steps

In January ODOT will return to the Commission to discuss two final elements of STIP funding allocation.

1. How to distribute funding within categories—for example, how much of the Non-Highway funding should go to transit versus trails.
2. How to plan for any additional federal funding—whether an extension of the FAST Act at current levels that provides a small amount of additional funding above assumptions or a reauthorization bill. While ODOT needs some level of direction to plan for projects, final determinations on how to spend additional federal resources are always up to the Commission.

Once these issues are worked through in January, ODOT will start the project selection process.

#### Attachments:

- Attachment 1 - *2024-2027 STIP Phase 2 Public Input Summary*
- Attachment 2 - *2024-2027 STIP Funding Allocation Scenario Analysis Report*

# Development of the 2024-2027 Statewide Transportation Improvement Program

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December 1, 2020

Jerri Bohard, Policy, Data and Analysis Division Administrator

Amanda Pietz, Climate Office Director

Karen Rowe, Delivery and Operations Division Administrator

Jeff Flowers, Statewide Investments Management Section Manager

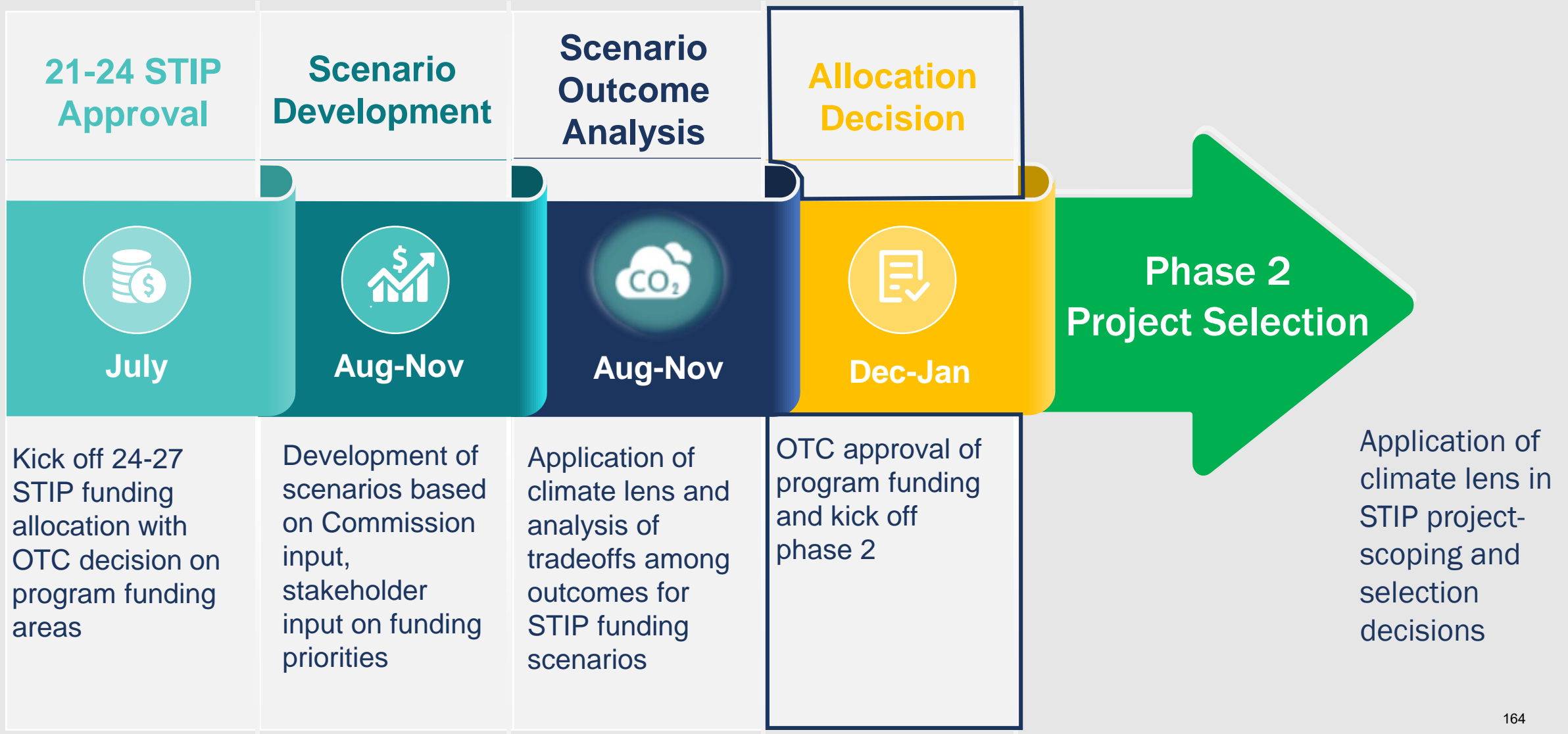
Travis Brouwer, Assistant Director for Revenue, Finance & Compliance



## Outline of Today's Discussion

- Overview of Decisions in December & January
- Public Input Overview
- Scenario Discussion & Decision

# 2024-2027 STIP Development & Analysis Process







## STIP Funding Allocation Decisions

### December

- OTC selects funding scenario

### January

- ODOT presents program allocations
- OTC direction on how to plan for any additional federal funds

# January: Program-Level Funding Decisions



## Enhance Highway

What types of projects should we prioritize?



## Non-Highway

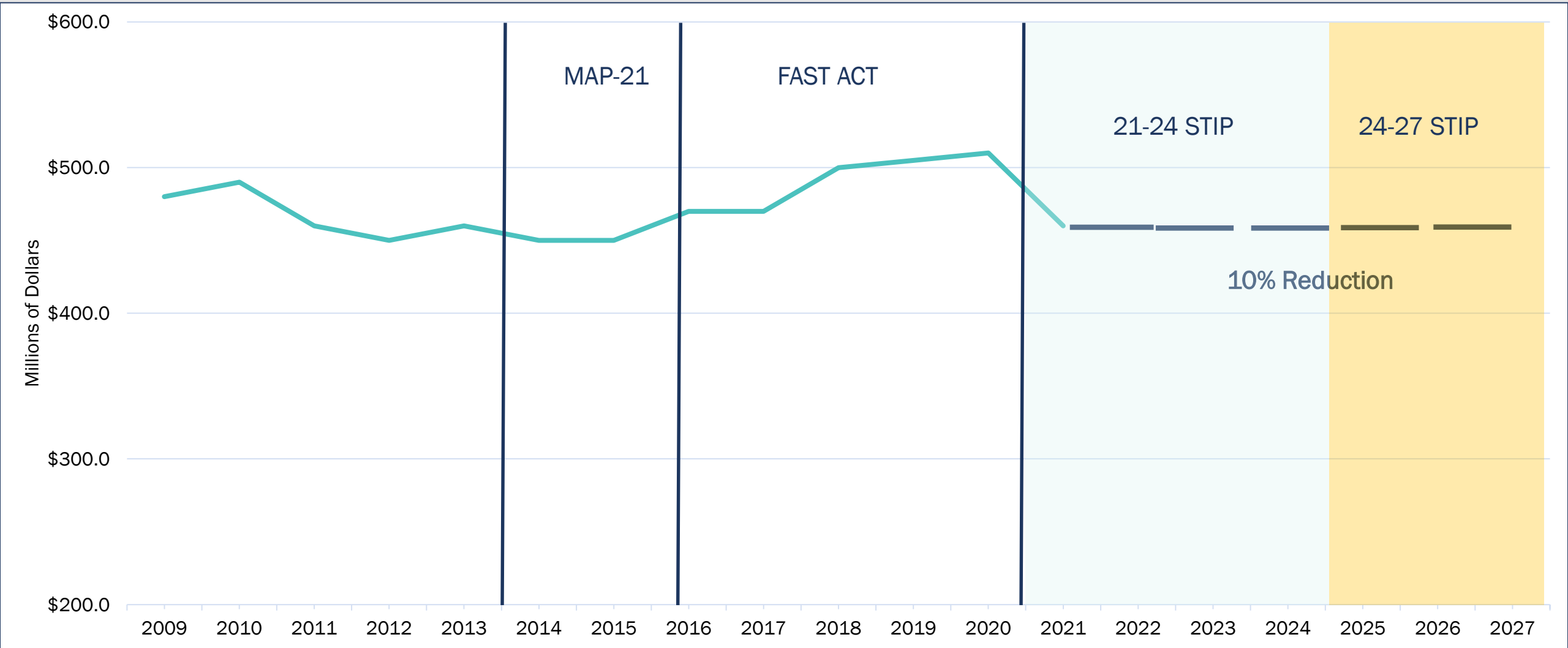
How much should we allocate to transit and bicycle/pedestrian?  
What are the priorities within each mode?



## Fix-It

How much should we spend on each type of asset?

# January: Planning for Additional Federal Funding





# Public Input Overview



# STIP Public Engagement and Input Opportunities in Phase II

- Advisory committee discussions on funding scenarios
- Online open house for public comment on funding scenarios
- Webinar on November 2 for public comment opportunity
- Encouraging stakeholders to weigh in through letters to the OTC





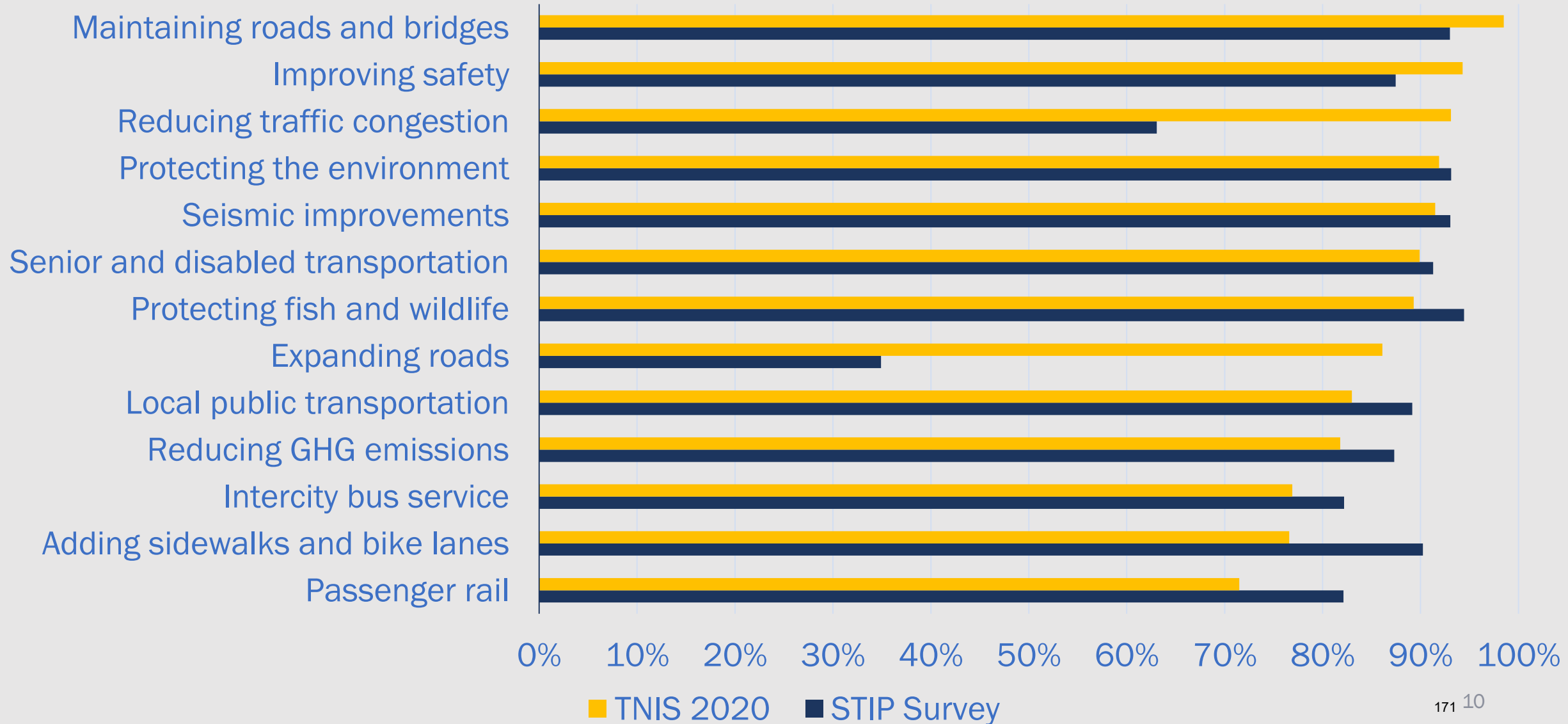
## Themes of Public Input

- Support to increase Non-Highway funding to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge & pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and help economy



# Spending Priorities in the 2024-2027 STIP

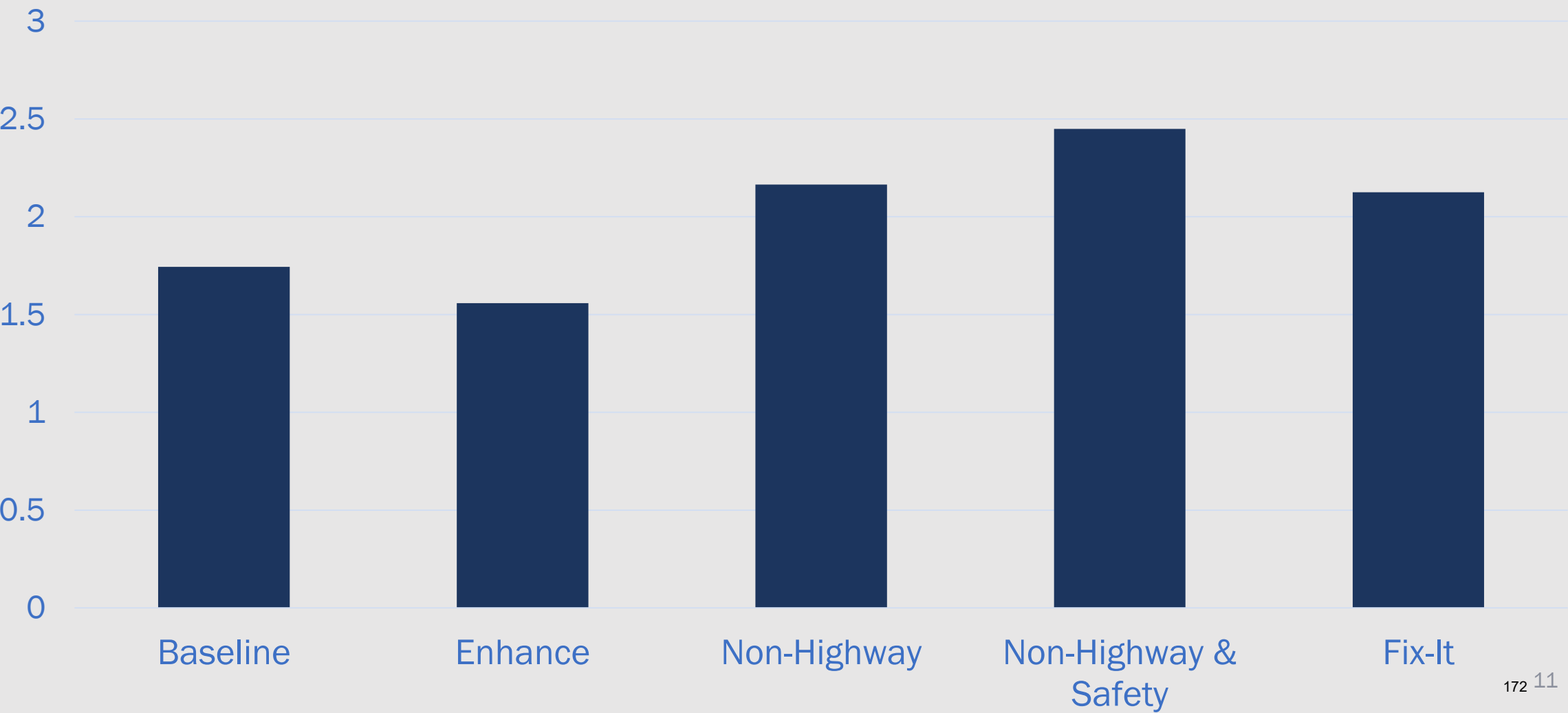
Percent Saying the Area is Somewhat or Very Important



# Online Open House: Scenario Rankings

Which option would best help advance Oregon’s transportation goals?

0-4 scale, higher numbers show stronger support





## Online Open House: Key Themes in Comments

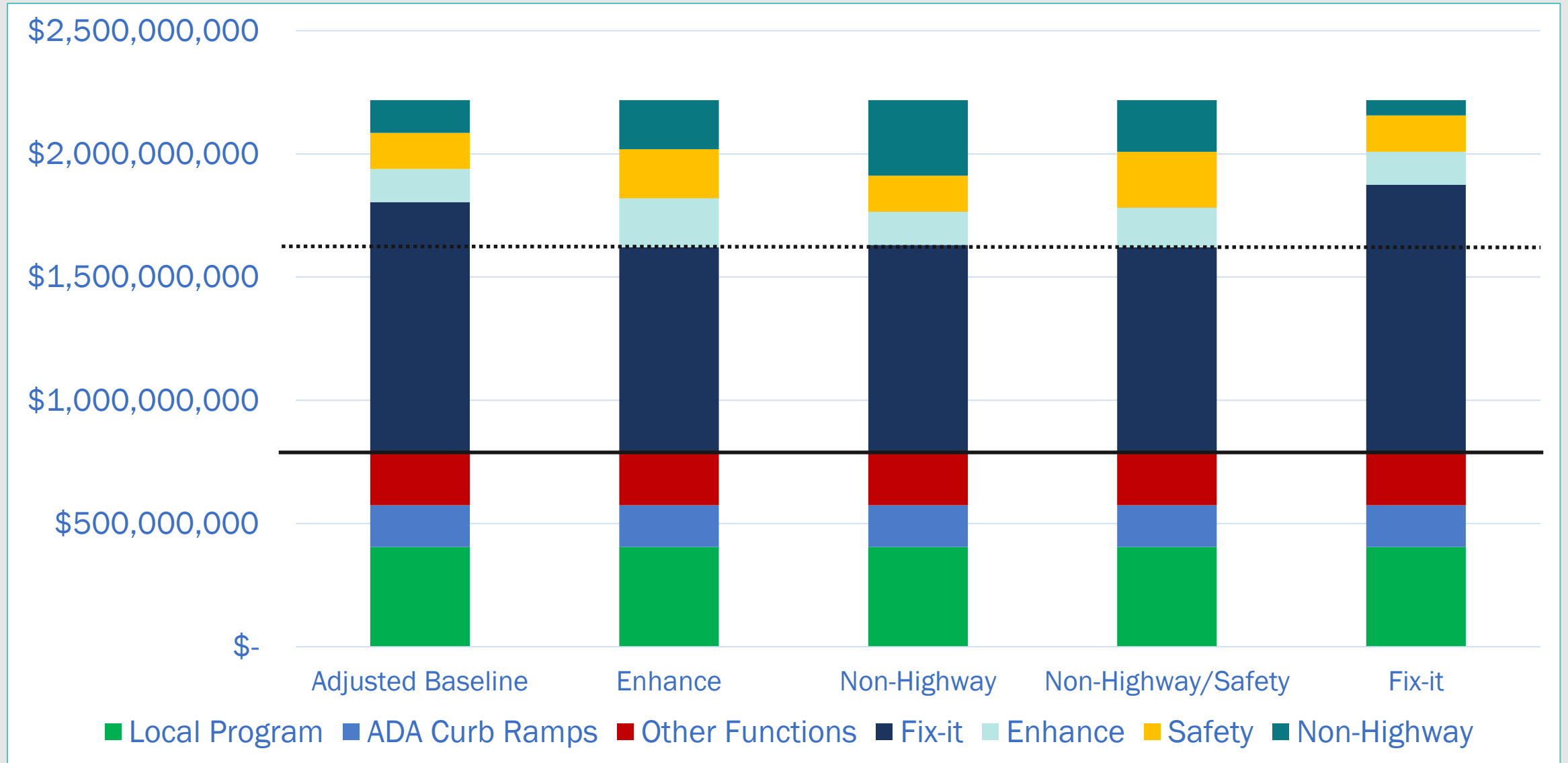
- Address climate change (59)
- Focus on preservation and safety (39)
- Prioritize safety (33)
- Prioritize non-highway improvements (27)
- Prioritize public transit and rail (22)
- Focus on bicycle/pedestrian projects (23)





# Scenario Discussion & Decision

# 2024-2027 STIP Initial Scenarios



2024-2027 Metropolitan Transportation Improvement Program - Appendix II

# Tradeoffs – Scenario Results Relative to Adjusted Baseline

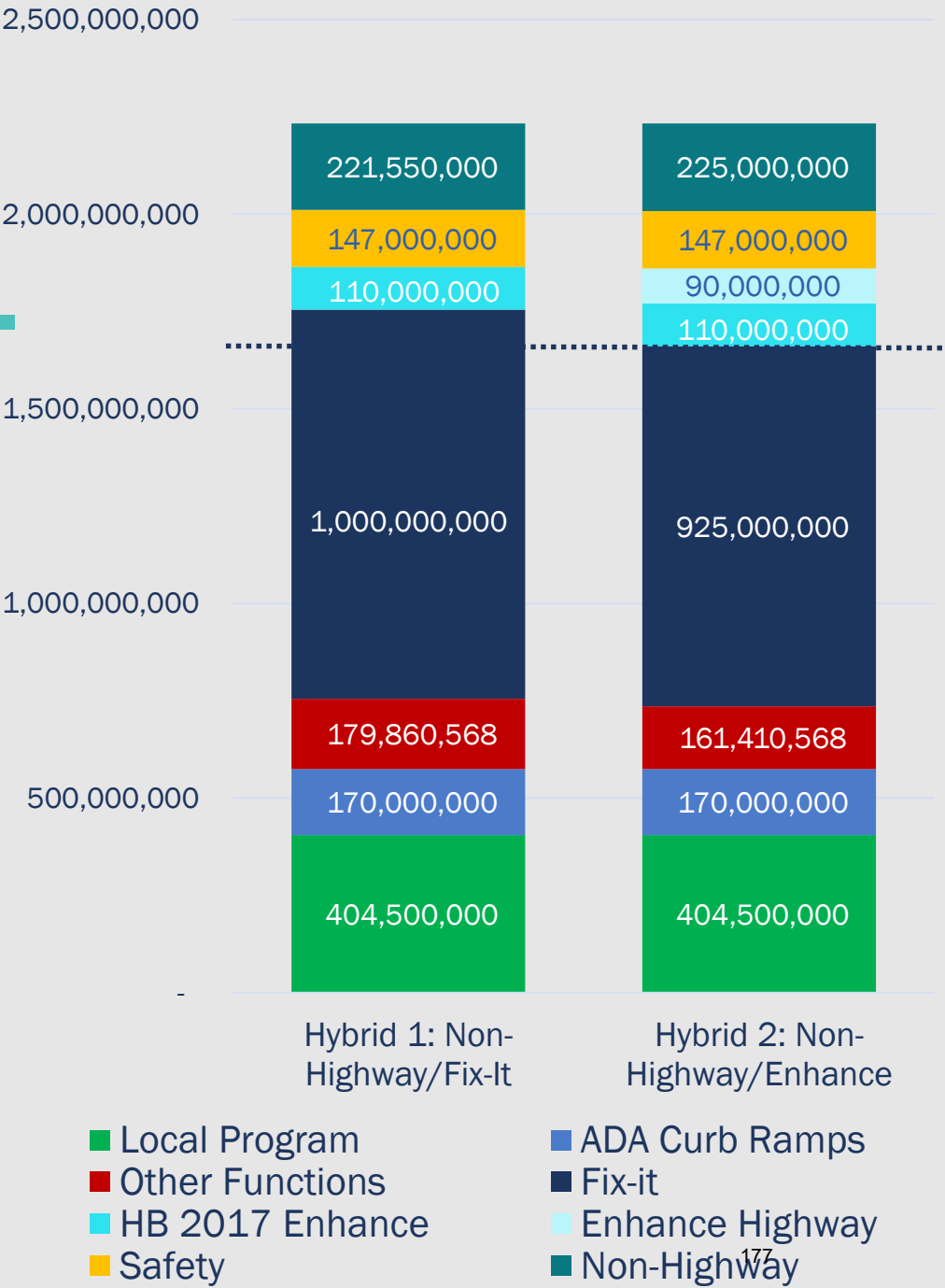
IMPACT OF SCENARIO FUNDING LEVELS ACROSS DESIRED OUTCOME AREAS	ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
	+6 FIX-IT (-7% NON-HIGHWAY)	+271% ENHANCE +35% NON-HIGHWAY +35% SAFETY (-15% FIX-IT)	+103% NON-HIGHWAY (-14% FIX-IT)	+103% ENHANCE +55% SAFETY +42% NON-HIGHWAY (-15% FIX-IT)	+14% FIX-IT (-51% NON-HIGHWAY)
CLIMATE CHANGE - GHG MITIGATION	D- Most trips drive alone & in low MPG cars				
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C- Slow progress with preservation projects				
CONGESTION RELIEF	B- Select, legislatively funded bottleneck projects in development				
SOCIAL EQUITY	C- Few low cost travel options				
MULTIMODAL MOBILITY	D Many connectivity gaps				
SAFETY	B Focus on fatalities and serious injuries				
STATE OF GOOD REPAIR	C Several assets and areas deteriorating				

Note: Changes to program funding levels are relative to 2021-2024 STIP funding; Enhance Highway funding calculations exclude HB 2017 earmarked funds  
Note: All changes to fix-it funding levels account for the\$120M reduction for 2021-2024 ADA requirements



# New Proposed Hybrid Scenarios

CHANGES IN FUNDING RELATIVE TO 2021-2024 STIP FUNDING			
PROGRAM FUNDING CATEGORY	HYBRID 1: NON-HIGHWAY/FIX-IT		HYBRID 2; NON-HIGHWAY/ENHANCE
FIX-IT	▲	4%	▼ 5%
ENHANCE HIGHWAY (DISCRETIONARY)	▼	100%	▲ 275%
NON-HIGHWAY	▲	40%	▲ 42%
SAFETY	=	<div>Both Hybrid Scenarios maintain funding levels reflected in the Adjusted Baseline Scenario for these program funding categories</div>	=
LOCAL	=		=
ADA CURB RAMPS	=		=
<div><b>Note:</b> Changes to program funding levels are relative to 2021-2024 STIP funding; Enhance Highway funding calculations exclude HB 2017 earmarked funds</div> <div><b>Note:</b> All changes to fix-it funding levels account for the \$120M reduction for 2021-2024 ADA requirements</div>			



# Tradeoffs – considerations when evaluating STIP funding scenarios

Program funding categories are distinct, but not siloed

Fix-it

Enhance

Safety

Non-Highway

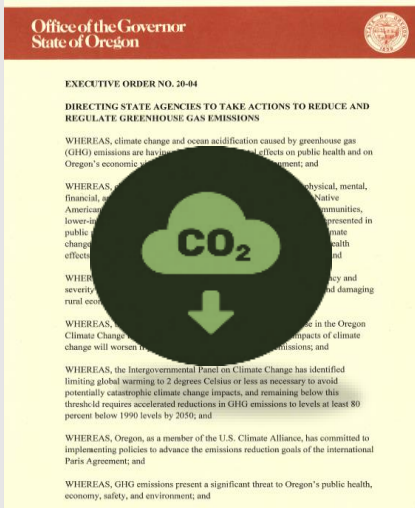
70% of projects are funded by more than one of these programs

Safety is engrained throughout ODOT investments

*At least \$0.60 of every \$1.00 spent in any program funding category benefits safety*



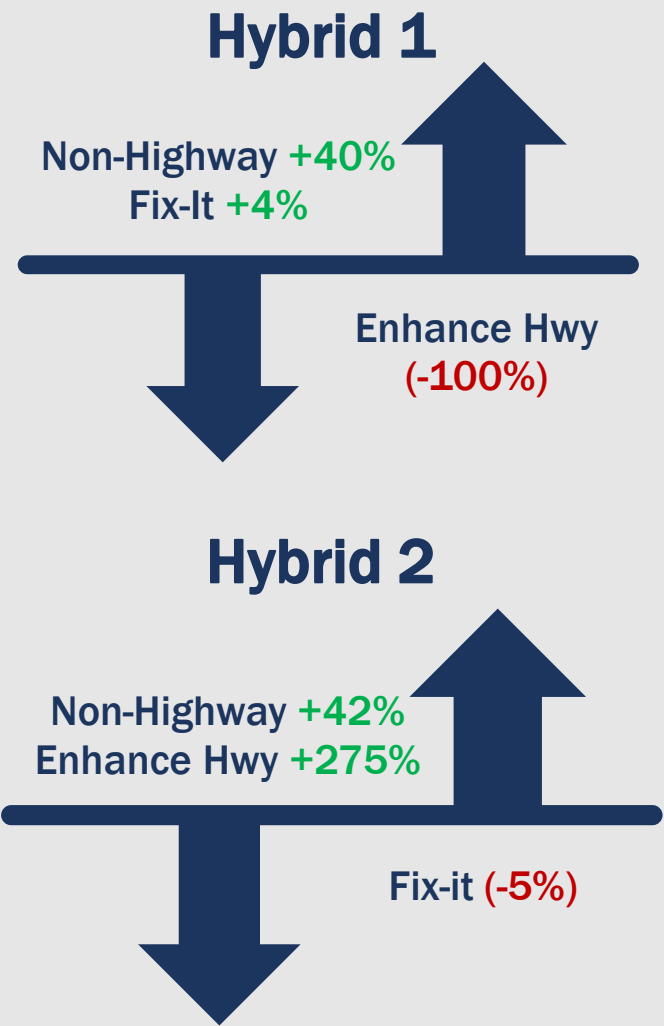
## Impacts on GHG Emissions Mitigation



The OTC is required to consider GHG emissions in STIP decisions

- The scenario results in this presentation were developed by the Climate Office and show which scenarios will reduce GHG emissions (green boxes in tradeoff charts)
- After the OTC determines program allocations, the Climate Office will inform project selection and report on GHG totals in the final STIP
- Analysis will show additional opportunities, but different actions are needed to reduce GHG

# Summary Results – Hybrid Scenarios



IMPACT OF SCENARIO FUNDING LEVELS ACROSS DESIRED OUTCOME AREAS			
	ADJUSTED BASELINE	HYBRID 1: NON-HIGHWAY/ FIX-IT	HYBRID 2: NON-HIGHWAY/ ENHANCE
CLIMATE CHANGE - GHG MITIGATION	D- Most trips drive alone & in low MPG cars	Slight GHG reductions anticipated <i>(performs 2<sup>nd</sup> best overall behind non-highway scenario)</i>	No emission reductions Non-highway and enhance offset <i>(performs 2<sup>nd</sup> worst behind fix-it scenario and same as baseline)</i>
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C- Slow progress with preservation projects	Slight, marginal decline <i>(performs roughly same as the baseline and better than enhance and non-highway scenarios)</i>	Fewer adaptation projects <i>(marginal decline from baseline but still better than enhance and non-highway scenarios)</i>
CONGESTION RELIEF	B- Select, legislatively funded bottleneck projects in development	Less resources for bottleneck projects but is offset some by multimodal projects <i>(overall performance is similar to baseline)</i>	Some funding for critical bottlenecks <i>(performs best overall for congestion)</i>
SOCIAL EQUITY	C- Few low cost travel options	Slight increase in access for all users <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	Slight increase in access for all users <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>
MULTIMODAL MOBILITY	D Many connectivity gaps	Small increase in bikeways, walkways, TDM programs, etc. <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	Small increase in bikeways, walkways, TDM programs, etc. <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>
SAFETY	B Focus on fatalities and serious injuries	No change from baseline <i>(safety funding flat, consistent with baseline and 21-24 STIP)</i>	No change from baseline <i>(safety funding flat, consistent with baseline and 21-24 STIP)</i>
STATE OF GOOD REPAIR	C Several assets and areas deteriorating	Consistent with baseline <i>(Funding consistent with 21-24 STIP; expect continued system decline)</i>	Small decline <i>(decline from baseline but not as much as enhance and non-highway scenarios; slightly more rapid decline)</i>

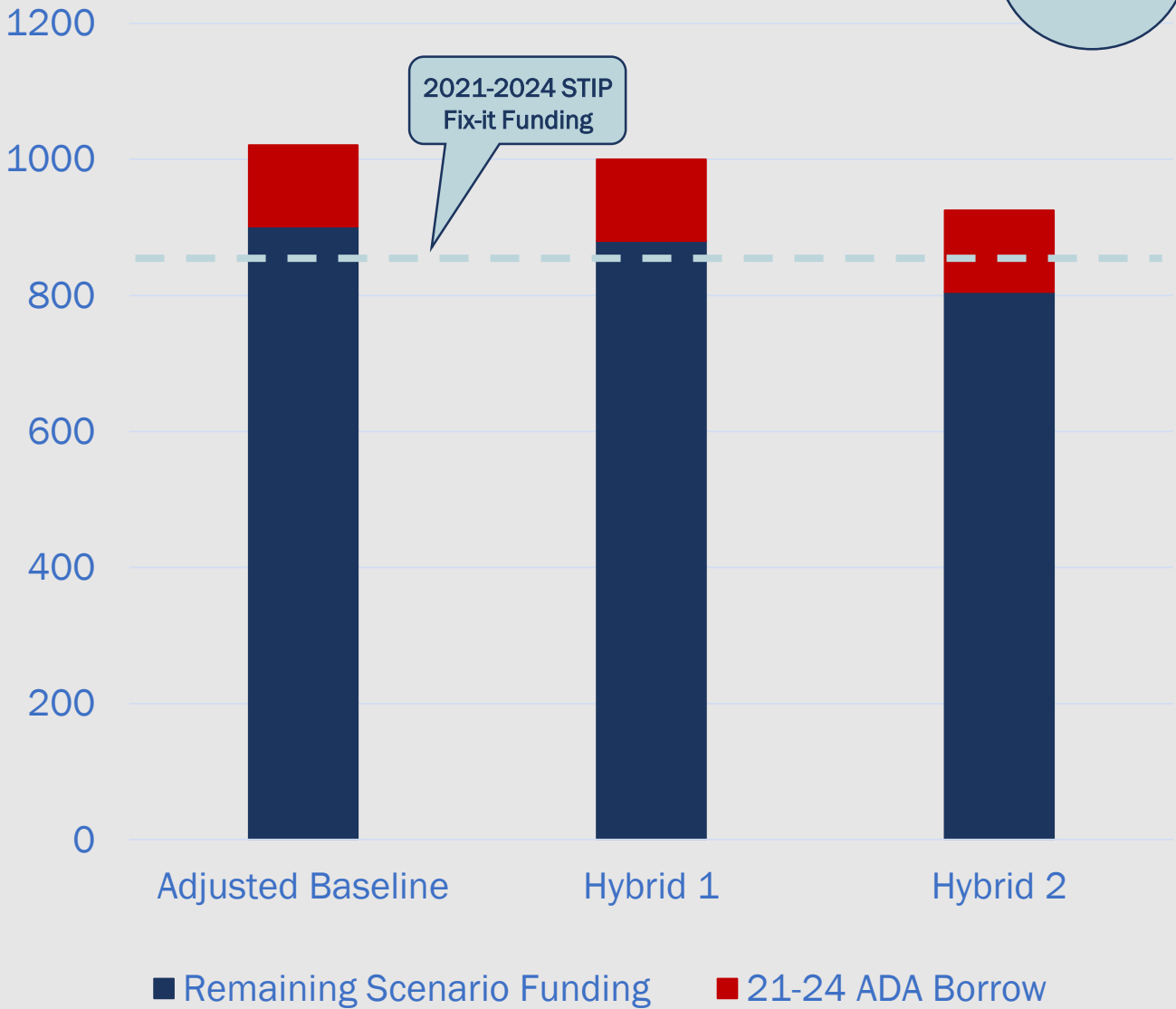
Overall, hybrids help to lessen hit to Fix-It and show directionality for other outcomes

# Tradeoffs – Impacts of Hybrid Scenarios on SOGR

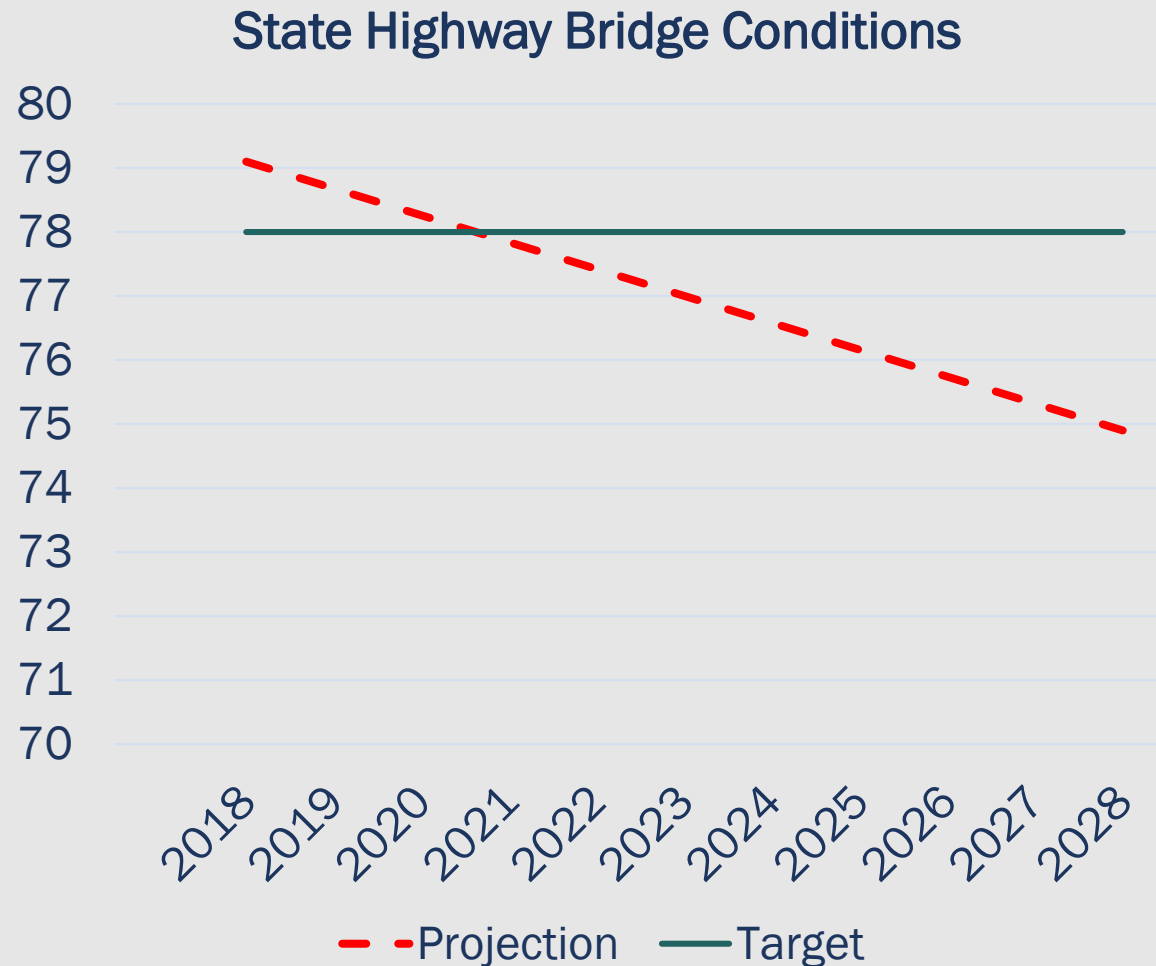
2024-2027 Metropolitan Transportation Improvement Program, Appendix II



	FIX-IT	ADJUSTMENT FOR ADA
2021-2024 FUNDING	\$848	\$848
2024-2027 ADJUSTED BASELINE (AB)	\$1021	\$901
CHANGES RELATIVE TO 2021-2024	20% Increase	6% Increase
HYBRID 1	\$1000	\$880
CHANGES RELATIVE TO 2021-2024	18% Increase	4% Increase
HYBRID 2	\$925	\$805
CHANGES RELATIVE TO 2021-2024	9% Increase	5% Decrease
* REFERENCED \$ AMOUNTS IN MILLIONS		



# Tradeoffs – State of Good Repair Under Hybrid 1



## Bridges

- 900 year bridge replacement cycle
- Continue making “throw-away” repairs to bridges that should be replaced
- Bridges off Priority Corridors limited for heavy loads in near term

## Pavements

- 50 year paving cycle- average pavement life is 25 years with patching
- Conditions off Priority Corridors decline due to very few paving projects



## Tradeoffs— State of Good Repair Under Hybrid 2

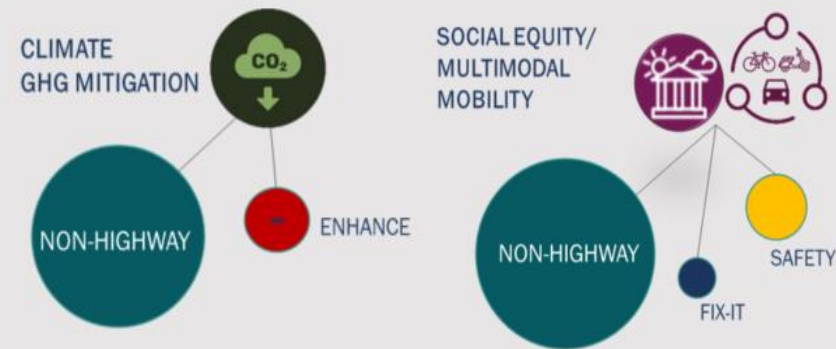
- Adds to backlog of work; conditions decline faster
- Even more throw-away work for bridges
- Load postings on bridges accelerate
- Maintenance on some rural highways ceases
- Users will notice rougher roads primarily on low-volume highways
- Negative impacts on resilience and climate adaptation across all programs



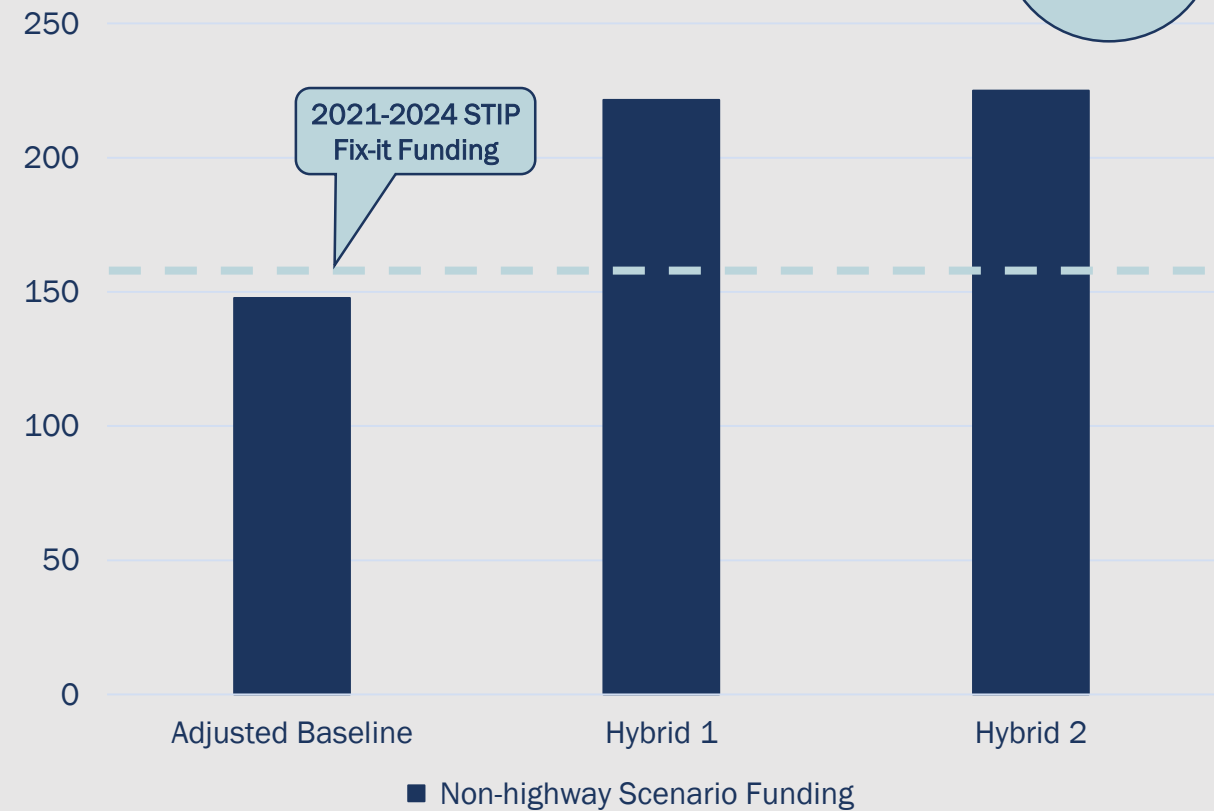
# Tradeoffs – Impacts of Hybrid Scenarios on Other Outcomes



- Getting to different outcomes will require changes in decision-making
- Increased investment in non-highway most benefits Climate Change GHG Mitigation, Multimodal Mobility, and Social Equity outcomes



- Needs far outweigh available funds; top among historically underfunded outcome areas, include:
  - Climate Change GHG Mitigation
  - Multimodal Mobility and Social Equity



HYBRID 1	HYBRID 2
40% increase to non-highway funding, 100% decrease to enhance highway funding; maintaining status quo 21-24 funding for fix-it (4% increase)	275% Increase to enhance highway funding, 42% increase to non-highway funding; 5% decrease from status quo 21-24 fix-it funding
IMPACTS: <ul style="list-style-type: none"><li>• Slight reductions to GHG emissions anticipated</li><li>• Increased access for all users</li><li>• Increase in bikeways, walkways, and TDM programs</li></ul>	IMPACTS: <ul style="list-style-type: none"><li>• GHG emissions reductions gained in Hybrid 1 offset by increased Enhance Highway in Hybrid 2</li><li>• Some funding available to address critical bottlenecks</li><li>• Increased access for all users</li><li>• Increase in bikeways, walkways, and TDM programs</li></ul>

# Possible Modifications – Hybrid 2B and Hybrid 3

CHANGES IN FUNDING-LEVELS RELATIVE TO 2021-2024 STIP (DOLLAR AMOUNTS SHOWN IN MILLIONS)											
CATEGORY	21-24 STIP*	ADJUSTED BASELINE		HYBRID 1		HYBRID 2-A		HYBRID 2-B		HYBRID 3	
FIX-IT**	\$850	▲ 6%	\$902	▲ 4%	\$880	▼ 5%	\$805	▼ 5%	\$805	▼ 32%	\$579
ENHANCE HWY DISCRETIONARY	\$24	=	\$24	▼ 100%	\$0	▲ 275%	\$90	▲ 192%	\$70	▲ 400%	\$120
NON-HIGHWAY	\$158	▼ 6%	\$148	▲ 40%	\$221.5	▲ 42%	\$225	▲ 55%	\$245	▲ 86%	\$294
SAFETY	\$147	=	\$147	=	\$147	=	\$147	=	\$147	▲ 55%	\$228
*Initial funding allocation approved by OTC in December 2017; ADA curb ramps were funded in Non-Highway and Fix-it categories **Fix-it Funding Adjusted to account for borrowing funds for 2021-2024 ADA needs											



2024-2027 Metropolitan Transportation Improvement Program, Appendix II					
IMPACT OF SCENARIO FUNDING LEVELS ACROSS DESIRED OUTCOME AREAS					
	ADJUSTED BASELINE	HYBRID 1: NON-HIGHWAY/ FIX-IT	HYBRID 2A: NON-HIGHWAY/ ENHANCE	HYBRID 2B: NON-HIGHWAY/ ENHANCE	HYBRID 3: SAFETY/NON-HIGHWAY + ENHANCE
GHG	<b>D-</b> Most trips drive alone & in low MPG cars	<b>Slight GHG reductions anticipated</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>No emission reductions</b> Non-highway and enhance offset <i>(performs 2<sup>nd</sup> worst behind fix-it scenario and same as baseline)</i>	<b>Slight GHG reductions anticipated</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>Slight GHG reductions anticipated</b> <i>(performs 2<sup>nd</sup> best overall behind non-highway scenario)</i>
ADAPTATION/ RESILIENCE	<b>C-</b> Slow progress with preservation projects	<b>Slight, marginal decline</b> <i>(performs roughly same as the baseline and better than enhance and non-highway scenarios)</i>	<b>Fewer adaptation projects</b> <i>(marginal decline from baseline but still better than enhance and non-highway scenarios)</i>	<b>Fewer adaptation projects</b> <i>(marginal decline from baseline but still better than enhance and non-highway scenarios)</i>	<b>Less resilient system</b> <i>(significant cut in Fix-it funding means fewer overall projects that address resiliency needs; performs worst overall)</i>
CONGESTION	<b>B-</b> Legislatively funded bottleneck projects	<b>Less resources for bottleneck projects but is offset some by multimodal projects</b> <i>(overall performance is similar to baseline)</i>	<b>Some funding for critical bottlenecks</b> <i>(performs 2<sup>nd</sup> best overall for congestion)</i>	<b>Modest funding for critical bottlenecks</b> <i>(small increase in funding to address critical bottlenecks)</i>	<b>Start to address critical bottlenecks</b> <i>(performs best overall with increase in funding to support critical bottlenecks)</i>
EQUITY	<b>C-</b> Few low cost travel options	<b>Slight increase in access for all users</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>Slight increase in access for all users</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>Slight increase in access for all users</b> <i>(performs 2<sup>nd</sup> best overall behind non-highway scenario)</i>	<b>Increase in access for all users</b> <i>(performs 2<sup>nd</sup> best overall closely behind non-highway scenario)</i>
MULTIMODAL	<b>D</b> Many connectivity gaps	<b>Small increase in bikeways, walkways, TDM programs, etc.</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>Small increase in bikeways, walkways, TDM programs, etc.</b> <i>(does not perform as well as non-highway scenarios but better than enhance, baseline and fix-it scenarios)</i>	<b>Small increase in bikeways, walkways, TDM programs, etc.</b> <i>(performs 3<sup>rd</sup> best overall behind non-highway scenario, and hybrid 3)</i>	<b>Cuts timeframe to complete the biking and walking system in half</b> <i>(performs 2<sup>nd</sup> best overall closely behind non-highway scenario)</i>
SAFETY	<b>B</b> Focus on fatalities and serious injuries	<b>No change from baseline</b> <i>(safety funding flat, consistent with baseline and 21-24 STIP)</i>	<b>No change from baseline</b> <i>(safety funding flat, consistent with baseline and 21-24 STIP)</i>	<b>No change from baseline</b> <i>(safety funding flat, consistent with baseline and 21-24 STIP)</i>	<b>More targeted safety investments</b> <i>(targeted safety investments to fatalities and serious injuries. Tied for best overall safety performance with Scenario 3)</i>
SOG	<b>C</b> Several assets and areas deteriorating	<b>Consistent with baseline</b> <i>(Funding consistent with 21-24 STIP; expect continued system decline)</i>	<b>Small decline</b> <i>(decline from baseline but not as much as enhance and non-highway scenarios; slightly more rapid decline)</i>	<b>Small decline</b> <i>(decline from baseline but not as much as enhance and non-highway scenarios; slightly more rapid decline)</i>	<b>Rapid decline in conditions</b> <i>(decline of system conditions significantly worsens and would not be able to meet KPMs by roughly 2024 )</i>

	2024-2027 Metropolitan Transportation Improvement Program, Appendix II								
	ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT	HYBRID 1 NON-HIGHWAY/ FIX-IT	HYBRID 2A: NON-HIGHWAY/ ENHANCE	HYBRID 2B: NON-HIGHWAY/ ENHANCE	HYBRID 3: SAFETY/NON- HIGHWAY + ENHANCE
	+6 FIX-IT (-7% NON- HWY)	+271% ENHANCE +35% NON-HWY +35% SAFETY (-15% FIX-IT)	+103% NON-HWY (-14% FIX-IT)	+103% ENHANCE +55% SAFETY +42% NON-HWY (-15% FIX-IT)	+14% FIX-IT (-51% NON-HWY)	+40% NON-HWY +4% FIX-IT (-100% ENHANCE)	+275% ENHANCE +42% NON-HWY (-5% FIX-IT)	+192% ENHANCE +55% NON-HWY (-5% FIX-IT)	+400% ENHANCE +55% SAFETY +86% NON-HWY (-32% FIX-IT)
GHG	D-								
ADAPTATION/ RESILIENCE	C-								
CONGESTION	B-								
EQUITY	C-								
MULTIMODAL	D								
SAFETY	B								
SOG	C								

**Note:** Changes to program funding levels are relative to 2021-2024 STIP funding; Enhance Highway funding calculations exclude HB 2017 earmarked funds

**Note:** All changes to fix-it funding levels account for the \$120M reduction for 2021-2024 ADA requirements



# Discussion & Decision

# Funding for Hybrid Scenarios

CATEGORY	2021-2024 STIP*	ADJUSTED BASELINE	HYBRID 1: NON-HIGHWAY/FIX-IT	HYBRID 2: NON-HIGHWAY/ENHANCE
Local Program	406,781,419	404,500,000	404,500,000	404,500,000
ADA Curb Ramps	—*	170,000,000	170,000,000	170,000,000
Other Functions	158,850,000	207,850,000	179,860,568	161,410,568
Fix-it	850,000,000	901,860,568**	880,000,000**	805,000,000**
Enhance Highway HB 2017	662,750,000	110,000,000	110,000,000	110,000,000
Enhance Highway	24,000,000	24,000,000	0	90,000,000
Safety	146,850,000	147,000,000	147,000,000	147,000,000
Non-Highway	158,286,568*	147,700,000	221,550,000	225,000,000
<b>Total</b>	<b>2,407,348,248</b>	<b>2,112,910,568</b>	<b>2,112,910,568</b>	<b>2,112,910,568</b>
*Initial funding allocation approved by OTC in December 2017; ADA curb ramps were funded in Non-Highway and Fix-it categories				
**Adjusted for borrowing \$120 million from Fix-It to cover ADA needs in the 2021-2024 STIP				

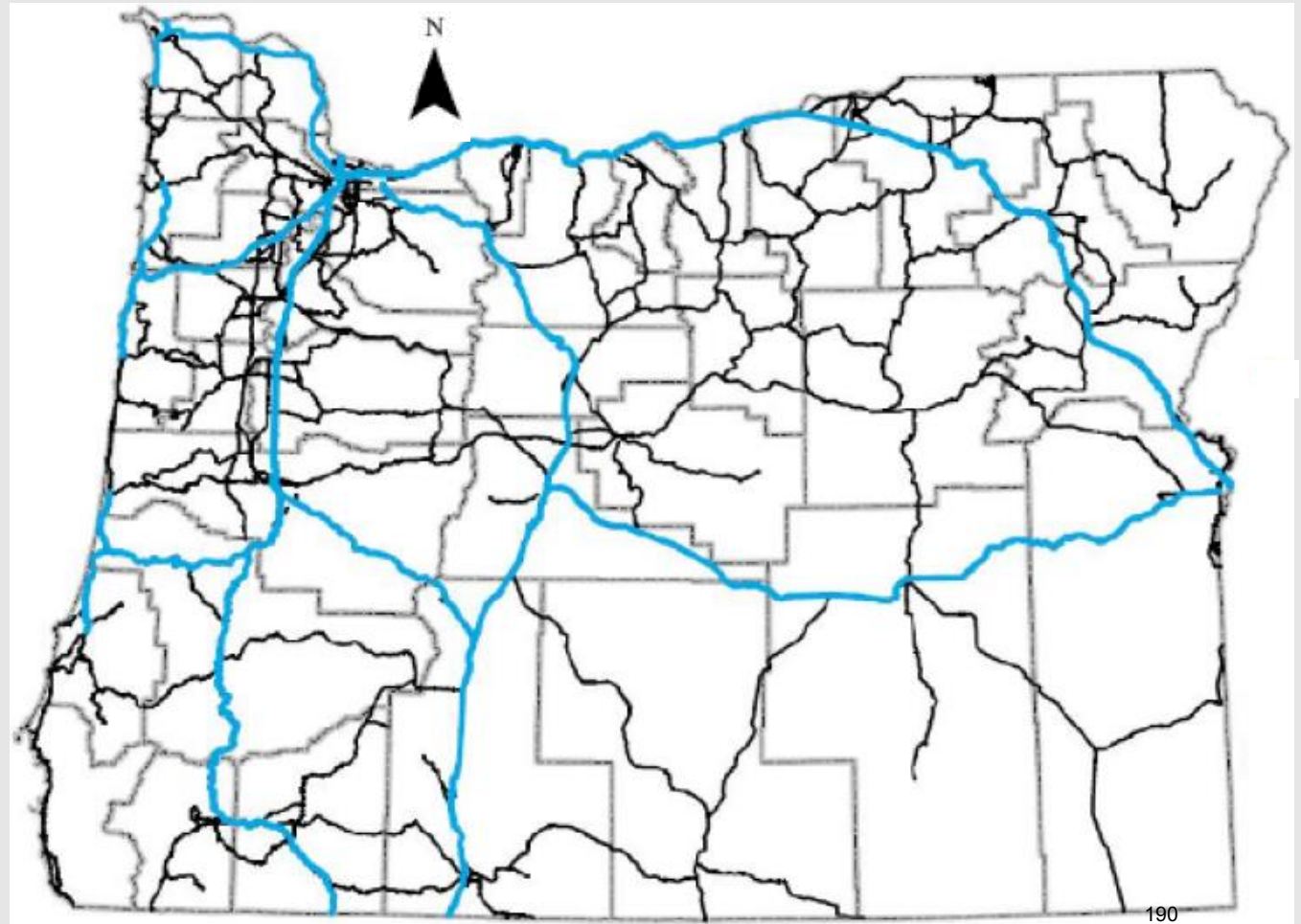
# Funding for Hybrid Scenarios

CHANGES IN FUNDING-LEVELS RELATIVE TO 2021-2024 STIP (DOLLAR AMOUNTS SHOWN IN MILLIONS)															
PROGRAM FUNDING CATEGORY	2021-2024 STIP FUNDING*	ADJUSTED BASELINE		S1 – ENHANCE		S2 – NON-HIGHWAY		S3 – SAFETY/ NON-HIGHWAY		S4 – FIX-IT		HYBRID 1		HYBRID 2	
FIX-IT**	\$850	▲ 6%	\$902	▼ 15%	\$719	▼ 14%	\$728	▼ 15%	\$719	▲ 14%	\$972	▲ 4%	\$880	▼ 5%	\$805
ENHANCE	\$24	=	\$24	▲ 270%	\$89	=	\$24	▲ 103%	\$50	=	\$24	▼ 100%	\$0	▲ 275%	\$90
NON-HIGHWAY	\$158	▼ 6%	\$148	▲ 35%	\$214	▲ 103%	\$321	▲ 42%	\$224	▼ 51%	\$77	▲ 40%	\$221.5	▲ 42%	\$225
SAFETY	\$147	=	\$147	▲ 35%	\$199	=	\$147	▲ 55%	\$227.5	=	\$147	=	\$147	=	\$147
*Initial funding allocation approved by OTC in December 2017; ADA curb ramps were funded in Non-Highway and Fix-it categories **Fix-it Funding Adjusted to account for borrowing funds for 2021-2024 ADA needs															



# Fix-It Priority Corridors

- Major highways that carry most traffic– particularly freight– and connect most population centers
- Receive priority for Fix-It investments





## **2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDING ALLOCATION SCENARIO ANALYSIS REPORT**

**November 2020**

This report provides tradeoff information for different funding scenarios under consideration by the Oregon Transportation Commission in allocating 2021-2024 STIP funding. The report shows how more or less money in non-highway, safety, fix-it and other programs are likely to impact outcomes such as greenhouse gas emissions, equity, state of good repair and more.



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## **Acronyms**

<b>ADA</b>	Americans with Disabilities Act
<b>ARTS</b>	All Roads Transportation Safety
<b>B/P</b>	Bicycle or Pedestrian
<b>EO</b>	Executive Order
<b>EV</b>	Electric Vehicle
<b>FTA</b>	Federal Transit Administration
<b>GHG</b>	Greenhouse Gases
<b>HOV</b>	High Occupancy Vehicle
<b>ITS</b>	Intelligent Transportation System
<b>O&amp;M</b>	Operations and Maintenance
<b>ODOT</b>	Oregon Department of Transportation
<b>OTC</b>	Oregon Transportation Commission (also referred to as the “Commission”)
<b>SME</b>	Subject Matter Expert(s)
<b>SOGR</b>	State of Good Repair
<b>SRTS</b>	Safe Routes to School (infrastructure or non-infrastructure)
<b>STF</b>	Special Transportation Fund
<b>STIF</b>	Statewide Transportation Improvement Fund
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TDM</b>	Transportation Demand Management
<b>TSMO</b>	Transportation System Management and Operations
<b>VMT</b>	Vehicle Miles Travelled

## Executive Summary

This report provides background on the methodology used to analyze program funding categories and proposed allocations in the draft 2024-2027 STIP funding scenarios. Identified needs are included to help determine how each scenario performs across desired outcome areas, including:

- Climate Change: GHG Mitigation
- Climate Change: Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair (SOGR)

The summary results are designed to help the OTC (also referred to as “the Commission”) understand a more complete picture of the impacts, implications, and trade-offs anticipated from each of the proposed program funding allocation scenarios.

The process developed here will continue to inform OTC program funding allocation decisions in future STIP cycles. Additionally, the analysis to date provides an opportunity to continue to monitor projects over the life of the STIP, tracking how projects attributes and STIP amendments change the impact on the desired outcomes listed above.

### *Proposed 2024-2027 STIP Funding Scenarios*

Funding Category Changes from 2021-2024 Funding Levels				
Adjusted Baseline	Scenario 1 Enhance	Scenario 2 Non-Highway	Scenario 3 Safety/Non-Highway	Scenario 4 Fix-it
Status Quo Funding Levels	⬇️ Reduced Fix-it ⬆️ Increased Enhance, Non-highway, Safety	⬇️ Reduced Fix-it ⬆️ Increased Non-highway	⬇️ Reduced Fix-it ⬆️ Increased Enhance, Non-highway, Safety	⬇️ Reduced Non-highway, ⬆️ Increased Fix-it

Page 3 includes a summary chart showing the result of each scenario relative to the Adjusted Baseline.

## Summary of Key Findings

### *Needs Outweigh Available Funding – Historical Funding-Levels Favored Some Outcome Areas Over Others*

With limited funding to meet increasing needs across the transportation system, parts of the multimodal system remain disconnected and overall system conditions will continue to decline resulting in significant consequences for Oregonians -- impacting the safety and efficiency for all modes and users.

Today’s funding levels are inadequate to preserve existing infrastructure or services at their current levels and needs continue to far outpace available funding. Although this is the case across all outcome areas, there are outcome areas that have been historically underfunded resulting in larger gap between funding and needs – top among these are Climate GHG Mitigation, Social Equity, and Multimodal Mobility.

### *Key Relationships Identified between Program Funding Categories and Priority Outcome Areas*

Investments in Non-highway program funding most benefit GHG Mitigation, Multimodal Mobility, and Social Equity outcomes and indicators. While investments in Fix-it program funding most benefit State of Good Repair and Climate Adaptation/Resilience outcomes and indicators. Because Safety has long been a top

priority within ODOT, safety benefits are achieved as a result of funding any category (Fix-it, Non-highway, etc). Future investments can be influenced in the same way, by integrating outcomes such as equity and climate further into project selection and design via program policies or guidelines.

#### *Specific to Climate Change GHG Mitigation*

The scenario analysis was initiated originally because of requirements set in Executive Order 20-04 on climate, which requires the Commission to consider the impact of STIP decisions on GHG emissions. The Climate Office undertook the work and expanded the effort to look at additional outcomes and the tradeoffs among them. Given the EO 20-04 directive, it is imperative to highlight the scenario analysis results specific to GHG emissions. While Scenario 2 (Non-highway) has the greatest potential positive impact for Climate Change Mitigation, Scenario 4 (Fix-it) has negative impacts for GHG Mitigation but the most positive impact for Adaptation/Resilience.

#### **Future Analysis**

The content of this report covers the first phase in a multi-part process to inform STIP development. This Phase I report informs the OTC's funding allocation decision in January 2021. Once program funding allocations have been decided, project selection for those funds will begin and continue over the next year. Phase II will occur at this time and focus on the addition of a GHG lens within project selection and scoping, per EO 20-04. We expect this phase to be challenging due to the sheer number of projects, complexity of GHG calculations, the varying level of detail of STIP projects, and that decisions are part of established process among local, regional and state actors. Phase III of the GHG emissions analysis will have similar challenges but focus on calculating and reporting on the projected GHG impacts of the full STIP investment program at the time of adoption.

Throughout each phase of this analysis, it will be important to capture lessons learned to continuously improve analyses of future STIP cycle efforts.

## Summary Results | Changes Relative to the Baseline

IMPACT OF SCENARIO FUNDING LEVELS ACROSS DESIRED OUTCOME AREAS	ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT	INDICATORS	HIGHEST DESIRED- OUTCOME AREA ROI FUNDING CATEGORY
CLIMATE CHANGE - GHG MITIGATION	MAINTAINING STATUS Q00 2021-2024 STIP FUNDING- LEVELS	+48% ENHANCE +49% NON-HWY +35% SAFETY (-17% FIX-IT)	+130% NON-HIGHWAY (-17% FIX-IT)	+58% NON-HIGHWAY +55% SAFETY +19% ENHANCE (-18% FIX-IT)	+130% NON-HWY (-17% FIX-IT)	<ul style="list-style-type: none"> <li>&gt; Reduction in Vehicle Miles Traveled</li> <li>&gt; Increased Transportation Options</li> <li>&gt; Increased % of Bridges and Culverts in Fair or Better Condition</li> <li>&gt; Sustainable repair/replacement schedule for culverts and bridges</li> </ul>	Non-highway
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C- Slow progress with preservation projects	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Start to address locations or infrastructure that is most vulnerable	<ul style="list-style-type: none"> <li>&gt; Increased Travel-time Reliability</li> <li>&gt; Increased Throughput</li> <li>&gt; Reduced safety incidents/crashes</li> <li>&gt; Increased Low-cost Transportation Options</li> <li>&gt; Increased Access for More Populations</li> </ul>	Fix-it
CONGESTION RELIEF	B- Select, legislatively funded bottleneck projects in development	Starts to address a few critical bottlenecks	Slightly less funding impacts resources for bottleneck projects but is offset some by multimodal projects	Some funding for critical bottlenecks	Slightly less funding impacts resources for bottleneck projects	<ul style="list-style-type: none"> <li>&gt; Increased Low-cost Transportation Options</li> <li>&gt; Increased Access for More Populations</li> </ul>	Enhance
SOCIAL EQUITY	C- Few low cost travel options	Increased accessibility for highest need users to low cost, low carbon modes	Increased access for all users to low cost, low carbon modes	Starting to increase access for all users to low cost, low carbon modes	Auto accessibility high while access to non-auto travel does not improve	<ul style="list-style-type: none"> <li>&gt; Reduction of gaps in Bike/Ped network</li> <li>&gt; Increased Safety for Vulnerable Users</li> </ul>	Non-highway
MULTIMODAL MOBILITY	D Many connectivity gaps	More strategic investments can be made to help complete critical connections	Out timeframe to complete the biking and walking system in half, increased transit fleet replacement	Make strategic investments to help complete critical connections and start to fill gaps	Stays funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected	<ul style="list-style-type: none"> <li>&gt; Reduction in Serious and Fatal Injuries</li> <li>&gt; Reduction in Roadway Departure Crashes</li> </ul>	Non-highway
SAFETY	B Focus on fatalities and serious injuries	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs	Funding same as baseline; vulnerable user safety improved by non-highway funding increase	Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves	Funding same as baseline; many safety co-benefits of fix-it projects	<ul style="list-style-type: none"> <li>&gt; Increase in % of state-owned NBI bridges and paved roadway miles in fair or better condition</li> <li>&gt; Reduction of deferred backlog of work</li> </ul>	Safety
STATE OF GOOD REPAIR	C Several assets and areas deteriorating	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade	<ul style="list-style-type: none"> <li>&gt; Increase in % of state-owned NBI bridges and paved roadway miles in fair or better condition</li> <li>&gt; Reduction of deferred backlog of work</li> </ul>	Fix-it

Summary Results Table Capturing Impact of Scenario Funding Levels on Desired Outcome Results and Highest Return on Investment Funding Categories.

## Background

The complexity of the STIP makes it challenging to transparently share the impact of STIP funding decisions and performance over time. For example, any project in the STIP is funded by a mix of program areas and will blend funding from Fix-it, Non-Highway and elsewhere. Through the years there have been calls to increase transparency, the most recent are noted below.

HB 2017 contains several reporting requirements related to almost all HB 2017 revenue sources and further requires that ODOT provide information related to the actual and forecasted expenditures flowing from increased revenue collected and forecasted revenue. There were also several transparency requirements related to the agency's performance delivering projects, leading to the launch of ODOT's Transparency, Accountability, and Performance website. In the months following the passage of HB 2017, the Department, focused on developing pathways to satisfy the transparency and accountability sought by the legislature and the public.

In March 2020, Governor Brown issued EO 20-04 directing state agencies to take actions to reduce GHG emissions.<sup>1</sup> Specifically, EO 20-04 directs ODOT to develop and apply a process for evaluating the GHG implications of transportation projects in the STIP. The ODOT Climate Office took on the charge of the Executive Order and set to work on an analysis process for multiple phases of STIP decision-making. The first phase is the allocation of funding between different types of activities, Phase II is when projects are identified and narrowed, and Phase III is when project are selected and the STIP finalized. Although the directive was to establish an evaluation process by June 2021, staff worked quickly to develop and apply a process for more immediate decisions that would impact the next STIP (2024-2027). The first and immediate decision is Phase I: the allocation of funding between activities, such as how money to put towards fixing the system and how much should go to non-highway modes like biking, walking, and public transportation. This report summarizes the results of Phase I.

As the Climate Office took on the charge of Phase I STIP analysis, staff determined that a more holistic approach would be best, pulling in additional outcomes such as equity, state of good repair, and safety. Such an approach is more consistent with how decisions are made by the OTC and ODOT, where climate is one factor among many in making decisions. The importance is the tradeoffs between outcomes, including specific climate outcomes.

To understand what tradeoffs might exist, staff started by looking at how STIP funding was historically spent. For this report, real projects from the 2021-2024 STIP helped to set a baseline for the outcomes of current funding decisions and the results below.

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<sup>1</sup> [https://www.oregon.gov/gov/Documents/executive\\_orders/eo\\_20-04.pdf](https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf)

Figure 1, below, depicts the stages within Phase I, covered in this report, which informs the 2024-2027 OTC decision of program funding.

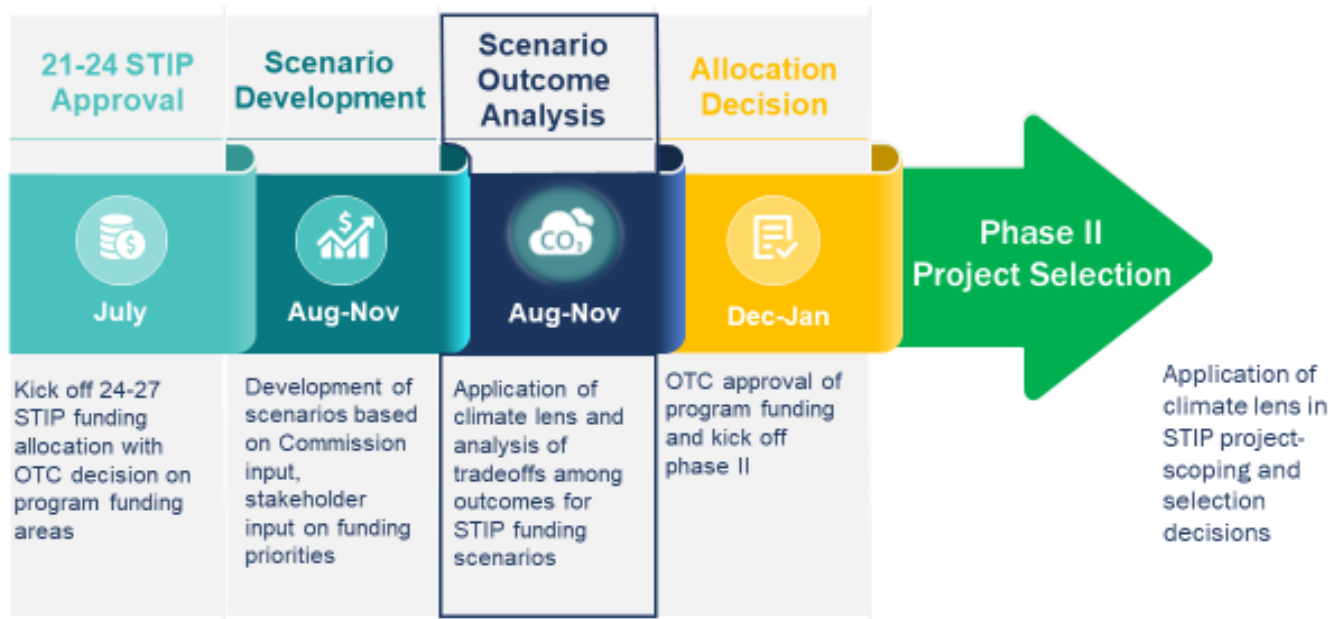


Figure 1 - STIP GHG Lens Phase I Process

### Program Funding Scenarios

Public input and direction provided by the Commission in August/September 2020 informed funding scenarios for the 2024-2027 STIP. The proposed STIP funding scenarios differ on the amount of funding allocated across four program areas (Enhance, Non-Highway, Safety and Fix-It) while maintaining constant funding-levels for Local Programs and Other Functions categories. These programs are described in more detail below. Additional funding is added to meet ODOT's commitment to make curb ramps ADA compliant in all scenarios.

Phase I analysis focuses on discretionary funding changes within four categories:

1. **Fix-it:** Fix-it is the largest program funding category. It has traditionally received most of ODOT's federal formula funds, but with the passage of HB 2017 (2017), additional state highway funds supplement OTC allocation of federal funds.
2. **Enhance:** Enhance highway projects are those that add lanes or fix interchanges to make the highway system work better. In recent years these projects have primarily been funded by legislative earmarks in HB 2017. Given the amount of enhance funding coming from HB 2017, the Commission dedicated only a small portion of the discretionary federal funds to this category in the 2021-2024 STIP to add features to Fix-It projects.
3. **Safety:** Safety has three primary components:
  - The federally-funded ARTS program that goes to all roads, regardless of owner.
  - A \$10 million program created by HB 2017 specifically for ODOT highways.
  - Federal and state money that funds rail and highway crossing safety improvements.
4. **Non-highway:** Non-highway funding supports biking, walking, public transportation, transportation options/transportation demand management projects, investments and programs. Mandatory biking



and walking funding is included per the Bike Bill (ORS 366.215). Other funding is discretionary and support off-system paths, elderly and disabled transit service and more. The OTC has significant authority to determine what priority investments are for non-highway programs. It's important to note this shows only a portion of ODOT's non-highway programs.

For Enhance, Highway, and Fix-it, nearly all of the funding is included in the STIP. Thus, the scenarios show virtually all of the money ODOT is investing in that area. For local funding and non-highway programs, most of the dedicated state and federal funding is not included in the STIP. For example, the non-highway funding in the STIP scenarios does not include FTA funds, STIF, state funds for senior and disabled transportation, Connect Oregon, passenger rail, and other programs.<sup>2</sup>

Figure 2 shows the variance between scenarios. The amount of discretionary funding that fluctuates between scenarios is about \$600 million— or about a third of total STIP funding.<sup>3</sup> This is, in part, because much of the funding is directed by state and federal law, which imposes some constraints on the Commission's discretion.

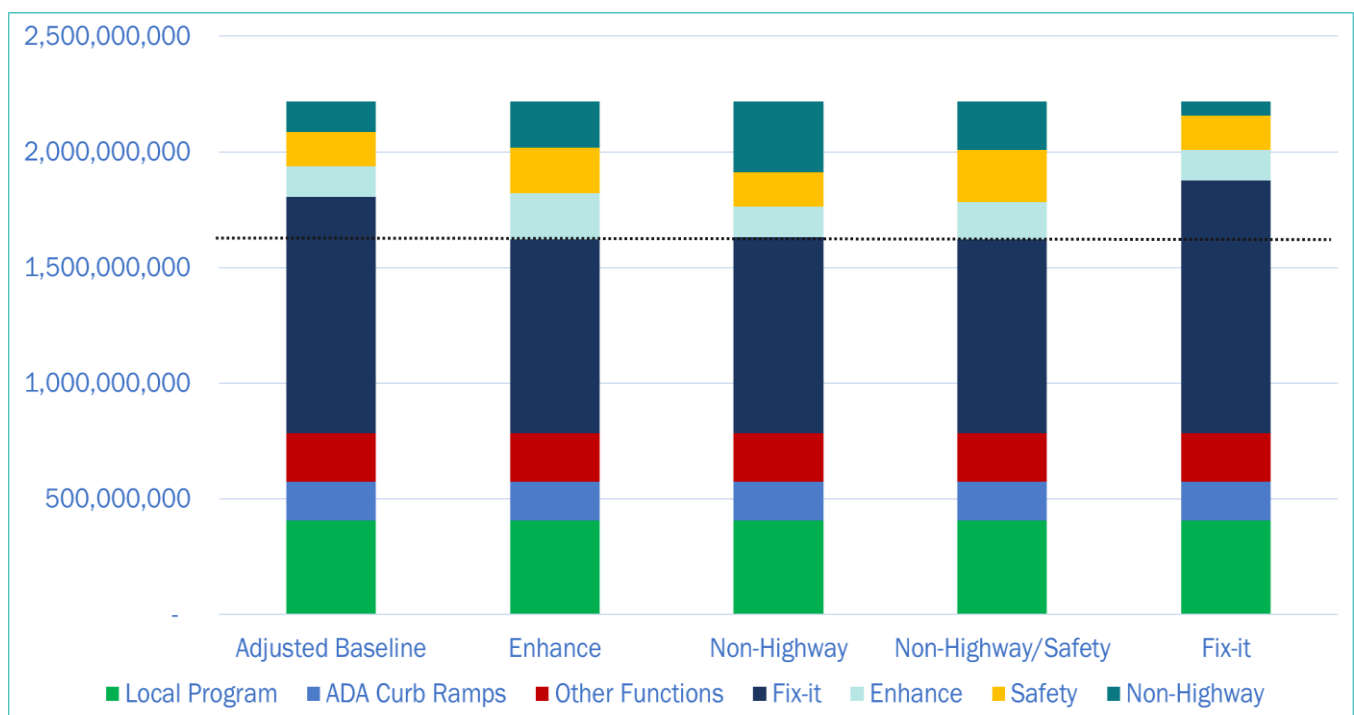


Figure 2 - Proposed 2024 - 2027 STIP Funding Scenarios (OTC control above dashed line)

<sup>2</sup> The additional non-highway funding, while not included in the STIP, was added to the total funding applied toward addressing identified needs to ensure total funded and unfunded need amounts were treated similarly across all outcome areas.

<sup>3</sup> Not including, \$170M allocated for ADA Curb Ramps in the 2024-2027 STIP.

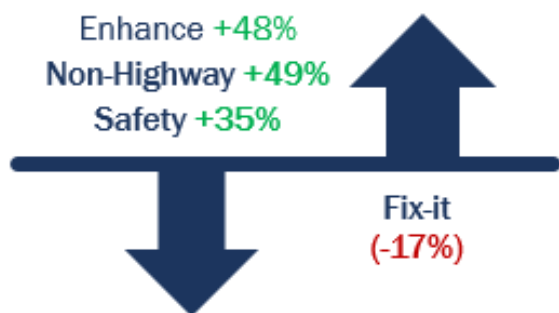
## Scenario Changes from Baseline



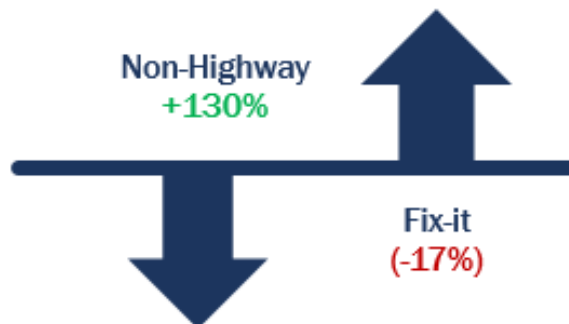
### Adjusted Baseline

Funding splits unchanged

### S1 – Enhance



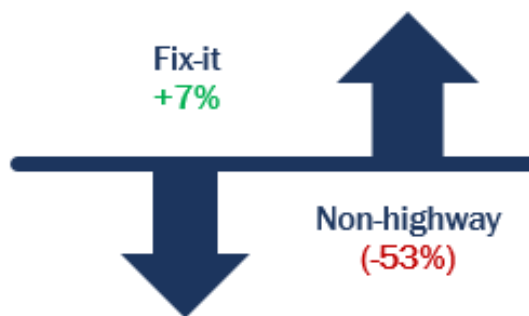
### S2 – Non-Highway



### S3 – Safety/Non-Highway



### S4 – Fix-it



## Phase I STIP Program Funding Allocation Analysis

Prior to this report, the OTC made funding allocation decisions for past STIPs through a primarily qualitative discussion. In order to respond to EO 20-04, the Climate Office shifted to a more technical approach to provide a quantitative analysis and review of trade-offs associated with the proposed funding scenarios for the 2024-2027 STIP.

### Desired Outcome Areas

Because Climate GHG Mitigation and Adaptation/Resilience are not the only priority outcome areas the Commission considers, additional outcome areas are included for this evaluation which are extrapolated from the priorities articulated in the OTC's recently adopted Strategic Action Plan (2020 SAP), as shown in Figure 3 below.



Figure 3 – Desired Outcome Areas

### Linking Funding Allocations to Performance

Staff developed an analytical process to translate program funding levels to impacts on desired outcomes. The analysis evaluates the historic 2021-2024 STIP program funding and the resulting projects that were selected. Several of the projects included multiple attributes, such as a bridge project, with bike lanes, and rumble strips. Staff captured all attributes in order to determine how each part of the project (attribute) contributed positively or negatively to the outcomes. Using this as a baseline allowed evaluation of potential impacts of the proposed 2024-2027 funding scenarios.

Projects funded in the 2021-2024 STIP were evaluated separately. Each project was distinguished by 23 identified project attributes which had the potential to contribute positively or negatively to an outcome area. For example, as shown in Figure 4 on the following page, a bridge project that adds capacity might be rated as positive for congestion relief while the new design standards also support Climate Adaptation/Resiliency outcomes, but the project also has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. Credits can further be split across the various program areas funding a project. These baseline relationships are applied to a different mix of

funding found in the 2024-2027 STIP scenarios. Several steps benefit from agency reviews, including review of project attribute dollars and review of baseline relationships toward outcomes.

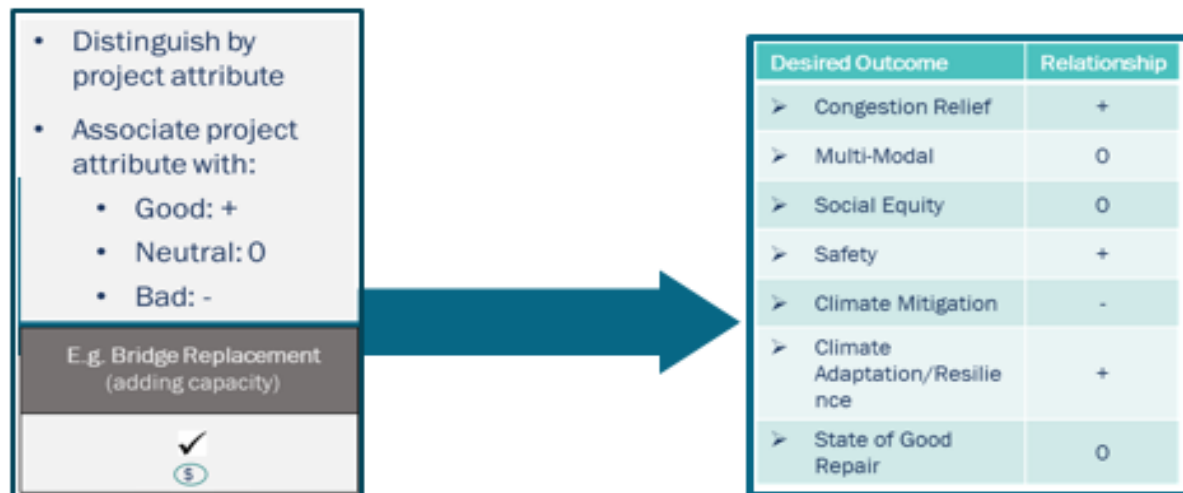


Figure 4 - Project Attribute Scoring

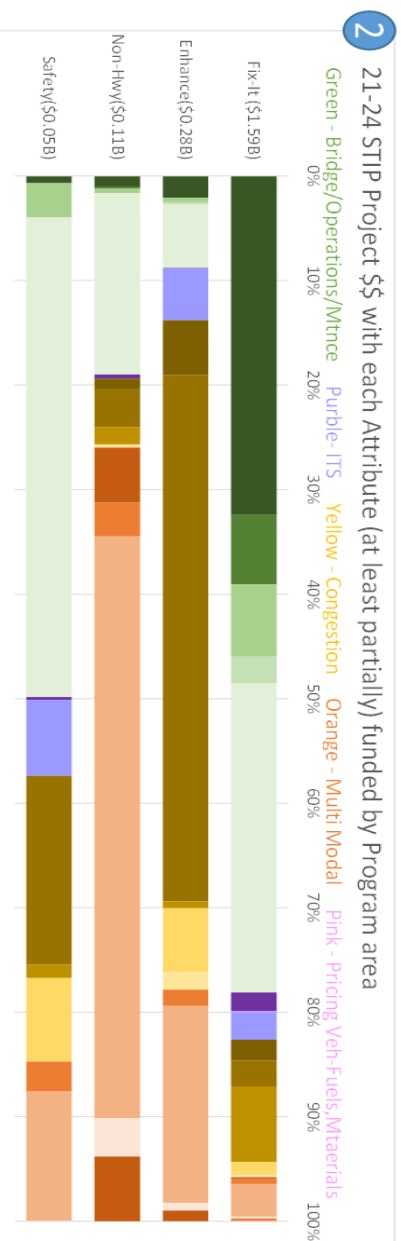
More detail on some of the analysis components are shown in the Figure 5, on page 10. The details include:

1. The full attribute-to-outcome relationship table generated by ODOT Climate Office in collaboration with subject matter experts.
2. The horizontal bars show the mix of 23 attributes identified from baseline 2021-2024 STIP project level data within each program area. As expected, Fix-it dollars fund (green) bridge and O&M projects, Enhance Program funds (gold) capacity and safety projects, and Non-Highway funds (orange) transit and bike/pedestrian projects.
3. A combination of 1 and 2, which yields the expected benefits for each desired outcome area for every Program dollar spent. The expected desired outcome area benefits per program dollar spent could then be applied to the 2024-2027 STIP funding scenarios mix, to estimate the impact of modifying STIP investments across the desired outcomes.

# Analyzing STIP Data -- Details

## Moving Program Funding\$ to Outcome\$ using project-level detail

### Baseline 21-24 STIP Project-Level Data



### 1 Attribute-to-Outcome Relationship

1Attribute-to-Outcome Relationship		GOALS						
No. Project Attribute Description	SOGR	ADAPT/ RESILIENT	CC MITIG	MM	Social Equity	CONG (FRT)	SAFETY	
1 Bridge 1: replacement, deck repair, seismic	+	+					+	
2 Bridge 2: scour, erosion, paint, cathodic, monitor/inspect	+	+						
3 O&M 1: culverts, stormwater, vegetation, other basic	+	+					+	
4 O&M 2: landslides, rockfall, other roadway hazards or	+	+				+	+	
5 O&M 3: paving, repaving, striping, signs	+							
6 ITS 1: signal repair and timing	+					+	+	
7 ITS 2: signal priority or other ITS for transit/bike/ped			+		+	+	+	
8 ITS 3: variable signs, curve warnings, other TSMO								
9 Road Expand: (capacity) new lanes, new road or bridge, new	-		+			+	+	
10 Road Expand: (safety) turn lane, intersection redesign,			-			+	+	
11 Road Safety 1: rumble strips, guardrails, curve correction,							+	
12 Road Safety 2: roundabout, pullouts, truck climbing lane			+			+	+	
13 Noise abatement					+		+	
14 Freight: eliminate height/weight restriction, rail, weigh station						+		
15 TDM: park & ride, HOV, vanpool, other trip reduction			+		+	+		
16 Bike-Ped 1: road diet, traffic calming, b/p signals			+		+	-	+	
17 Bike-Ped 2: ADA, new or improved b/p facility, b/p crossing, off-			+		+		+	
18 Transit 1: bus pullout, transit road infrastructure,			+		+	+		
19 Transit 2: new bus, retrofit bus, transit shelter			+	+				
20 Low Carbon Infrastructure: EV charging, EV parking, alt fuel			+					
21 Materials: recycled materials, low carbon fuel/material, LED	+		+					
22 Pricing: tolling			+		+	+		

### 3 Outcome\$ per Program Funding\$ (Non-OTC, 2021-2024STIP)

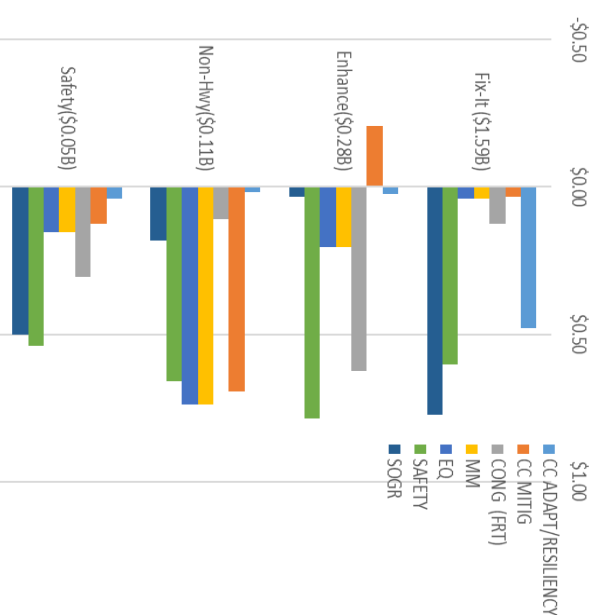


Figure 5 - Steps to Analyze STIP Data (see Appendix A for additional context and detailed breakdown of methodology)

## System Needs and Historical Funding by Outcome Area

System needs for various assets and programs are collected for comparison with projected funding levels within each of the 2024-2027 STIP scenarios. System needs are mapped by program needs (e.g., bridge, safety, operations, etc.), then tied to the various outcome areas (e.g., SOGR, Congestion, Adaptation, etc.). This enables scaling and examination of how changes to program funding levels impacts performance relative to addressing system needs.

System costs/needs are identified based on best available program needs information, then mapped to the applicable outcome area.<sup>4</sup> Since investment needs are shown over different time horizons, outcome area need amounts are annualized in the summary chart (Figure 6), below.

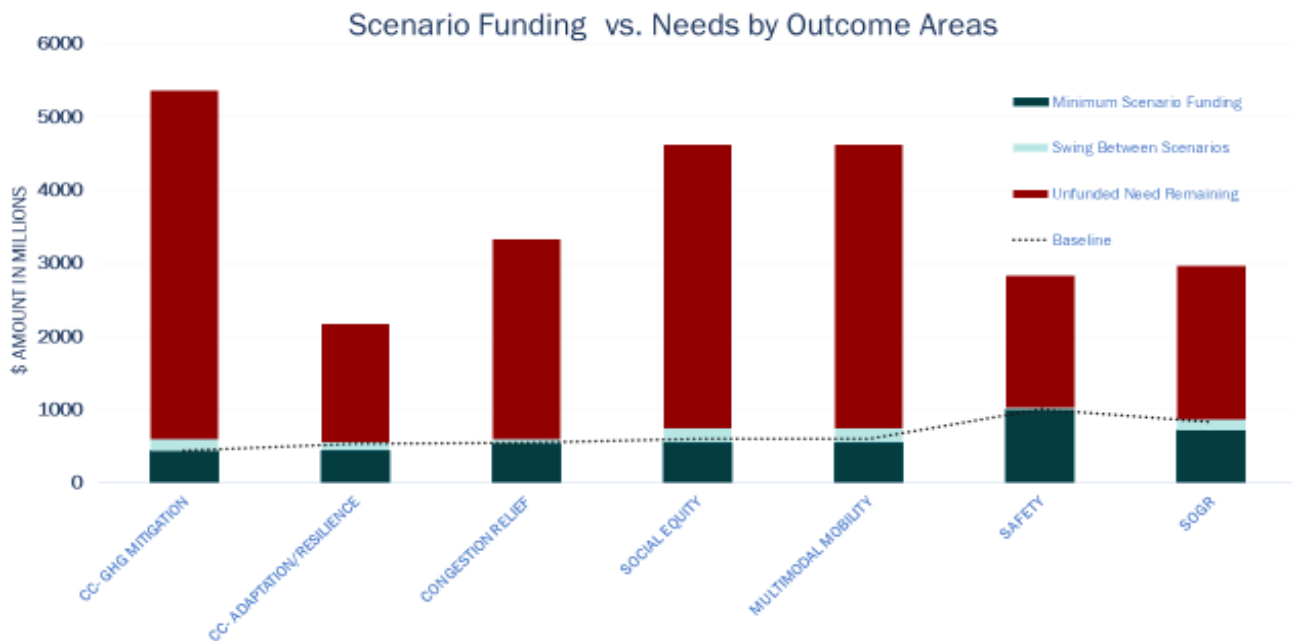


Figure 6 - Scenario Funding vs. Needs by Outcome Areas

Figure 6 also shows the estimated impact of the initial OTC funding scenarios relative to the overall need for each outcome. The reference levels are shown by the solid horizontal line, the dark blue indicates common levels from all funding scenarios, and the light blue indicates the variation among the initial funding scenarios.

## Outcome-Area Indicators

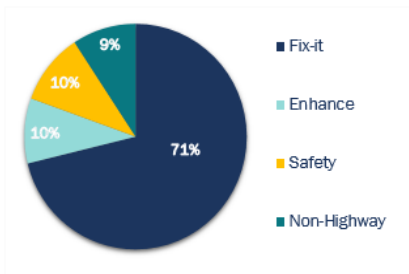
Outcome area indicators are used as another data-point in the analysis related to the practical impacts and implications of shifting scenario funding levels. The indicators illustrate that despite the seemingly insignificant impact of any proposed scenario on addressing the total outcome area needs, shifting funds do result in noticeable impacts to asset conditions, deferred costs, as well as the projected time-horizon for achieving program targets. For example, the impact the funding scenarios have on the share of pavements in fair or better condition, or years to complete a bike-pedestrian system. This puts the funding scenarios in more tangible terms and shows even small funding can have significant impact for the travelling public.

<sup>4</sup> The 2020 OTC Investment Strategy (July 2020) the primary source for calculating the outcome-area need amounts; supplemented with modal plans adopted by the Commission.

## Results: 2024-2027 Adjusted Baseline Review

The adjusted baseline consists of status quo 2021-2024 STIP program finding-levels (%) applied to 2024-2027 STIP funding amounts.

### 2024-2027 Adjusted Baseline



#### Baseline

Status Quo (%) Program  
Funding Allocations

Outcome Areas		System Impacts and Implications
Climate – GHG Mitigation	D -	Most trips drive alone & in low MPG cars
Climate – Adaptation/ Resilience	C -	Slow progress with preservation projects
Congestion Relief	B -	Select bottleneck projects in development
Social Equity	C -	Few low cost travel options
Multimodal Mobility	D	Connectivity gaps
Safety	B	Focus on fatalities and serious injuries
State of Good Repair	C	Several assets and areas deteriorating

*\*Note, grades reflect progress toward meeting identified needs, and are not the same as level of service*

Figure 7 - Adjusted Baseline Funding Allocations and Scorecard

Figure 7 shows the overall results for the baseline, basically how today's spending (2021-2024 STIP) impacts the outcomes. It also helps to illustrate the current state of meeting the outcome relative to needs. All outcome areas and scenario-specific results that follow are calculated relative to the adjusted baseline analysis results. The results are based on 2021-2024 status quo funding-levels and the 2021-2024 STIP project selection attribute mixes for each program funding category. The results are essentially an interpretation of high-level projections of potential outcomes if project selection is done in roughly the same way. The Commission can further steer investments toward outcome area needs by setting program specific policies related to project scoping and selection.



## Results by Outcome Area |

### Climate Change - GHG Mitigation

This outcome area focuses on GHG emission reductions. Those emissions are primarily reduced by activities known to reduce VMT, as well as improved health as a result of improved air quality. Reductions are also expected by some ITS operational improvements and features such as roundabouts that reduce idling without capacity expansion. Although key to GHG emission reduction, investments in bus electrification and charging infrastructure are outside the STIP and/or OTC funding control, thus not included in this analysis.



Needs to address Climate GHG Mitigation far outpace today's funding levels. Scenario 2 (Non-Highway) has the greatest potential positive impact/benefit for GHG Mitigation, while Scenario 4 (Fix-it) presents the most potential for negative GHG impacts. The benefits of Scenario 2 come from substantial increases in Non-

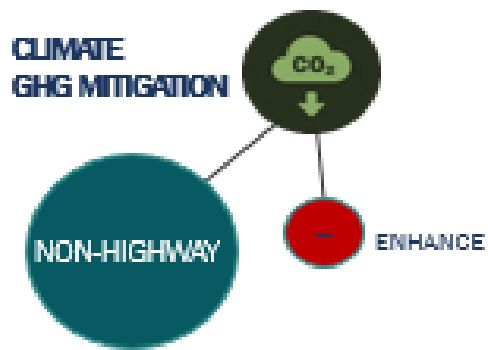


Figure 8 – Relationship between Climate Change GHG Mitigation and Program Funding Categories

Highway funding, which has the greatest potential to contribute to Climate GHG Mitigation positively, and as shown in Figure 10. Scenario 4 performs poorly for GHG Mitigation since it pulls funding from Non-Highway to use in Fix-It projects.

Overall, Scenario 2 performs best for this outcome as well as Multimodal Mobility and Social Equity. However Scenario 2 (like Scenarios 1 and 3) reduce Fix-it funding, which impacts the ability to keep bridges and pavements in a State of Good Repair and to adapt to climate impacts (Climate Adaptation/Resilience).

CLIMATE CHANGE – GHG MITIGATION				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
D-				
Most trips drive alone & in low MPG cars	Increased investments in bike, pedestrian, transit, help to off-set capacity increases	Increased low carbon transportation options	Fewer crashes and some more low carbon options	Driving remains predominate travel option
INDICATORS				
➤ Increased Non-highway Funding		➤ Reduction in Vehicle Miles Traveled		➤ Increased Transportation Options

Figure 9 - Impact of Scenario Funding on Climate Change GHG Mitigation Outcomes

## Results by Outcome Area | Climate Adaptation/ Resilience



This outcome area focuses on investments that increase the resilience of our transportation infrastructure in the face of extreme weather events and climate change impacts. The assets most heavily impacted are bridges, culverts, and other highway assets which closely link this outcome area to the State of Good Repair.

Climate Adaptation outcomes are strongly tied to Fix-It Funding (as are State of Good Repair outcomes). This reflects the need for new design standards, along with operations and maintenance projects to withstand and recover from expected storms, landslides, and wildfires. As such, the best STIP scenario for addressing Climate Adaptation outcomes is Scenario 4 and the baseline scenario with their strong Fix-it program funding. Scenario 4 has marginally more funding for Fix-it but reduces the other Program to bare minimum requirements, which plays negatively on Multi-Modal/Social Equity and GHG Mitigation outcomes.

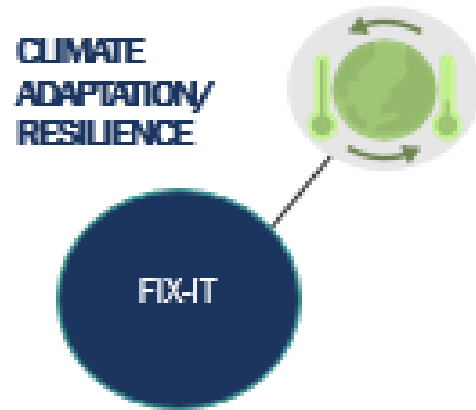


Figure 10- Relationship between Climate Change Adaptation/Resilience and Program Funding Categories

Climate change adaptation and resilience investments have been organized into three primary categories, priority corridors, highway asset condition improvement, and other maintenance and operations investments (e.g. cleaning out of culverts, roadside drainage, and storm-water facilities. Additionally, more now than ever, hazard tree removal and clearing debris from bridges and roadways). Focusing and prioritizing fix-it funding in locations where assets are most vulnerable and at-risk regardless of whether investments are on the state or local transportation system would most benefit adaptation outcomes.

In the event of an earthquake and tsunami, a resilient transportation network is necessary for reestablishing critical connections for emergency response, medical and shelter facilities, population centers, energy and communications facilities and freight needs for response and economic recovery. The Oregon Resilience Plan assessed the seismic integrity of Oregon's multimodal transportation system and characterized the work considered necessary to restore and maintain transportation lifeline routes after a Cascadia earthquake and tsunami. Despite the fact that state highway bridges are a critical component of the state's transportation system and resilience plan, Oregon's bridges are aging; most are reaching the end of their normal service life. Scarce bridge funding is focused on bridge repairs, stretching the replacement cycle to over 900 years. Bridge conditions continue to decline due to current funding levels. Replacing aging bridges can bring infrastructure up to current design standards, making it more resilient to climate extremes.

CLIMATE CHANGE – ADAPTATION/RESILIENCE				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
C-				
Slow progress with preservation projects	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Start to address locations or infrastructure that is most vulnerable
INDICATORS				
➤ <i>Increase in Fix-it and Seismic Program Funding</i>	➤ <i>Increased % of Bridges and Culverts in Fair or Better Condition</i>		➤ <i>Sustainable repair/replacement schedule for culverts and bridges</i>	

Figure 11- Impact of Scenario Funding on Climate Change Adaptation/Resilience Outcomes

## Results by Outcome Area | Congestion Relief

As the population and economy of the state grows, congestion increasingly afflicts the state, particularly in major urban areas. The Portland metro area faces unique transportation infrastructure challenges as it experiences population growth and increased economic activity.

According to ODOT's 2018 Traffic Performance Report for the Portland metro area, hours of congestion on the region's freeways increased 13% between 2015 and 2017, while daily vehicle hours of delay increased by 20%. The region faces 123 average daily hours of congestion and more than 80,000 daily vehicle hours of delay at an economic daily cost of \$2 million. Other urban areas in Oregon have also seen significant increases in congestion.

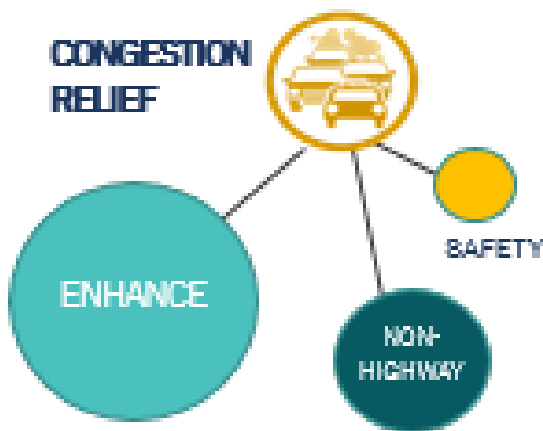


Figure 12 - Relationship between Congestion Relief and Program Funding Categories

Congestion relief outcomes have been significantly enhanced in the past few years via legislative funding from HB2017 that continues in the 2024-2027 STIP. Congestion relief can be funded by roadway enhancements, safety projects that reduce crashes that cause delay, and investments in Non-Highway modes, such as transit service. Thus Scenario 1 performs best for Congestion Relief. In general, congestion relief projects that expand the roadway system often contribute negatively to other goals, GHG Mitigation by increasing VMT. They can also create more miles to maintain, thus putting more burden to keep up with the State of Good

CONGESTION RELIEF				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
B-				
Select bottleneck projects in development	Starts to address a few critical bottlenecks	Resources for bottleneck projects are impacted by less funding, those impacts are offset by increase in multimodal projects	Some funding for critical bottlenecks	Slightly less funding impacts resources for bottleneck projects
INDICATORS				
➤ Increased Enhance Funding	➤ Increased Travel-time Reliability	➤ Increased Throughput	➤ Reduced safety incidents/crashes	

Figure 13 - Impact of Scenario Funding on Congestion Relief Outcomes

Repair.

## Results by Outcome Area | Social Equity & Multimodal Mobility

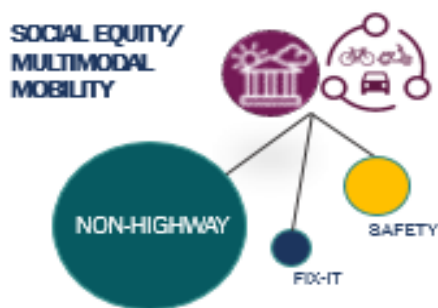
Although Social Equity and Multimodal Mobility are combined in this report, staff recognize that they are important outcomes in their own right and will seek to better distinguish them in future analysis.

For the purposes of the 2024-2027 STIP and given the tight timelines for the analysis, geographic level analysis was not possible to determine when black, indigenous, communities of color, low income or other frontline communities were likely to be most benefited by a project. Instead, any project that expands

low-cost transportation options like biking, walking, or public transportation was viewed as helping to make these modes available and accessible to all Oregonians and improving Social Equity. Other Non-Highway investments in Transportation Options/Transportation Demand Management also positively impact Equity by raising awareness of these travel options and how to use them. Overall, social Equity outcomes are strongly tied to Non-Highway Funding, having a 1:1 return on investment ratio (as is the case with multimodal mobility outcomes).



Safety funding can also contribute positively toward both Social Equity and Multimodal Mobility by addressing unsafe network connections and intersections that improve the attractiveness of these modes. Fix-it also supports these outcomes by maintain the roadways shared by buses, bikes, and more.



Multimodal Mobility is most improved through Non-Highway funds that can help complete the existing disconnected system, and enhance service levels.

The impact of scenarios on the time it will take to complete the biking and walking system is significant. Scenario 2 cuts the timeframe in half, while scenario 4 more than doubles it. The impact of scenarios on the time it will take to complete the biking and walking system is significant. Scenario 2 cuts the timeframe in half, while scenario 4 more than doubles it, see Figure 17.

Figure 14 - Relationship between Social Equity /

SOCIAL EQUITY				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
C-				
Few low cost travel options	Increased accessibility for highest need users to low cost, low carbon modes	Increased access for all users to low cost, low carbon modes	Starting to increase access for all users to low cost, low carbon modes	Auto accessibility high while access to non-auto travel does not improve
INDICATORS				
➤ Increased Non-Highway Funding		➤ Increased Access for More Populations		➤ Increased Low-cost Transportation Options

Figure 15- Impact of Scenario Funding on Social Equity Outcomes



MULTIMODAL MOBILITY				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
D				
Connectivity gaps	More strategic investments can be made to help complete critical connections	Cut timeframe to complete the biking and walking system in half; increased transit fleet replacement	Make strategic investments to help complete critical connections and start to fill gaps	Strips funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected
INDICATORS				
➤ Increased Non-Highway Funding		➤ Reduction of gaps in Bike/Ped network		➤ Increased Safety for Vulnerable Users

Figure 16 – Impact of Scenario Funding on Multimodal Mobility Outcomes

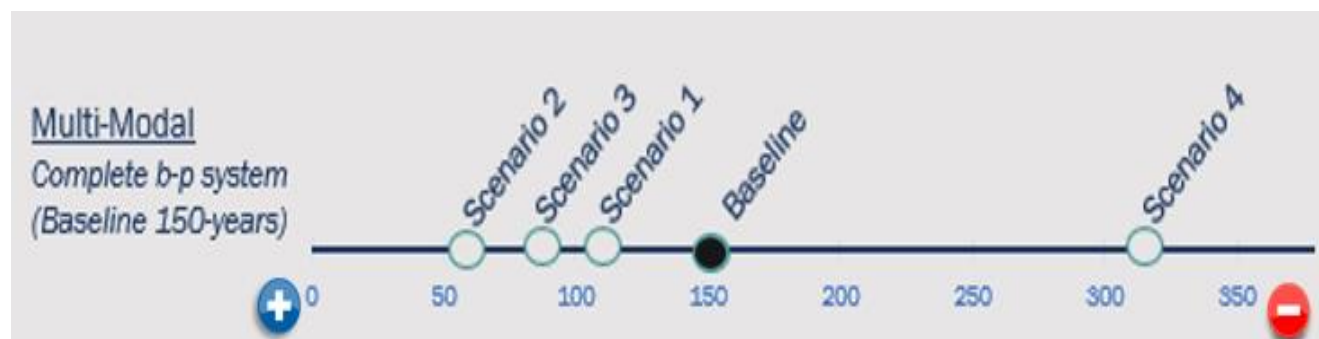


Figure 17 – Indicator showing direct impact of Scenario Funding Levels on Timeline for Bike/Ped Network Completion

## Results by Outcome Area | Safety

This outcome area focuses on prioritizing the safety of system users and transportation workers. To most effectively use limited highway safety funds, the ARTS program in particular funds projects through a data driven process to find the best reductions in fatal and serious injury crashes for the money spent.

Currently, state highways have the highest rate of fatal and serious injury crashes per mile and city streets and county roads have the highest rates per VMT. While increases in overall crashes are linked to primary driver-error, such as speeding, impaired driving, not wearing seatbelts and distracted driving, the implementation of safety countermeasures can reduce the severity of the crashes and sometimes prevent the crash. Although trends have been in the wrong direction, through evaluation of projects it is evident the investments in safety measures are saving lives. Any increase in investments will pay off in lives saved and reductions in serious injuries.

By making safety a top priority of ODOT in that last few years, Safety now permeates all aspects of ODOT programs (Figure 18). As a result, all program funding categories improve Safety outcomes. For example, safety improvements that address high-crash locations also help to reduce congestion, since roughly 25% of roadway congestion is caused by crashes.

While Safety outcomes benefit directly by set-aside funding (especially with a strategic focus on fatalities and serious injuries), Safety outcomes also accrue through co-benefits of other program investments. At current funding levels the number of fatal and serious injury crashes are increasing, or, at best, holding level. To make gains more funding is needed. Many of the easy fixes have been done; the remaining fixes are more expensive and inflation reduces efficiency of the funding. The relatively recent introduction of systemic low cost measures helps. Scenario 3 includes the largest increase for Safety funding.

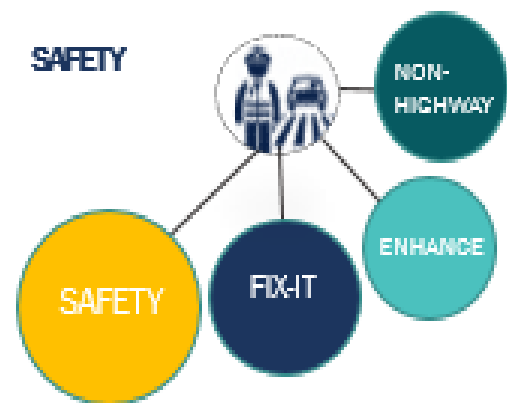


Figure 18 - Relationship between Safety and Program Funding Categories

SAFETY				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
<b>B</b>				
Focus on fatalities and serious injuries	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs	Funding same as baseline; vulnerable user safety improved by non-highway funding increase	Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves	Funding same as baseline; many safety co-benefits of fix-it projects
INDICATORS				
➤ Increased Safety Funding		➤ Reduction in Serious and Fatal Injuries		➤ Reduction in Roadway Departure Crashes

Figure 19 – Impact of Scenario Funding on Safety Outcomes



## Results by Outcome Area | State of Good Repair

State of Good Repair is most heavily influenced by Fix-it funding. Although the majority of funds have gone into the Fix-it program in past years, the funding does not keep pace with an aging system, leaving many of the State's roads, bridges, and other highway assets in a state of disrepair. ODOT's investments in pavement focus on bridge, pavement, culvert and other highway asset conditions along a set of priority corridors. Even though fix-it priority corridors consist of road-miles that connect most communities in the state, they don't actually include most miles of the state highways.

The Fix-It program provides the most benefit toward State of Good Repair outcomes of the multi-modal transportation system, followed by Safety funding.

Operations and Maintenance funding will also become increasingly important to address anticipated needs in adapting to a changing climate. Pavement smoothness also contributes to better vehicle fuel economy and maintenance costs, and alleviates pot-hole safety concerns for vulnerable road users. Enhance Program funding, which expands system maintenance needs works against State of Good Repair outcomes.

Scenarios 1-3 increase funding in other programs by taking funding away from Fix-it – thus all negatively impacting State of Good Repair, as well as Climate Adaptation. While Scenario 4 places more funding in Fix-it, the improvements to State of Good Repair are proportionally marginal and align similarly to the Baseline.

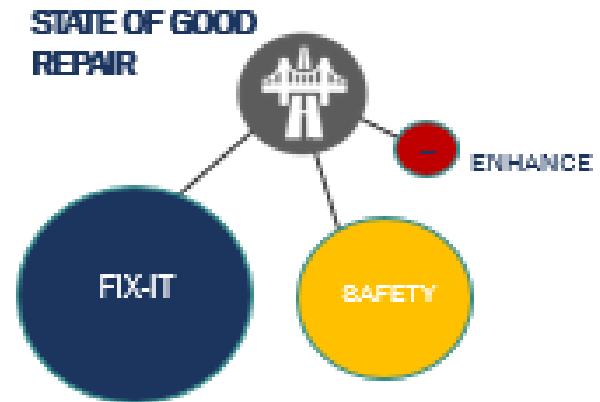


Figure 20 – Relationship between State of Good Repair and Program Funding Categories

Despite that, differences are seen between scenarios as shown in Figure 22 on the next page. If status quo funding is maintained, 70% of ODOT's pavements on Priority Routes will be in fair or better condition by 2030 as opposed to the 90% in fair or better condition today. Even though Scenario 4 performs better relative to the other scenarios, the result of increased funding will only maintain, not improve existing conditions over the next 10 years. Scenarios 1 and 2 would result in a higher percentage of declining pavement conditions over the same time-horizon.

STATE OF GOOD REPAIR (SOGR)				
ADJUSTED BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
<b>C</b>				
Several assets and areas deteriorating	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade
INDICATORS				
➤ Increased Fix-it Funding	➤ Increase in % of state-owned NBI bridges and paved roadway miles in fair or better condition		➤ Reduction of deferred backlog of work	

Figure 218 – Impact of Scenario Funding on State of Good Repair Outcomes

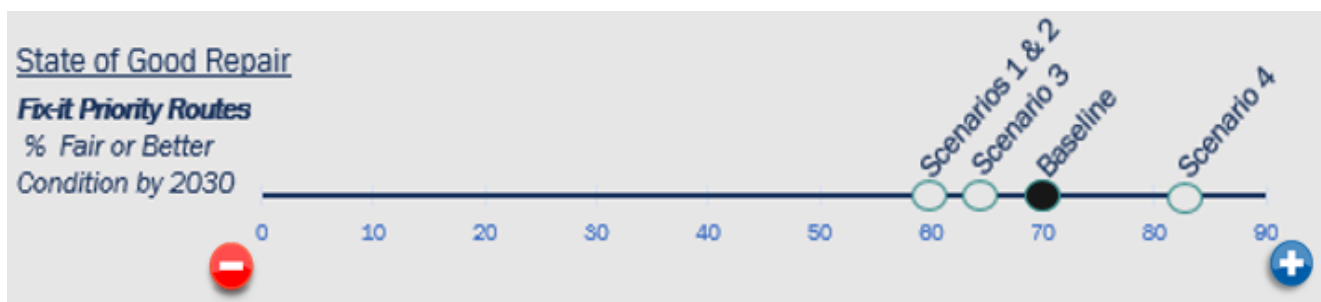


Figure 22 – Indicator showing direct impact of Scenario Funding Levels on % of pavement conditions in SOGR by 2030

Today, pavement projects also commonly include roadside safety features, curb ramp upgrades, more expensive reflective striping, and additional safety features like rumble strips. While these elements are important, it substantially increases the cost to pave a mile of road. ODOT is able to pave most highways on a 50 year cycle. As a result pavement conditions will decline, increasing the cost of rehabilitating failing pavement. These deferred costs are shown in Figure 28.

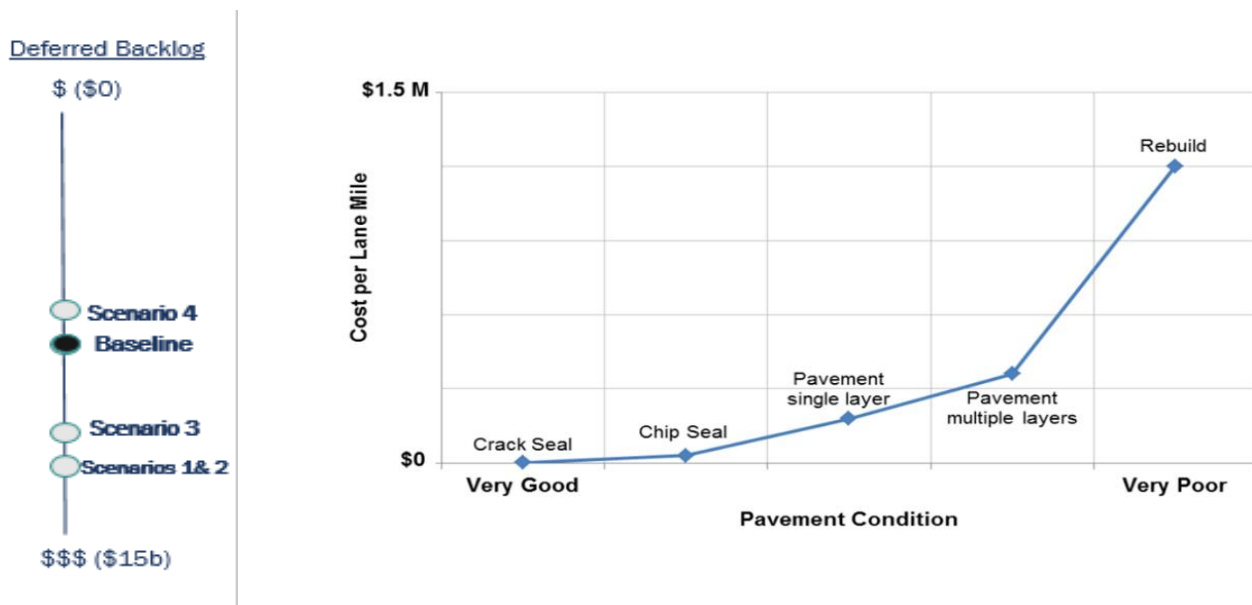


Figure 23 – Impact of Scenario Funding Levels on Deferred Backlog and Cost per Lane Mile Base on Type of Repair/Replacement Needed

## Overall Results

Figure 24 Table on the following page describes how modified funding levels in each scenario impacts tradeoffs across desired outcome areas. Note, the color-coding in the table is indicative of improvements (light to darker green depending on degree of improvement we expect to see) or declining performance (bright red) under each scenario relative to the baseline. Grey indicates little to no negative or positive impact for a specific outcome relative to the baseline results. Scenario 2 has the highest shifts to positive outcome, while scenario 3 has the most overall positive outcomes in comparison to the baseline.

## Summary Results | Changes Relative to the Baseline

IMPACT OF SCENARIO FUNDING LEVELS ACROSS DESIRED OUTCOME AREAS	ADJUSTED BASELINE MAINTAINING STATUS QUID 2021-2024 STIP FUNDING LEVELS	S1 ENHANCE  +48% ENHANCE +49% NON-HIGHWAY +35% SAFETY (-17% FIX-IT)	S2 NON-HIGHWAY  +130% NON-HIGHWAY (-17% FIX-IT)	S3 SAFETY/ NON-HIGHWAY  +58% NON-HIGHWAY +55% SAFETY +19% ENHANCE (-18% FIX-IT)	S4 FIX-IT  +130% NON-HIGHWAY (-17% FIX-IT)	INDICATORS	HIGHEST DESIRED- OUTCOME AREA ROI FUNDING CATEGORY
CLIMATE CHANGE - GHG MITIGATION	D- Most trips drive alone & in low MPG cars	Increased investments in bike, pedestrian, transit, help to offset capacity increases	Increased low carbon transportation options	Fewer crashes and some more low carbon options	Driving remains predominant travel option	<ul style="list-style-type: none"> <li>Reduction in Vehicle Miles Traveled</li> <li>Increased Transportation Options</li> <li>Increased % of Bridges and Culverts in Fair or Better Condition</li> <li>Sustainable repair/replacement schedule for culverts and bridges</li> </ul>	Non-highway
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C- Slow progress with preservation projects	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	Start to address locations or infrastructure that is most vulnerable	<ul style="list-style-type: none"> <li>Increased Travel-time Reliability</li> <li>Increased Throughput</li> <li>Reduced safety incidents/crashes</li> </ul>	Fix-it
CONGESTION RELIEF	B- Select, legislatively funded bottleneck projects in development	Starts to address a few critical bottlenecks	Slightly less funding impacts resources for bottleneck projects but is offset some by multimodal projects	Some funding for critical bottlenecks	Slightly less funding impacts resources for bottleneck projects	<ul style="list-style-type: none"> <li>Increased Low-cost Transportation Options</li> <li>Increased Access for More Populations</li> </ul>	Enhance
SOCIAL EQUITY	C- Few low cost travel options	Increased accessibility for highest need users to low cost, low carbon modes	Increased access for all users to low cost, low carbon modes	Starting to increase access for all users to low cost, low carbon modes	Auto accessibility high while access to non-auto travel does not improve	<ul style="list-style-type: none"> <li>Increased Low-cost Transportation Options</li> <li>Increased Access for More Populations</li> </ul>	Non-highway
MULTIMODAL MOBILITY	D Many connectivity gaps	More strategic investments can be made to help complete critical connections	Out timeframe to complete the biking and walking system in full; increased transit fleet replacement	Make strategic investments to help complete critical connections and start to fill gaps	Stays funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected	<ul style="list-style-type: none"> <li>Reduction of gaps in Bike/Ped network</li> <li>Increased Safety for Vulnerable Users</li> </ul>	Non-highway
SAFETY	B Focus on fatalities and serious injuries	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs	Funding same as baseline; vulnerable user safety improved by non-highway funding increase	Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves	Funding same as baseline; many safety co-benefits of fix-it projects	<ul style="list-style-type: none"> <li>Reduction in Serious and Fatal Injuries</li> <li>Reduction in Roadway Departure Crashes</li> </ul>	Safety
STATE OF GOOD REPAIR	C Several assets and areas deteriorating	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Pavement and bridge condition declines system-wide, including priority routes	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade	<ul style="list-style-type: none"> <li>Increase in % of state-owned NBI bridges and paved roadway miles in fair or better condition</li> <li>Reduction of deferred backlog of work</li> </ul>	Fix-it

Figure 24 – Summary Results Table Capturing Impact of Scenario Funding Levels on Desired-Outcome Results and Highest Return on Investment Funding Categories.

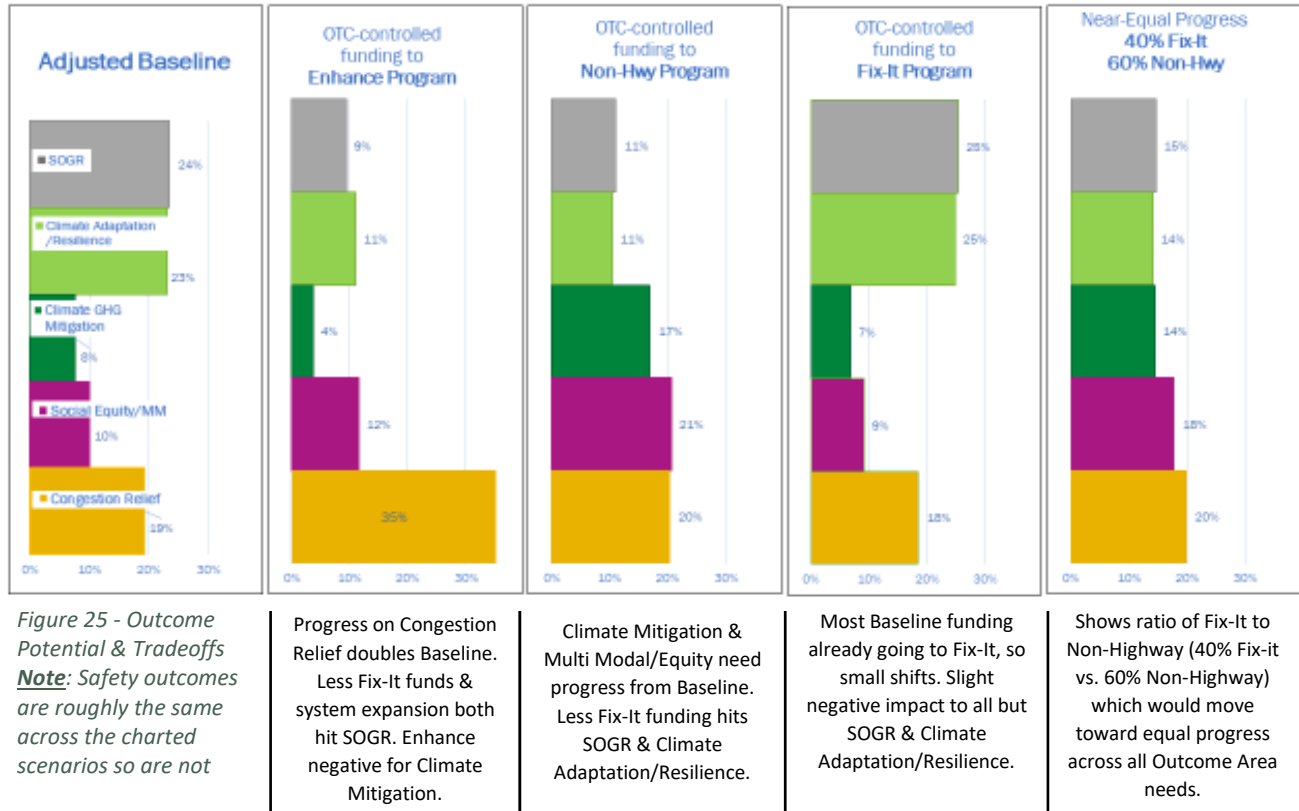
## Links between Investments and Outcomes

Funding tradeoffs are highlighted in Figure 25, which shows the potential results when most of the OTC-controlled (discretionary) funding is shifted to a specific program funding category. To calculate this, we used the adjusted baseline return on investment, dollars spent toward addressing outcome area needs in the adjusted baseline, and applied those ratios to extreme shifts of OTC-controlled funding. The baseline alone, highlights how the historical funding mix prioritizes State of Good Repair and Congestion Relief outcomes over progress on Climate Mitigation, Multimodal Mobility, and Social Equity. As shown in Figure 25, Safety outcomes are roughly the same across the charts so are not shown). Even under these extreme funding scenarios, outcome area needs still far outweigh what available funding can address.

An extreme push of funding into the Enhance program funding category, shows big gains in Congestion Relief, reflecting mostly highway, but also small gains in transit options that also support this outcome area. These gains come at the expense of all other outcomes (e.g. negative impacts to both Climate Change – GHG Mitigation, by promoting single occupancy vehicle trips and SOGR, by expanding the roadway system, thus increasing maintenance needs). An extreme push of funding to the Non-Highway program funding category results in significant gains for low carbon modes that support Climate Change- GHG Mitigation, Social Equity and Multimodal Mobility outcomes. Gains in Congestion Relief under an extreme Non-Highway Funding Scenario, however, are limited. Both of these extreme scenarios (pushing discretionary funds to Enhance or Non-Highway) have a detrimental to SOGR & Climate Change – Adaptation/Resilience as the increased funding is pulled from the Fix-It program funding category. In contrast, since most funding in the STIP already goes to the Fix-It program funding category, a shift in this funding reflects a smaller percentage of total funds resulting in a limited impact to any outcomes.

Figure 25, on the following page, highlights how different funding categories contribute to outcomes. Beyond the connections of funding to outcomes in the bubble charts (shown above with each outcome), this chart shows what is possible within given funding levels. The goal to inform the public and OTC of the impact of funding choices on desired outcomes, and guide OTC's final 2024-2027 funding scenario in response to agency and public comments

### Illustrative of Potential Impact of Shifting Available, Discretionary Funding on Outcome Area Needs



## Conclusion

With limited funding to meet increasing needs across the multimodal transportation system, system conditions over time will decline resulting in significant consequences for Oregonians -- impacting the safety and efficiency for all modes and users.

Today's funding levels are inadequate to preserve existing infrastructure or services at their current levels and needs continue to far outweigh available funding. Although this is the case across all outcome areas, there are outcome areas that have been historically underfunded resulting in larger gap between funding and needs – top among these are Climate GHG Mitigation, Social Equity, and Multimodal Mobility.

ODOT is taking steps to better incorporate these key priorities in decisions, including investments and project selection, across the agency's portfolio, and has begun to develop structures and plans to better address desired outcome area needs in the near-term.

## Future Analysis

As project selection begins and continues over the next year triggering phase II of the GHG analysis, the Climate Office will be working with internal and external stakeholders to review and refine this process and to seek additional opportunities to integrate agency priorities into existing these existing processes.

Phase II of the GHG Mitigation work, will apply a GHG lens to the STIP project-scoping and project-selection process. We expect the next phases to be challenging due to the sheer number of projects, complexity of GHG calculations, the varying level of detail of STIP projects, and that decisions are part of established process among local, regional and state actors. Phase III of the GHG emissions analysis will be the work of tracking and reporting on impact of the full STIP investment program at the time of adoption.

We will be reporting out future results as well as capturing feedback and lessons learned in an effort to continuously improve analyses of future STIP cycle efforts and to better inform decisions making with the ultimate aim of enhancing the outcomes we achieve.



## Appendix A – Summary of Analysis Methods

In order to inform OTC decisions an analytical process was developed to translate Program funding levels to impacts on desired Outcomes. The analysis evaluates the historic 2021-2024 STIP program funding and the resulting projects that were selected, and apply those relationships to funding assumed in the 2024-2027 scenarios, using the steps summarized in Figure A1.

### Analyzing STIP Data – Process

Moving Program\$ to Outcome\$ using project-level data

Baseline 2021-2024 STIP

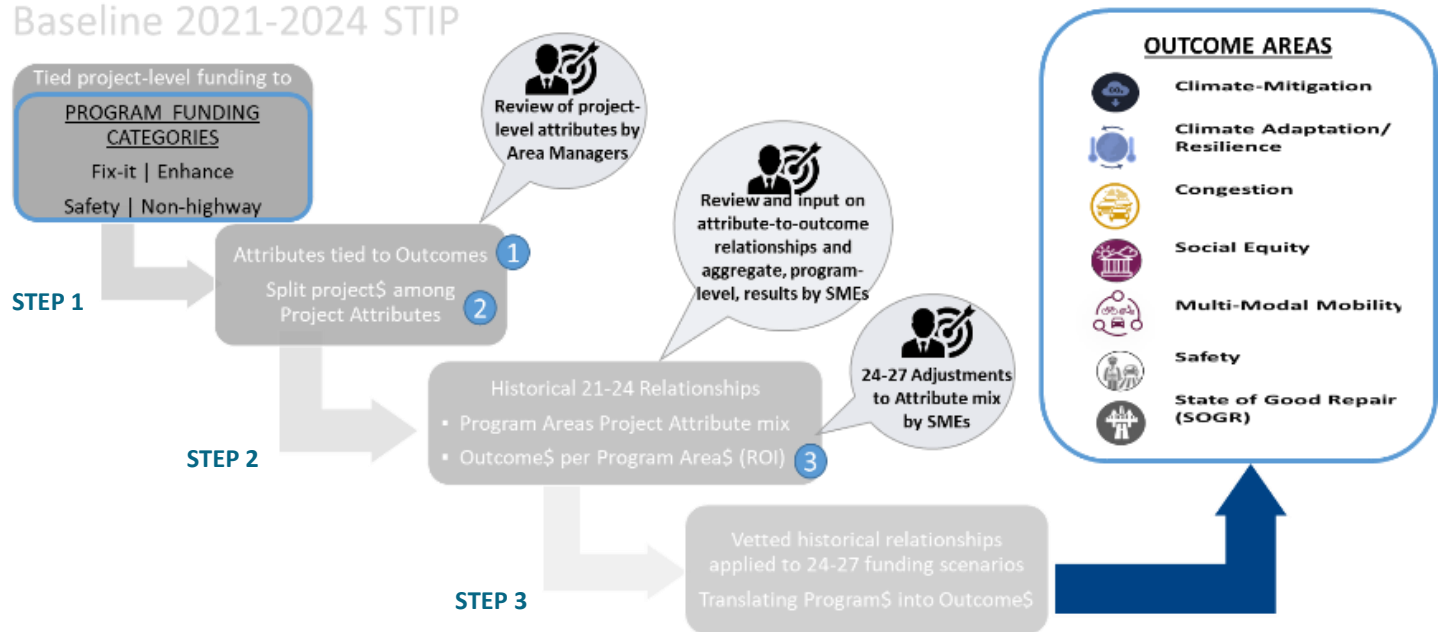


Figure A1 - Program Funding to Outcome Funding Process

**Step1: Project Attributes.** The process defines a set of project attributes and how these attributes would tie to Outcomes. The list of 23 attributes and their assumed contribution positively or negatively to each Outcome area is shown in Figure A2. This attribute-to-outcome relationship table was generated by ODOT Climate Office in collaboration with subject matter experts. Costs for each project in the prior STIP were split across these 23 identified project attributes. Each project includes multiple attributes, such as a bridge project, with bike lanes, and rumble strips. Staff captured all attributes in order to determine how each part of the project (attribute) contributed positively or negatively to the outcomes. The funding by project attribute was reviewed by Area Managers. The resulting mix of project attributes are summarized in Figure A3. The horizontal bars show the mix of 23 attributes identified from baseline 2021-2024 STIP project level data within each program area. As expected, Fix-it dollars fund (green) bridge and O&M projects, Enhance Program funds (gold) capacity and safety projects, and Non-Highway funds (orange) transit and bike/pedestrian projects.



1 Attribute-to-Outcome Relationship		GOALS						
No.	Project Attribute Description	SOGR	ADAPT/ RESILIEN	CC MITIG	MM	Social Equity	CONG (FRT)	SAFETY
1	Bridge 1: replacement, deck repair, seismic	+	+					+
2	Bridge 2: scour, erosion, paint, cathodic, monitor/inspect	+	+					
3	O&M 1: culverts, stormwater, vegetation, other basic	+	+					+
4	O&M 2: landslides, rockfall, other roadway hazards or	+	+				+	+
5	O&M 3: paving, repaving, striping, signs	+						
6	ITS 1: signal repair and timing	+					+	+
7	ITS 2: signal priority or other ITS for transit/bike/ped			+	+		+	+
8	ITS 3: variable signs, curve warnings, other TSMO			+			+	+
9	Road Expand: (capacity) new lanes, new road or bridge, new	-		-			+	
10	Road Expand: (safety) turn lane, intersection redesign,			-			+	+
11	Road Safety 1: rumble strips, guardrails, curve correction,							+
12	Road Safety 2: roundabout, pullouts, truck climbing lane			+			+	+
13	Noise abatement					+		+
14	Freight: eliminate height/weight restriction, rail, weigh station						+	
15	TDM: park & ride, HOV, vanpool, other trip reduction			+	+	+	+	
16	Bike-Ped 1: road diet, traffic calming, b/p signals			+	+	+	-	+
17	Bike-Ped 2: ADA, new or improved b/p facility, b/p crossing, off-			+	+	+		+
18	Transit 1: bus pullout, transit road infrastructure,			+	+	+	+	
19	Transit 2: new bus, retrofit bus, transit shelter			+	+	+		
20	Low Carbon Infrastructure: EV charging, EV parking, alt fuel			+				
21	Materials: recycled materials, low carbon fuel/material, LED	+		+				
22	Pricing: tolling			+	+		+	

Figure A2 –Project attributes and their tie to Outcome areas

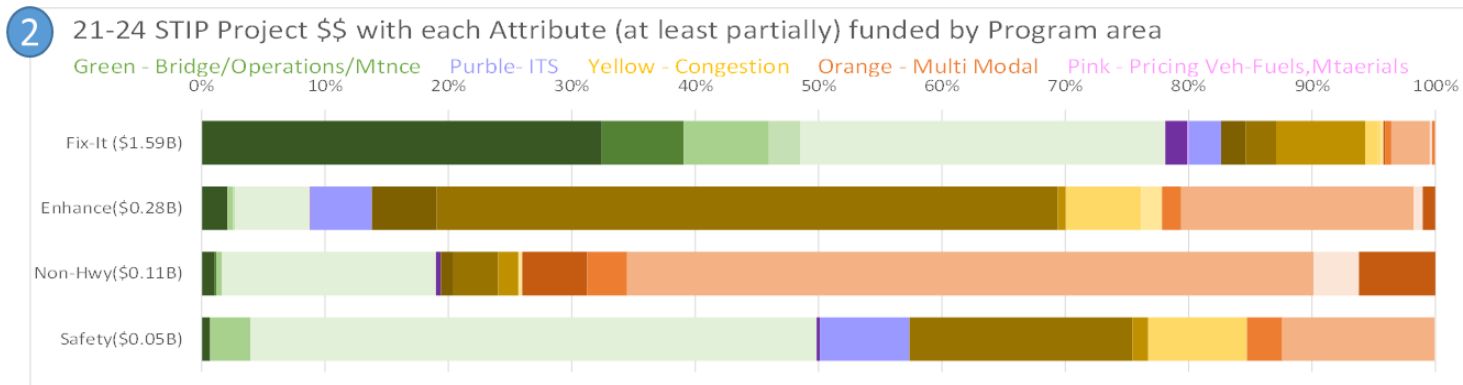


Figure A3 –Mix of 2021-2024 STIP Project attributes by Program funding area (Projects with OTC ontrol)

**Step2: Historical Relationships.** Once prior STIP projects were attributed with associated dollars, each project could be scored as to its dollars that contributed towards or against the various Outcome areas. For example, as shown in Figure A4, a bridge project that adds capacity might be rated as positive for Congestion Relief while the new design standards also support Climate Adaptation/Resiliency outcomes, but the project also has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. Credits can further be split across the various program areas funding a project. Supposing a \$100M project was equally funded by bridge and safety, and the bridge attribute part of the project was \$60M with the scoring relationship in Figure A4, \$30M (50% of \$60M) would be credited towards the 3 positive (Congestion Relief, Safety and Climate Adaptation/Resilience) and one negative (Climate Mitigation) Outcomes for each of the Program Funding categories. A similar exercise would be applied to scoring the other \$40M worth of attributes. The total Outcomes resulting from all the projects funded by a specific Program Area, forms a core relationship, the Outcome dollars expected for every Program dollar spent. This relationship is shown in the bar chart of Figure A5.

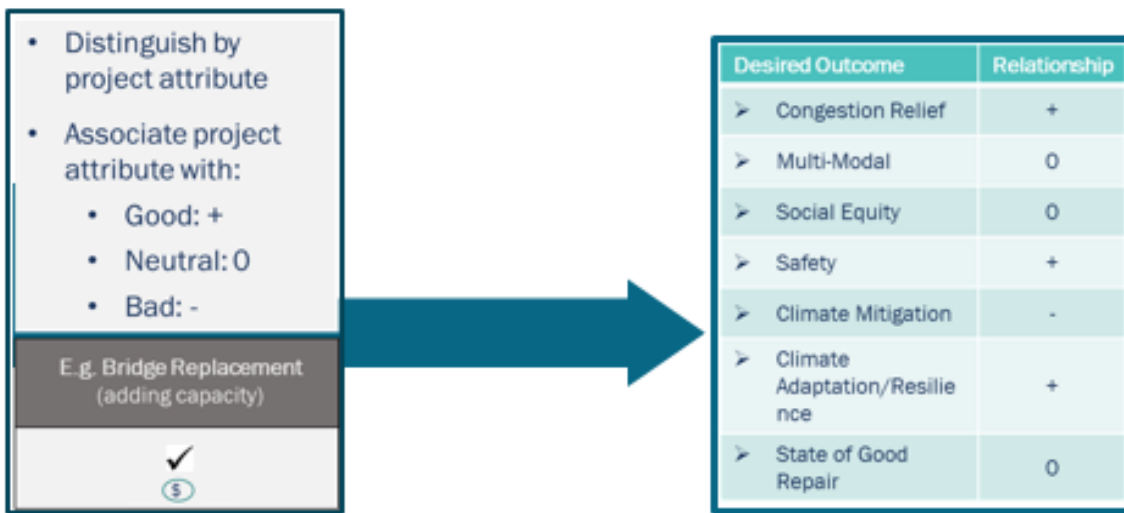


Figure A4 – Project Attribute Scoring

**Step3: Apply relationships to 2024-2027 Scenarios.** These baseline relationships from the 2021-2024 STIP projects (Step 2) are applied to a different mix of funding found in the 2024-2027 STIP scenarios. The outcomes funded by program area, can then be combined with 2024-2027 STIP scenarios mix of program funding, to estimate the total STIP investments toward each outcome. That is given the mix of project attributes funded by that Program area remains the same, how many dollars would the funding from that Program Area support each outcome area. Combining the funding from all Program areas, results in the combined effect on the each Outcome area. Subject Matter Experts reviewed historical baseline relationships toward outcomes and made adjustments to better reflect anticipated shifts in the 2024-2027 funding scenarios.

## Investments to Influence Outcomes

Investment categories scaled to their support of outcomes

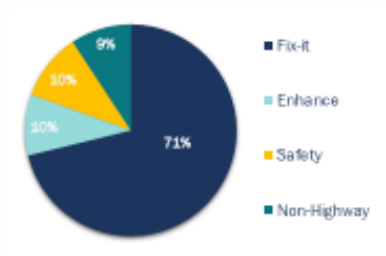


Figure A5 - 2021-2024 STIP Project relationships of Outcome dollars per

## Appendix B – Individual Scenario Results

As previously mentioned the Baseline grades are derived from real 2021-2024 STIP data regarding how funding is allocated to real projects and how those projects will address needs across outcome areas. All individual scenario results are relative to the adjusted baseline results. The Commission has the ability to further influence how allocated funding is spent by setting program specific policy.

### Adjusted Baseline



#### Baseline

Funding splits unchanged

#### Outcome Areas



#### System Impacts and Implications

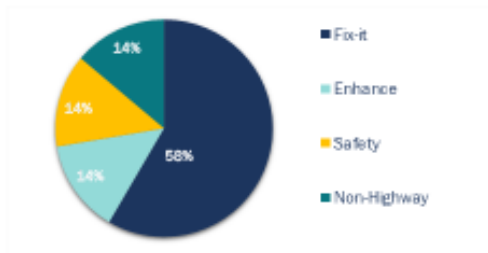
	Climate – GHG Mitigation	D –	Most trips drive alone & in low MPG cars
	Climate – Adaptation/Resilience	C –	Slow progress with preservation projects
	Congestion Relief	B –	Select bottleneck projects in development
	Social Equity	C –	Few low cost travel options
	Multimodal Mobility	D	Connectivity gaps
	Safety	B	Focus on fatalities and serious injuries
	State of Good Repair	C	Several assets and areas deteriorating

*\*Note, grades reflect progress toward meeting identified needs, and are not the same as level of service*

#### Note:

- Left side has a pie chart that shows funding split and changes in funding levels from the adjusted baseline.
- The table on right shows results.
- The adjusted baseline table is the only one that will show letter grades. These are not the same a level of service; instead grades to relate overall funding versus need.
- Need far outpaces funding for all outcome areas.

## S1 – Enhance Changes from Baseline

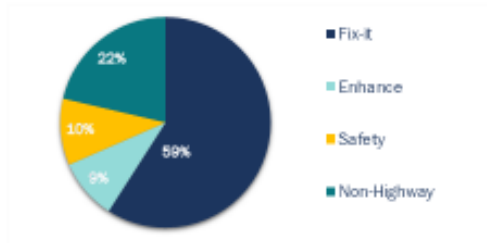


Outcome Areas		System Impacts and Implications
Climate – GHG Mitigation	=	Increased investments in bike, ped, transit, help to off-set capacity increases
Climate – Adaptation/Resilience	↓	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
Congestion Relief	↑	Starts to address a few critical bottlenecks
Social Equity	↑	Increased accessibility for highest need users to low cost, low carbon modes
Multimodal Mobility	↑	More strategic investments can be made to help complete critical connections
Safety	↑	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs
State of Good Repair	↓	Pavement and bridge condition declines system-wide, including priority routes

### Note:

- The most significant change in this scenario is adding funding for enhance, with additional dollars to non-highway and safety as well.
- In turn, improvements are seen to congestion relief, multi-mobility mobility as well as slight improvements to safety.
- GHG emissions are likely to stay relatively flat compared to the baseline (MM helps offset capacity projects), but the hit in this scenario and the next several comes from the Fix it program.
- Reducing Fix-it funding impacts our ability to keep bridges and pavements in a state of good repair and to adapt to climate impacts.

## S2 – Non-highway Changes from Baseline

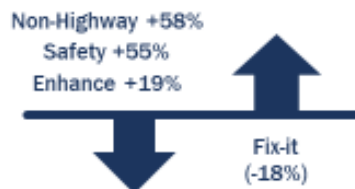
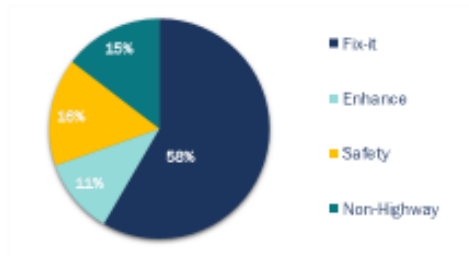


Outcome Areas	System Impacts and Implications
Climate – GHG Mitigation	Increased low carbon transportation options
Climate – Adaptation/Resilience	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
Congestion Relief	Slightly less funding impacts resources for bottleneck projects but is offset some by multimodal projects
Social Equity	Increased access for all users to low cost, low carbon modes
Multimodal Mobility	Cut timeframe to complete the biking and walking system in half; increased transit fleet replacement
Safety	Funding same as baseline; vulnerable user safety improved by non-highway funding increase
State of Good Repair	Pavement and bridge condition declines system-wide, including priority routes

### Note:

- Here we see some key changes in significant funding shifting to non-highway.
- GHG emissions can be reduced most in this scenario.
- Such a substantial increase in funding to non-highway cuts the timeframe to complete the bike-ped system in half.
- Increased MM mobility leads to more low carbon transportation options for all users – benefiting social equity.

## S3 – Safety/ Non-highway Changes from Baseline



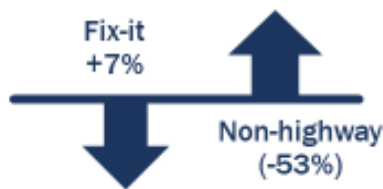
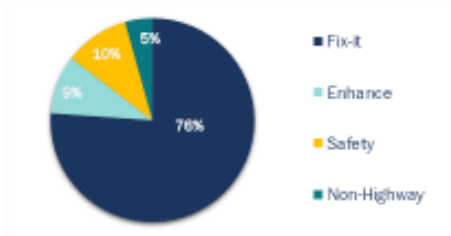
Outcome Areas		System Impacts and Implications
Climate – GHG Mitigation	↑	Fewer crashes and some more low carbon options
Climate – Adaptation/Resilience	↓	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
Congestion Relief	↑	Some funding for critical bottlenecks
Social Equity	↑	Starting to increase access for all users to low cost, low carbon modes
Multimodal Mobility	↑	Make strategic investments to help complete critical connections and start to fill gaps
Safety	↑	Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves
State of Good Repair	↓	Pavement and bridge condition declines system-wide, including priority routes















### Note:

- Like Scenario 1, Scenario 3 includes increases to Enhance, Non-Highway, and Safety.
- However the amounts vary with less for Enhance and more for Non-Highway in this scenario.
- Overall results of this scenario are positive nearly across the board relative to the baseline.
- The exception is SOGR and Adaptation.

## S4 – Fix-it

### Changes from Baseline



Outcome Areas	System Impacts and Implications
 <b>Climate – GHG Mitigation</b>	 Driving remains predominate travel option
 <b>Climate – Adaptation/Resilience</b>	 Start to address locations or infrastructure that is most vulnerable
 <b>Congestion Relief</b>	 Slightly less funding impacts resources for bottleneck projects
 <b>Social Equity</b>	 Auto accessibility high while access to non-auto travel does not improve
 <b>Multimodal Mobility</b>	 Strips funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected
 <b>Safety</b>	 Funding same as baseline; many safety co-benefits of fix-it projects
 <b>State of Good Repair</b>	 Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade

#### Note:

- But SOGR and Adaptation/Resilience get their ‘time in the spotlight’ in this scenario, with an increase of fix-it funding by 7%.
- This funding comes from non-highway, significantly gutting that program to bare minimum requirements.
- The result of this plays fairly negative in most categories.





# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 11, 2021

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** *Agenda J – 2024-2027 Statewide Transportation Improvement Program Funding Allocation*

**Requested Action:**

Approve program-level funding allocations for the 2024-2027 Statewide Transportation Improvement Program (STIP).

**Background:**

Over the last several months, ODOT has worked with the Commission on the allocation of funding for the 2024-2027 STIP. In December, the OTC allocated funding among broad categories as shown below.

Category	Amount
Fix-it*	800,000,000
Enhance Highway**	175,000,000
Safety	147,000,000
Non-Highway	255,000,000
Local Program	404,500,000
ADA Curb Ramps	170,000,000
Other Functions	161,410,568
<b>Total</b>	<b>2,112,910,568</b>

\*After factoring in borrowing \$120 million to cover ADA projects in 2021-2024 STIP.

\*\*All scenarios include \$110 million for projects named by the Legislature in HB 2017 with the remainder available for an Enhance Highway discretionary program.

In January, ODOT will seek Commission direction on two major areas.

***Planning for Additional Federal Funds***

The Commission's funding allocation assumes a slight reduction in federal funding below current levels to mitigate the risk of federal funding falling in the absence of a long-term federal surface transportation authorization act.

In the final STIP scenario approved by the Commission, Other Functions funding was reduced by \$28 million. This would reduce federal funding used to cover ODOT's indirect costs to help close the agency's operational budget gap. As noted in early December, to avoid having to make additional cuts to maintenance and operations ODOT would first backfill this reduction from any federal funding received above the current amount assumed in the proposed STIP.

Beyond this, ODOT will ask the Commission to provide initial direction on how to spend any additional federal funding so the agency can begin planning for additional projects. This can help balance out any critical shortfalls the Commission notes in the funding allocation approved in December. The Commission will have the opportunity to adjust this later and approve the use of additional federal funding if and when it is provided by Congress.

### ***Program-Level Funding***

ODOT will discuss program-level funding options related to three key areas.

- **Enhance Highway:** The Commission provided \$65 million for an Enhance Highway program. ODOT will seek direction on how to prioritize this limited funding. The key question will be whether to distribute this to each region through the standard distribution formula or select the best projects at a statewide level. In addition, ODOT will seek direction on what types of projects to focus funding on regardless of how funding is allocated.
- **Non-Highway:** Based on direction in the Strategic Action Plan and modal and topical plans, ODOT has worked with stakeholders from advisory committees to develop a recommendation on how to allocate the historic level of non-highway funding. This recommendation will lay out a proposal to allocate funding between public transportation, bicycle, and pedestrian programs and also propose priorities within each mode.
- **Fix-It:** Based on data about needs across different asset types, ODOT's engineers will make a recommendation on how much to invest in bridges, pavement, culverts and operations programs.

### **Attachments:**

- Attachment 1— *2024-2027 STIP Funding Sub-Allocations*
- Attachment 2 – *2024-2027 STIP Non-Highway Program Sub-Allocations*

# Development of the 2024-2027 Statewide Transportation Improvement Program

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January 21, 2021

Karyn Criswell, Public Transportation Division Administrator

Jerri Bohard, Policy, Data and Analysis Division Administrator

Jeff Flowers, Statewide Investments Management Section Manager

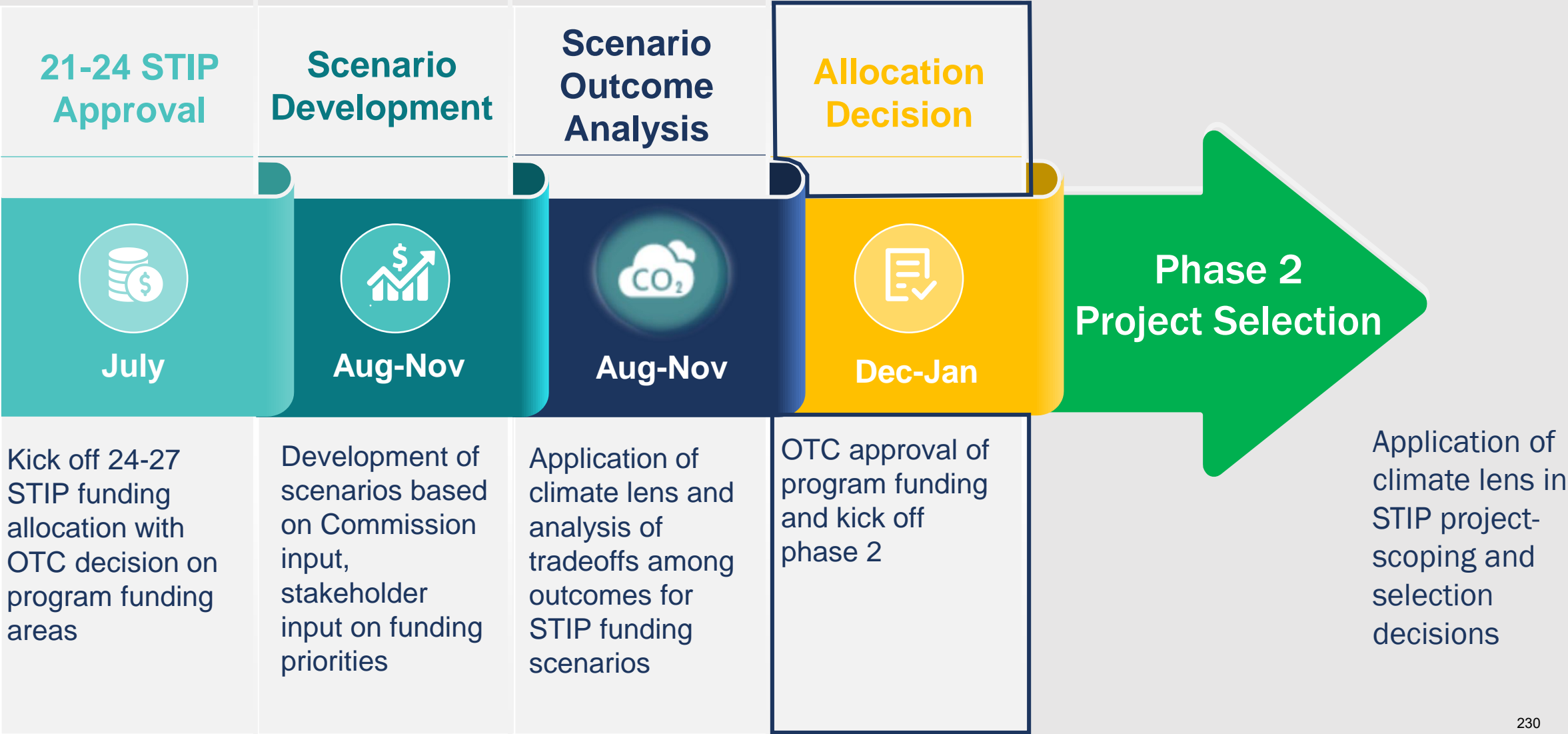
Travis Brouwer, Assistant Director for Revenue, Finance & Compliance

Karen Rowe, Delivery and Operations Division Administrator



Cooper Brown, Assistant Director for Operations

# 2024-2027 STIP Development & Analysis Process



# Program-Level Funding Allocations



## Enhance Highway

How to prioritize  
limited funding



## Non-Highway

Allocation among  
modes and programs



## Fix-It

Investments across  
different asset types



# Unallocated Federal Funding





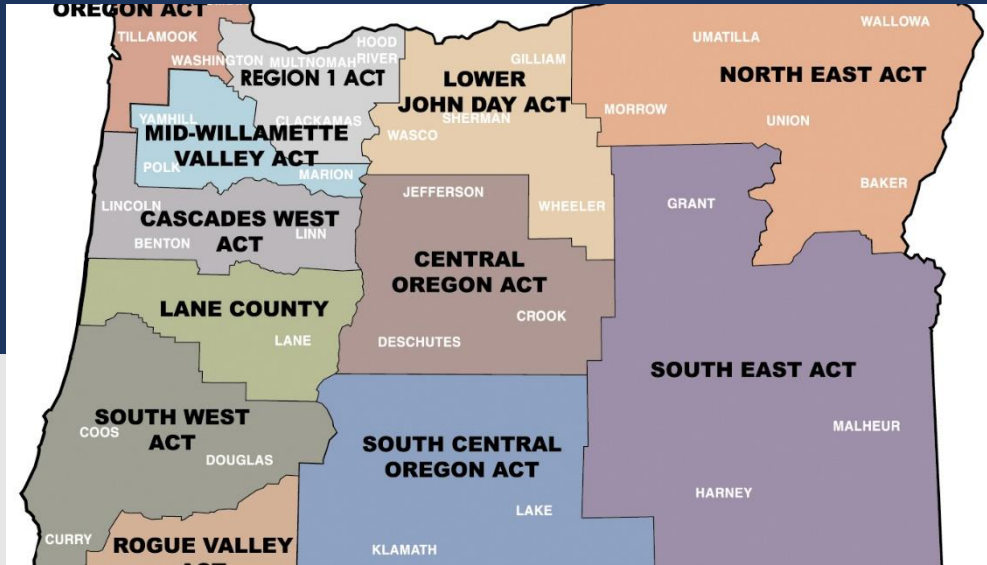
## Unallocated Federal Funding

- Where did the STIP funding allocation provide inadequate resources?
- Where should we direct any federal funding that comes in over and above the amount assumed in the STIP?



# Enhance Highway

# Enhance Highway Program Structure



## Regional

Distribute funding by the regional modernization formula

OR

## Statewide

Distribute funding to the best projects statewide





# Statewide Program - Operational Enhancements



**Congestion Relief**



**Freight Mobility**

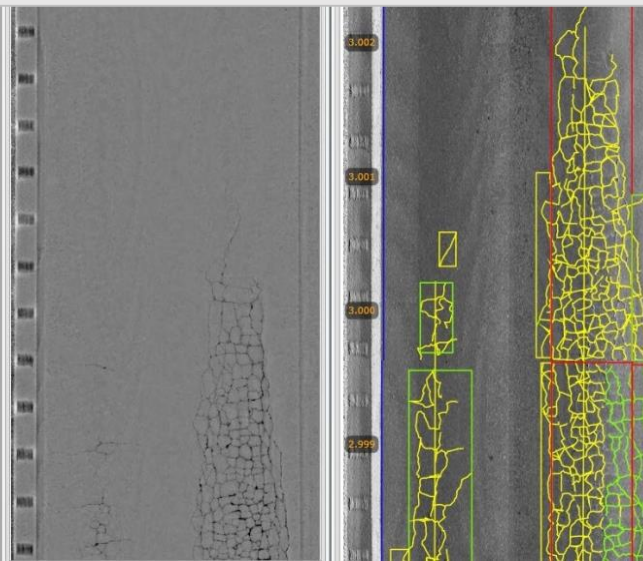
# Fix-It



# Fix-It Programs Sub-Allocations

## Step 1 – Data

- Collect condition data of assets
- Evaluate trends

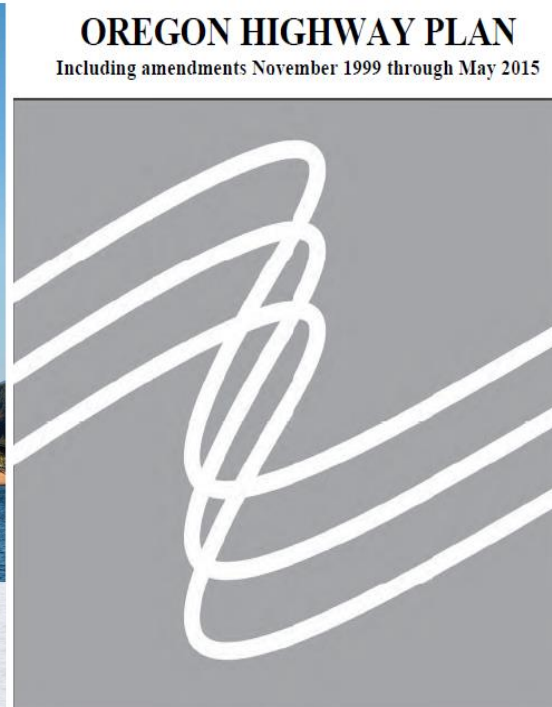




# Fix-It Programs Sub-Allocations

## Step 2 – Strategies and Requirements

- Strategies to slow decline of assets – “Triage mode”
- Policies and requirements in law






79th OREGON LEGISLATIVE ASSEMBLY--2017 Regular Session

Enrolled  
**House Bill 2017**

Sponsored by JOINT COMMITTEE ON TRANSPORTATION PRESERVATION AND MODERNIZATION

**ODOT's Seismic Implementation:  
Policies and Design Guidelines**



**Oregon Transportation Asset Management Plan**

Oregon Department of Transportation 239



## Allocations Among Fix-It Programs

- **\$372M** = Bridge + Bridge/Seismic
- **\$301M** = Pavement Preservation
- **\$77M** = Operations – capital projects (Intelligent Transportation Systems - ITS, Unstable Slopes, Signs, Signals, Lights)
- **\$50M** = Culverts





# Non-Highway

# Process and Considerations for Non-Highway Sub-allocations

- Advisory Committee and stakeholder feedback
- Needs from modal plans and Strategic Action Plan priorities
- Relative availability of other funding options
- PTD and agency staff capacity to deliver





# Discretionary Non-Highway Sub-Allocations

Program	21-24 Amounts	24-27 Amounts
Off-System Bicycle and Pedestrian	\$6 M	\$36 M
SRTS Education	\$3 M	\$4 M
ODOT SRTS Infrastructure (NEW)	\$0	\$10 M
Bike-Ped Strategic (NEW)	\$0	\$45 M
Transportation Options	\$5.5 M	\$7.5 M
Transit Vehicle Replacement (NEW)	\$0	\$15 M
Passenger Rail Facility Planning (NEW)	\$0	\$1 M
Active Transportation Leverage	\$21 M	\$0



# Mandatory Non-Highway Sub-Allocations

Program	21-24 Amounts	24-27 Amounts
Transportation Alternatives Program to OPRD Recreational Trails	\$4.1 M	\$ 4 M
Mass Transit	\$6 M	\$12 M
Transit Elderly & Disabled	\$37.5 M	\$50 M
Bike-Ped 1%	\$22.2 M	\$25.5 M
HB 2017 SRTS Infrastructure	\$37.5 M	\$45 M





# Next Steps



# Moving Forward

- Concludes programmatic guidance
  - Back as needed
- Phase II: Project selection
  - Public engagement
  - Climate & Strategic Action Plan lenses
- Phase III: Public Review/Approval
  - Back in early 2023 to release for public comment
  - Final approval in summer



**2024-2027 Scenario Suggestions**

## 2024-2027 Metropolitan Transportation Improvement Program, Appendix II

Category:	Amounts:
<b>Fix-it</b>	<b>800,000,000</b>
Fix-it Federal	300,386,243
<i>Bridge</i>	-
<i>Preservation</i>	193,693,122
<i>Operations</i>	76,693,122
<i>Culverts/Fish Passage</i>	30,000,000
Fix-it HB 2017	499,613,757
<i>Bridge/Seismic</i>	372,306,878
<i>Preservation</i>	107,306,878
<i>Culvert</i>	20,000,000
<b>ADA Curb Ramps</b>	<b>290,000,000</b>
ADA Curb Ramps	170,000,000
ADA Borrow from Fix-it	120,000,000
<b>Enhance</b>	<b>175,000,000</b>
HB Enhance	110,000,000
Enhance Highway	65,000,000
<b>Safety</b>	<b>147,000,000</b>
All Roads Transportation Safety (ARTS) Federal	108,000,000
Rail Crossing Safety	9,000,000
HB 2017 Safety Funds	30,000,000
<b>Non-Highway</b>	<b>255,000,000</b>
<u>Discretionary Non-Highway</u>	<i>118,500,000</i>
Off-System Bike Ped	36,000,000
SRTS Education	4,000,000
Transportation Options	7,500,000
Bike-Ped Strategic	45,000,000
ODOT SRTS Infrastructure	10,000,000
Transit Vehicle Replacement	15,000,000
Passenger Rail Facility Planning	1,000,000
<u>Mandatory Non-Highway</u>	<i>136,500,000</i>
Transportation Alternatives Program - Rec Trails	4,000,000
Mass Transit	12,000,000
Transit E&D	50,000,000
Bike-Ped 1%	25,500,000
HB SRTS Infrastructure	45,000,000
<b>Local Programs</b>	<b>404,500,000</b>
Surface Transportation Program to large MPO's	124,000,000
Transportation Alternatives Program - TMA's	6,000,000
MPO Planning	13,000,000
Congestion Mitigation and Air Quality Improvement	61,000,000
Local Bridge	80,000,000
STP Allocation to Cities, MPOs & Counties	
<i>Cities/Counties</i>	76,000,000
<i>Small MPO's</i>	18,000,000
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management	15,000,000
Local Tech Assistance Program (LTAP)	1,000,000
<b>Other Functions</b>	<b>161,410,568</b>
State Planning and Research	66,000,000
Climate Office	4,000,000
Workforce Development/On Job Training	2,250,000
511 System Operations	600,000
Indirect Cost Allocation Plan (ICAP) Highway & Planning	88,560,568
<b>TOTALS</b>	<b>2,232,910,568</b>



## 24-27 STIP Non-Highway Programs

### DISCRETIONARY

Program	New/ Existing	Purpose	21-24 Sub- Allocation	24-27 Sub- Allocation	Eligible Recipients
<b>Off-System Bike/Ped</b>	Existing	Off road walkways and bikeways that connect communities, provide alternatives to motorized travel, or promote and support walking and biking tourism. Examples include ped/bike path projects outside ROW and on-street connections or funding for development and construction	\$6,000,000	\$36,000,000	Cities, counties, nonprofits, tribes, transit districts, local government agencies, and other road authorities
<b>Safe Routes to School - Education</b>	Existing	Helping children to bike or walk to school safely through education and encouragement programs	\$3,000,000	\$4,000,000	School districts, publically funded jurisdictions, cities, counties, nonprofits, tribes, transit districts, and other road authorities, ODOT
<b>ODOT SRTS Infrastructure</b>	NEW	Federal funding. Improves physical barriers for children biking or walking to school, including adding walkways, bikeways, and safe crossings	\$0	\$10,000,000	ODOT
<b>Bike/Ped Strategic</b>	NEW	Address priority pedestrian and bicycle improvements on or along state highways developed through Active Transportation Needs Inventory and Strategic Action Plan work. Provide leverage funding to construct preferred ped/bike facility designs identified in Blueprint for Urban Design	\$0	\$45,000,000	ODOT
<b>Transportation Options</b>	Existing	Focus on reduction in SOV trips by managing demand across the transportation system; educating students and the public on travel options; connecting veterans, low income populations, communities of color, and others with travel options	\$5,500,000 (\$3 M in Non-Hwy, \$2.5 M in Safety)	\$7,500,000	Transit providers, local governments, non-profits, ODOT
<b>Transit Vehicle Replacement</b>	NEW	Replacement of rural transit vehicle fleet	\$0	\$15,000,000	Transit providers, local governments, non-profits, ODOT

<b>Passenger Rail Facility Planning</b>	NEW	Strategic positioning for future federal rail grants to fund final design and construction of a passenger rail maintenance facility in the Willamette Valley	\$0	\$1,000,000	ODOT
<b>Active Transportation Leverage</b>	Existing	Funds leveraged on to priority Fix-it projects such as paving and bridges	\$21,000,000	\$0	ODOT
<b>Required</b>					
<b>Transportation Alternatives Program – Rec Trails</b>	Existing	Funds recreational trails in Oregon. Flexed to Oregon Parks and Recreation Department	\$4,086,568	\$4,000,000	Oregon Parks and Recreation Department
<b>Mass Transit</b>	Existing	Maintains urban fixed-route bus fleets in a state of good repair	\$6,000,000	\$12,000,000	Mass transit districts
<b>Transit Elderly and Disabled</b>	Existing	Public transportation for seniors and individuals with disabilities	\$37,500,000	\$50,000,000	Counties, mass transit districts, transportation districts, transportation service districts, tribal governments, cities, councils of government, and nonprofit organizations
<b>Bike-Ped 1%</b>	Existing	State funding that improves pedestrian and bicycle improvements on or along state highways, including Ped/bike infrastructure, capital maintenance, safety enhancements, and state match	\$22,200,000	\$25,500,000	ODOT
<b>HB 2017 SRTS Infrastructure</b>	Existing	State funding that improves physical barriers for children biking or walking to school, including adding walkways, bikeways, and safe crossings	\$37,500,000	\$45,000,000	Cities, Counties, Tribes, transit districts, other road authorities, ODOT*

\* During the 24-27 STIP, ODOT would not receive any State SRTS Infrastructure funding. Instead, ODOT SRTS Infrastructure projects would be funded by federal funds.



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 9, 2021

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** *Agenda Item F – Update on the Federal Infrastructure Bill*

**Requested Action:**

Receive an update on the status of newly adopted Federal Infrastructure Investment and Jobs Act of 2021 (IIJA).

**Background:**

On November 5, the U.S. House passed the Infrastructure Investment and Jobs Act of 2021 (IIJA). This \$1.2 trillion bill will make a substantial investment in the nation's infrastructure and economic competitiveness. With the IIJA, Congress and the Administration have not limited infrastructure solely to transportation infrastructure. Indeed, the IIJA directs significant funding to improving clean drinking water infrastructure, expanding access broadband, modernizing the electrical grid, and more. Of the \$1.2 trillion in total IIJA funding, the US Department of Transportation (USDOT) will receive \$567 billion over the next five years to invest in the nation's transportation infrastructure.

While the IIJA includes hundreds of billions of dollars in new spending for transportation infrastructure programming, it also includes a five-year reauthorization of federal highway, transit, and rail programs. The current federal surface transportation authorization, the FAST Act, technically expired in 2020, and Congress kept it in effect by extending it twice for short periods. Reauthorizing the FAST Act was a must-do for Congress this year regardless of whether any sort of an infrastructure package was possible. While \$567 billion is an enormous number for transportation infrastructure, \$293.5 billion of that is simply the cost of extending the FAST Act for next five years at flat funding levels rather than new money. Thankfully, Congress also included an additional \$89.8 billion in the IIJA to add funding and some new programming to that surface transportation authorization. Additionally, the IIJA includes \$184.1 billion in new one-time infrastructure stimulus type funding.

Oregon can expect to receive an additional \$1 billion in federal funding for highway programs over the five years of the bill, a 38 percent increase over the prior authorization. Much of the core existing federal formula programs for highways continue under this bill, however, the IIJA does create some new highway funding programs and increases funding for existing programs. New programs include those for reducing carbon emissions and for increasing the resilience of the transportation system. Substantial increases for safety programs, transportation alternatives, and other programs that benefit local governments are also included in this portion of the IIJA.

The IIJA's \$184.1 billion in one-time infrastructure stimulus money primarily benefits the highway side of the system through two new programs. Through the Bridge Investment Program, Oregon can expect to receive \$53.6 million annually for five years for investing in bridges. This quarter of a billion dollars is one-time money given to the state in five equal installments over the course of the bill. Similarly, the National Electric Vehicle Formula Program will provide the state with five equal installments of \$10.4 million annually to invest in expanding charging infrastructure for electric vehicles.

Transit programs in Oregon will receive an additional \$200 million over the five-year bill, a 35 percent increase over the previous authorization. The transit title of the bill came together late in the process, so it proposes fewer changes to the existing program structure. Existing grant programs for the purchase of buses, as well as a separate program for the purchase of low and no emission buses, will see substantial funding increases.

The rail title of the IIJA directs historic levels of funding to Amtrak's Northeast Corridor as well as its National Network. New and expanded grant programs aimed at improving existing passenger rail service and initiating new service are included. The IIJA also creates a new program for eliminating grade crossings.

Competitive grant programs are an enormous part of this bill. Of the \$184.1 billion in one-time infrastructure stimulus funding in the IIJA, USDOT will give out over \$100 billion in the form of competitive grants. There are rail and transit grants as described above. There are new grant program for large bridges and a new multimodal megaprojects grant program. There are also new, larger versions of existing grants like INFRA and RAISE.

Congress has designated much of the new IIJA formula funding received by ODOT for specific purposes (bridges, resilience, carbon reduction, etc.). As a result, the OTC and ODOT will have less discretion over how to invest these funds than in previous STIP cycles. ODOT staff are engaging with the Area Commissions and advisory committees in order to help inform OTC actions on the portion of this funding that is flexible. ODOT will provide this input to the OTC and will return at a future meeting for a discussion on funding allocations.

# Infrastructure Investment and Jobs Act

## Implications for Oregon

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Trevor Sleeman, ODOT Senior Federal Affairs Advisor

Cooper Brown, ODOT Assistant Director of Operations

Amanda Pietz, ODOT Policy, Data & Analysis Administrator

Karyn Criswell, ODOT Public Transportation Division Administrator

Travis Brouwer, ODOT Assistant Director For Revenue, Finance & Compliance



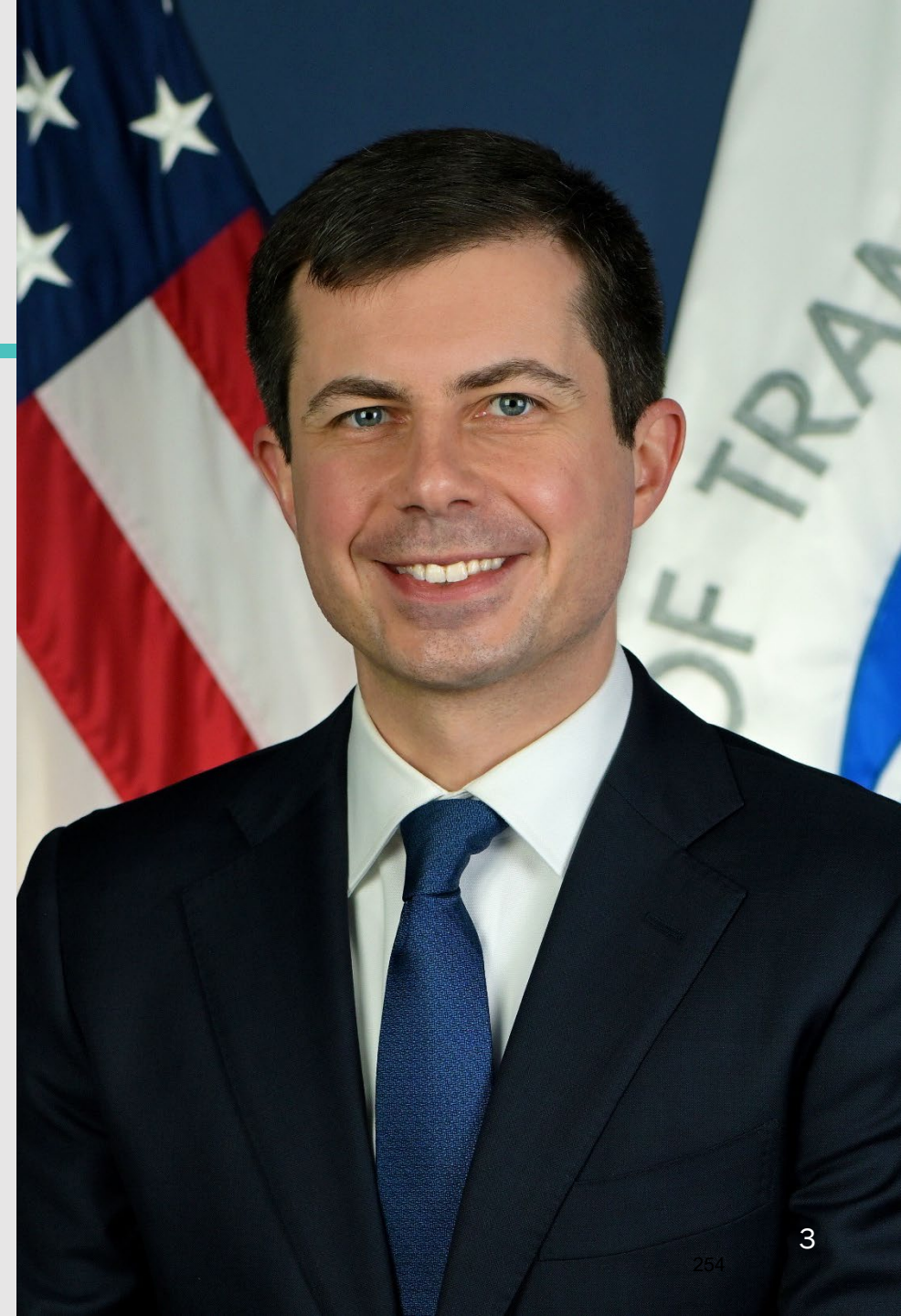
# IIJA Basics

- \$1 TRILLION for infrastructure
- \$567 billion for transportation
- Surface transportation portion includes:
  - Reauthorization of surface transportation programs
  - New programs for resilience and climate
  - Special funding for bridges and EV charging
  - Huge amount of discretionary grants
  - All over five years (2022-2026)



# Discretionary Grant Opportunities

Over *\$100 billion* in discretionary grant opportunities for roads, transit, rail, airports, ports and other modes to be awarded by US DOT



# Oregon Transportation Funding Under IIJA



## Highways/Special Programs

\$1 billion in additional funding over 5 years– a 38% increase

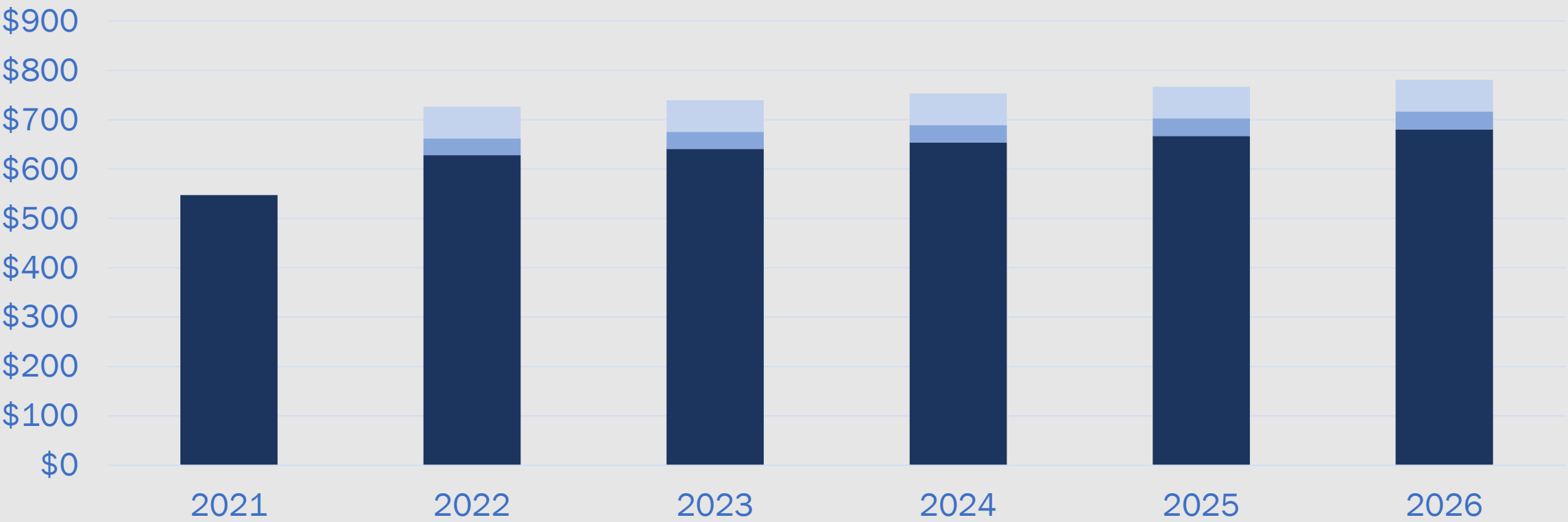


## Public Transportation

\$200 million in additional funding over 5 years– a 35% increase

# Oregon Highway and Special Programs Funding

In millions of dollars



**Oregon  
Department  
of Transportation**

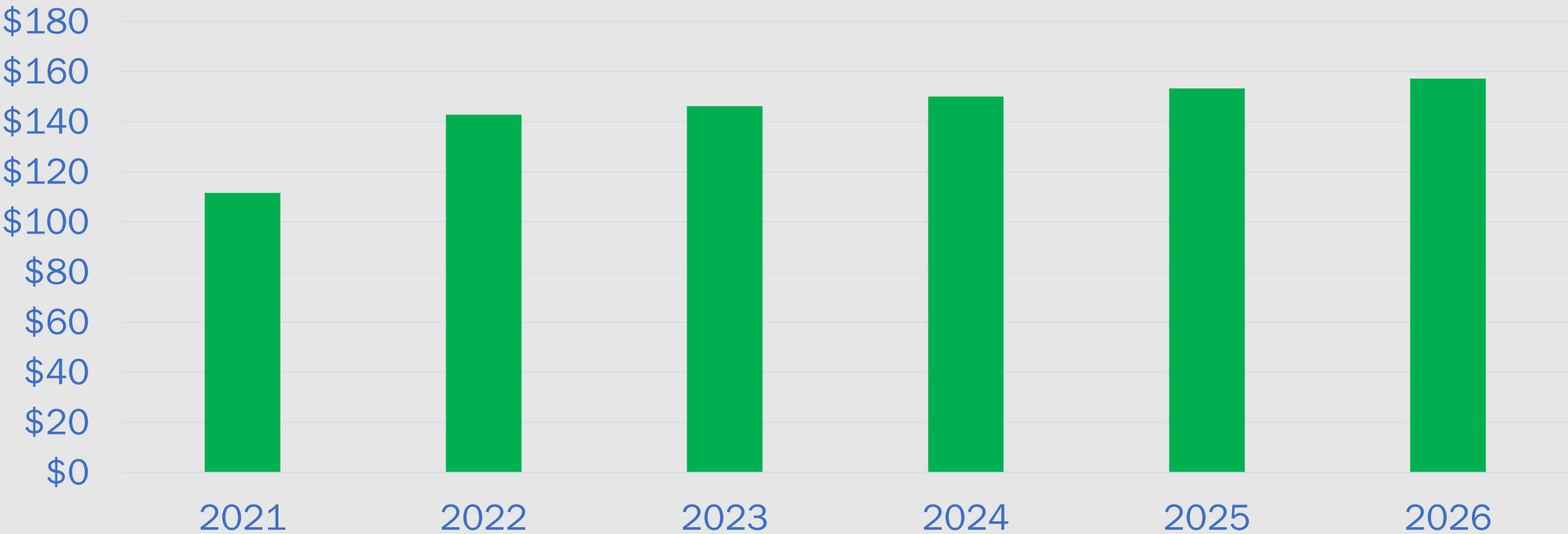
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

# Oregon Public Transportation Funding

In millions of dollars





# Bridges

More than a quarter billion dollars in additional direct investment in repairing and replacing Oregon's bridges





# Safety

\$45 million in additional funding for the All Roads Transportation Safety (ARTS) Program to make state and local roads safer for all users







# Major Projects

Several large-scale grant programs that could help fund major projects such as the Interstate Bridge Replacement and the Rose Quarter





# Resilience

\$94 million for a new PROTECT Program to enhance the transportation system's resilience to disasters, including adapting to climate change



# Addressing Climate Change

\$52 million to expand availability of electric vehicle charging stations

\$82 million for a new Carbon Reduction Program to help achieve our climate commitments



# Improving Active Transportation

\$30 million in additional direct funding for bicycle and pedestrian programs





# Public Transportation

Nearly \$200 million in additional funding for public transportation in rural and urban communities





# Rail and Intercity Public Transportation

Significant discretionary grants for passenger rail that could improve the Cascades Amtrak service







# Local Programs

\$200 million in additional funding for cities, counties, and metropolitan planning organizations for safety, bicycle/pedestrian, bridge, and other community priorities

# Local Programs Breakdown

## Additional Total Funding Over 5 Years

### Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

### Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

All numbers are early rough estimates and subject to change





# Funding for Urban Areas

Additional Total Funding Over 5 Years

	Roads/Flexible Funding		Public Transportation	
	Total	Increase	Total	Increase
Portland	\$214m	\$53m	\$504m	\$121m
Salem	\$34m	\$8m	\$33m	\$8m
Eugene	\$35m	\$8m	\$67m	\$17m



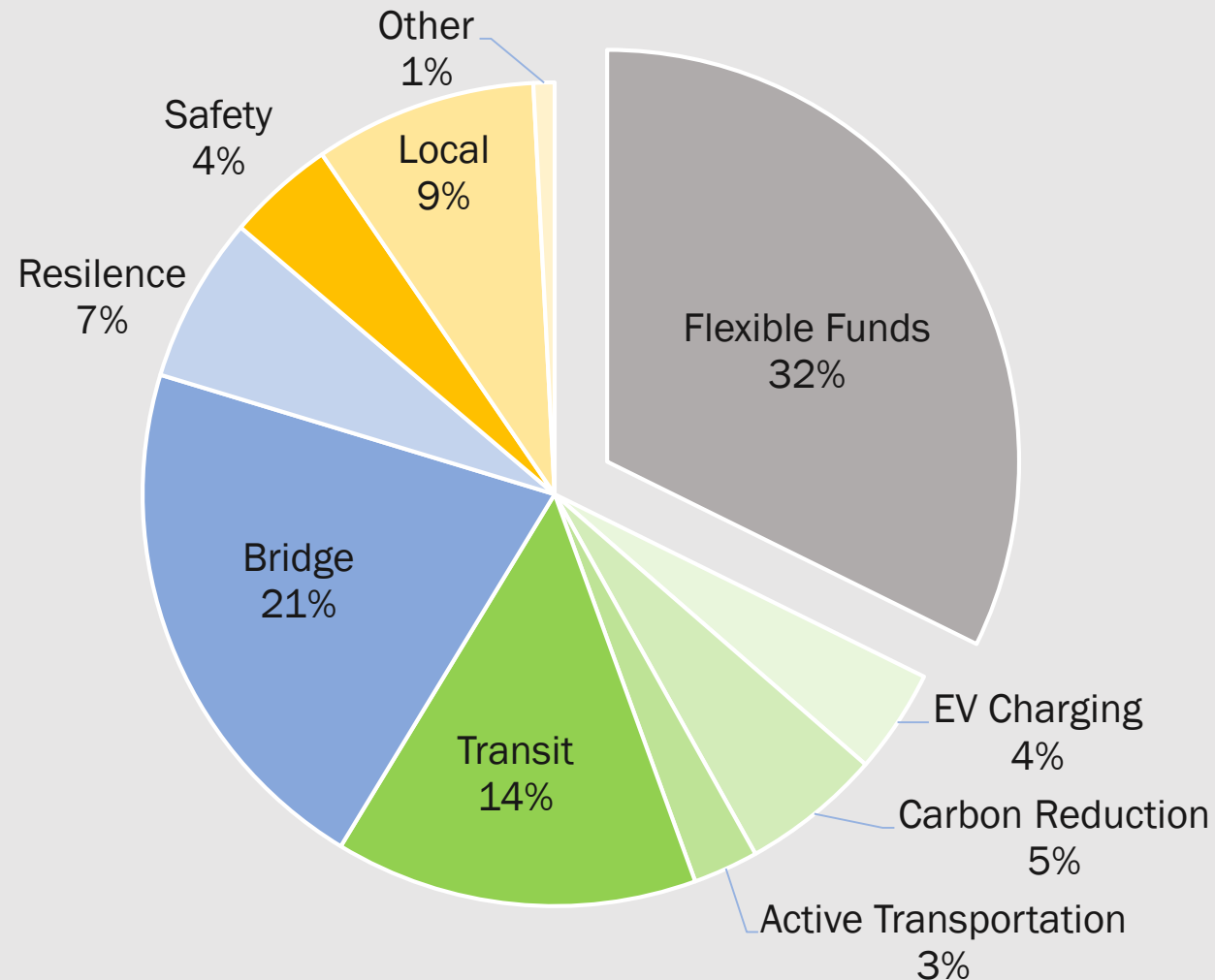
# Additional Flexible Funding

While most funding is dedicated by Congress to specific programs, some resources are flexible and can be used by ODOT for a variety of purposes



# IJA Additional Funding for Oregon

\$1.2 billion total





# Updating the Statewide Transportation Improvement Program



# Timeline & Public Engagement Approach

	November	December	January	February	March
<b>OTC</b>	Briefing at November 18 meeting	Background briefings to answer additional questions	Present initial public input, present draft scenarios and seek feedback		Receive public input/comment, approve final funding scenario
<b>Stakeholder Engagement</b>	Seek feedback on priorities for allocation of flexible funds to guide development of scenarios through advisory committee presentations, webinar, public comment submission		Public comment period on scenarios after OTC meeting, including advisory committee presentations and online open house		Public comment on scenarios at OTC meeting



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 10, 2022

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item K** – *Discussion of Infrastructure Investment and Jobs Act (IIJA) Flexible Highway Program Funds*

**Requested Action:**

Provide input on ODOT's proposed areas for investment of IIJA flexible highway program funds and direction on scenarios for allocation of these funds.

**Background:**

The Infrastructure Investment and Jobs Act (IIJA) will provide Oregon approximately \$1.2 billion in additional federal formula funding for road and public transportation programs over the course of the next five years. Approximately \$400 million (about one-third) of this funding comes in the form of flexible highway program funds that can be used for a variety of purposes, including Fix-It projects to preserve the system, safety, congestion relief, and public and active transportation. The Commission will need to update the 2021-2024 Statewide Transportation Improvement Program (STIP) and the 2024-2027 STIP to incorporate these funds.

**Public Engagement**

Over the past several months, ODOT has undertaken significant public engagement on how to invest the additional flexible resources provided by the IIJA. This has taken the form of conversations with Area Commissions on Transportation, modal advisory committees and metropolitan planning organization policy boards, as well as two webinars. Members of the public have provided significant input on how the OTC can most effectively invest the IIJA resources to meet the state's transportation goals. Attached is the summary of the input received to date and includes dozens of letters.

A number of key themes have shown up repeatedly.

- Support for investing in public and active transportation to address safety, provide more options for getting around, and address equity and climate change; this includes Safe Routes to School and other projects to improving walking and biking as well as all forms of public transportation.
- Support for investing in bridges on both state highways and local roads, including addressing seismic resilience, and for preserving and improving road conditions.
- A desire to address bottlenecks on state highways to address congestion and freight mobility.
- Interest in addressing the comprehensive needs of urban arterials—particularly safety-- so they can serve community and economic vitality and not just move traffic through quickly.

- Interest in investing in fish, wildlife, and environmental projects, including some specific projects in different parts of the state.
- Interest in expanding electric vehicle charging opportunities across the entire state.
- Support for improving safety across all modes and all programs.
- Concern about ensuring a fair regional distribution of funds.
- A desire to invest in regional priorities and local government projects.

### **Proposed Areas for Investment**

Based on public input, analysis of needs across the system, the Strategic Action Plan, and investments already made in the Statewide Transportation Improvement Program and IIJA, ODOT recommends the Commission consider investing the flexible highway program funding in the following priority areas of the transportation system.

- **Great Streets:** Many state highways that pass through communities are focused on moving traffic through communities and do not adequately address pedestrian and bicycle safety needs nor support community and economic vitality. Many of these roads need significant improvements, but the way the federal government and ODOT break funding into siloes makes it difficult to meet the comprehensive needs of these critical routes. ODOT recommends dedicating funding to a “Great Streets” program to improve these roads, focused on safety and multimodal accessibility but also addressing declining road conditions and other needs.
- **Safe Routes to School:** ODOT’s Safe Routes to School program makes improvements that help students bike or walk safely to elementary and middle schools. Additional funding for Safe Routes education programs and construction projects such as sidewalks, crossings and bicycle facilities could meet the significant unfunded need while also providing broad community benefits for many users.
- **Fix-It:** Fix-It projects preserve existing bridges, pavement and other assets in a state of good repair. While IIJA provides a significant direct infusion of resources in bridges, additional funding is needed in particular for pavements and other assets to limit the deterioration of state highways.
- **Enhance Highway:** Enhance highway projects reduce congestion, improve safety, and create economic development opportunities by adding lanes, fixing interchanges, and making other improvements that make roads function better. Funding is needed to complete a number of Enhance Highway projects—particularly those earmarked by the Legislature in HB 2017. The 2024-2027 STIP included only \$65 million in Enhance Highway Discretionary funding, so additional funding in this area will allow ODOT to meet more of the unmet need.
- **Local Climate Planning:** Under the proposed update to the Department of Land Conservation and Development’s Transportation Planning Rule, cities, counties, and metropolitan planning organizations across Oregon will be required to update their local transportation plans to reduce greenhouse gas emissions from the transportation system. Providing cost-share funding to local governments would help advance the state’s climate goals while limiting the cost to local governments.

- **Americans with Disabilities Act Curb Ramps:** ODOT has committed to make state highways accessible for those experiencing a disability by building ADA-compliant curb ramps. The agency needs additional resources to meet the commitments in its recent legal settlement agreement.
- **Business and Workforce Development:** To meet equity goals and expand the pool of contractors and workers, ODOT recommends investing in programs that provide supportive services to businesses owned by women and people of color owned and that help expand and diversify the transportation construction workforce.
- **Match for US DOT Competitive Grants:** The IIJA provides US DOT more than \$100 billion in funding for competitive grant programs. However, due to the agency's shortfall of state resources, ODOT will be constrained in applying for these funds. ODOT recommends using the IIJA to federalize some state-funded programs to free up State Highway Fund resources to leverage significant federal resources for a variety of programs, from congestion relief funding to wildlife crossings and pedestrian and bicycle projects.
- **Operations and Maintenance:** ODOT faces a significant long-term deficit in the agency's operations and maintenance (O&M) budget, which primarily funds highway maintenance activities, including patching potholes, plowing snow, and other day-to-day work that keeps roads safe and open to traffic. The O&M budget also pays for the DMV, the Commerce and Compliance Division, project delivery staffing, and administrative functions. The IIJA will exacerbate this O&M shortfall by increasing the amount of state O&M funding ODOT needs to shift to providing match for federal funds, and by increasing staffing costs for delivering federally funded projects. Using IIJA funds to cover the cost of some O&M programs currently funded by state dollars could offset this impact and reduce future cuts to maintenance and operations programs.

## Scenarios

Based on these identified investment needs, ODOT has constructed four funding options or scenarios for the Commission. All of these scenarios dedicate a total of \$198 million (nearly half of the \$412 million flexible funding) to Local Climate Planning, ADA Curb Ramps, Business and Workforce Development, competitive grant match, and Operations and Maintenance and hold the funding levels for each program constant across scenarios. In each of the scenarios, the remaining flexible funding is split between the three major categories in the STIP.

- **Scenario 1- Fix-It:** This scenario focuses on providing resources to preserve existing state highways, dedicating half of the remaining flexible funding to Fix-It programs while splitting the remaining funding between Enhance Highway and Public and Active Transportation (Great Streets and Safe Routes to School).
- **Scenario 2- Public and Active Transportation:** This scenario dedicates half of the remaining flexible funding to the Great Streets and Safe Routes to School programs while giving a quarter each to Enhance Highway and Fix-It.

- **Scenario 3- Enhance Highway:** This scenario dedicates about half of the remaining flexible funding to Enhance Highway programs; Fix-It and Public and Active Transportation each get about a quarter of funding.
- **Scenario 4- Balanced:** Each of the three categories receives about a third of the remaining funding in this scenario.

These scenarios are created for analytical purposes. These scenarios illustrate options for allocating discretionary resources across the STIP program funding categories, and how these choices advance Oregon transportation goals. Although each scenario yields unique results, the needs far outweigh funding. The scenario differences on priority outcome areas are often not substantial, particularly because the relatively limited flexible funding available under the IIJA does not allow ODOT to move the needle strongly in any given direction.

Using a tool created for the 2024-2027 STIP, ODOT's Climate Office analyzed the preliminary scenarios against priority outcome areas to highlight funding scenarios' potential outcomes and tradeoffs. The priority outcome areas included congestion relief, multi-modal access, social equity, safety, climate mitigation-greenhouse gas (GHG) reduction, climate adaptation-resilience, and state of good repair. These outcome areas were extrapolated from the Commission's Strategic Action Plan and the requirements of Executive Order 20-04 (which directs ODOT to integrate climate considerations for reducing greenhouse gas emissions in STIP decisions). The analysis includes both the 2021-2024 STIP and 2024-2027 STIP program funding allocations as the baseline for evaluating the proposed IIJA funding scenarios and outcomes.

After review of the scenarios by the OTC, ODOT will take these scenarios out for comment and input by advisory committees, stakeholders, and the public. ODOT will present an online open house to allow for broad public comment. Based on the results of this analysis and public input, the Commission can ultimately decide to select a proposed scenario, modify a scenario, or develop a new funding allocation.

ODOT seeks feedback on two basic points:

- Are these the correct areas to focus investment of IIJA flexible highway program funds, given existing investments in the STIP and IIJA and identified needs and priorities?
- Are these appropriate funding options to release for public review and comment?

Attachments:

- Attachment 1- *Infrastructure Investment and Jobs Act STIP Update Public Input Summary*
- Attachment 2 - *IIJA Flexible Highway Program Funding Investment Options*

# Agenda Item K, Attachment 01

## To Be Added by end of day 1/18/22



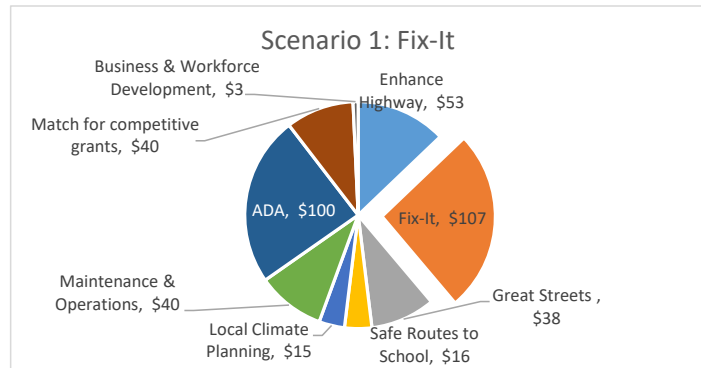
## Agenda Item K, Attachment 02

**Infrastructure Investment and Jobs Act Flexible Highway Program Funding Investment Options**

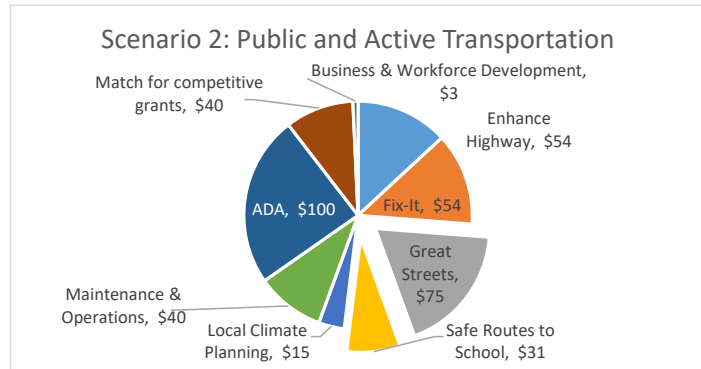
All figures in millions of dollars over 5 years.

**Scenario 1: Fix-It**

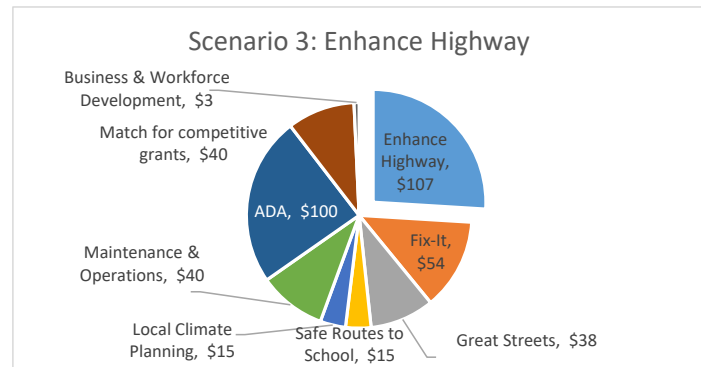
Enhance Highway	\$	53
Fix-It	\$	107
Great Streets	\$	38
Safe Routes to School	\$	16
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
<b>Total</b>	<b>\$</b>	<b>412</b>

**Scenario 2: Public and Active Transportation**

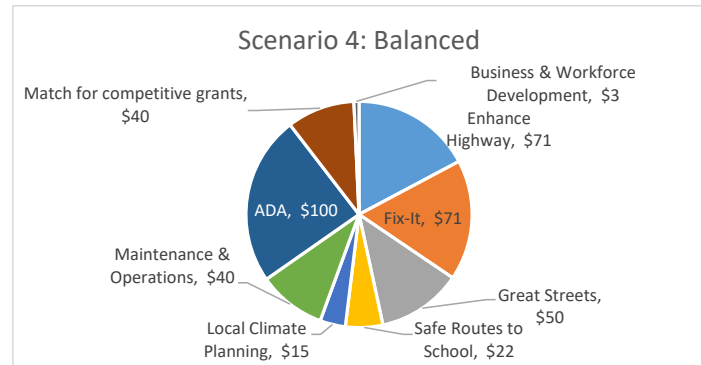
Enhance Highway	\$	54
Fix-It	\$	54
Great Streets	\$	75
Safe Routes to School	\$	31
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
<b>Total</b>	<b>\$</b>	<b>412</b>

**Scenario 3: Enhance Highway**

Enhance Highway	\$	107
Fix-It	\$	54
Great Streets	\$	38
Safe Routes to School	\$	15
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
<b>Total</b>	<b>\$</b>	<b>412</b>

**Scenario 4: Balanced**

Enhance Highway	\$	71
Fix-It	\$	71
Great Streets	\$	50
Safe Routes to School	\$	22
Local Climate Planning	\$	15
Maintenance & Operations	\$	40
ADA	\$	100
Match for competitive grants	\$	40
Business & Workforce Development	\$	3
<b>Total</b>	<b>\$</b>	<b>412</b>



# Infrastructure Investment and Jobs Act

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January 2022

Travis Brouwer, ODOT Assistant Director For Revenue, Finance & Compliance

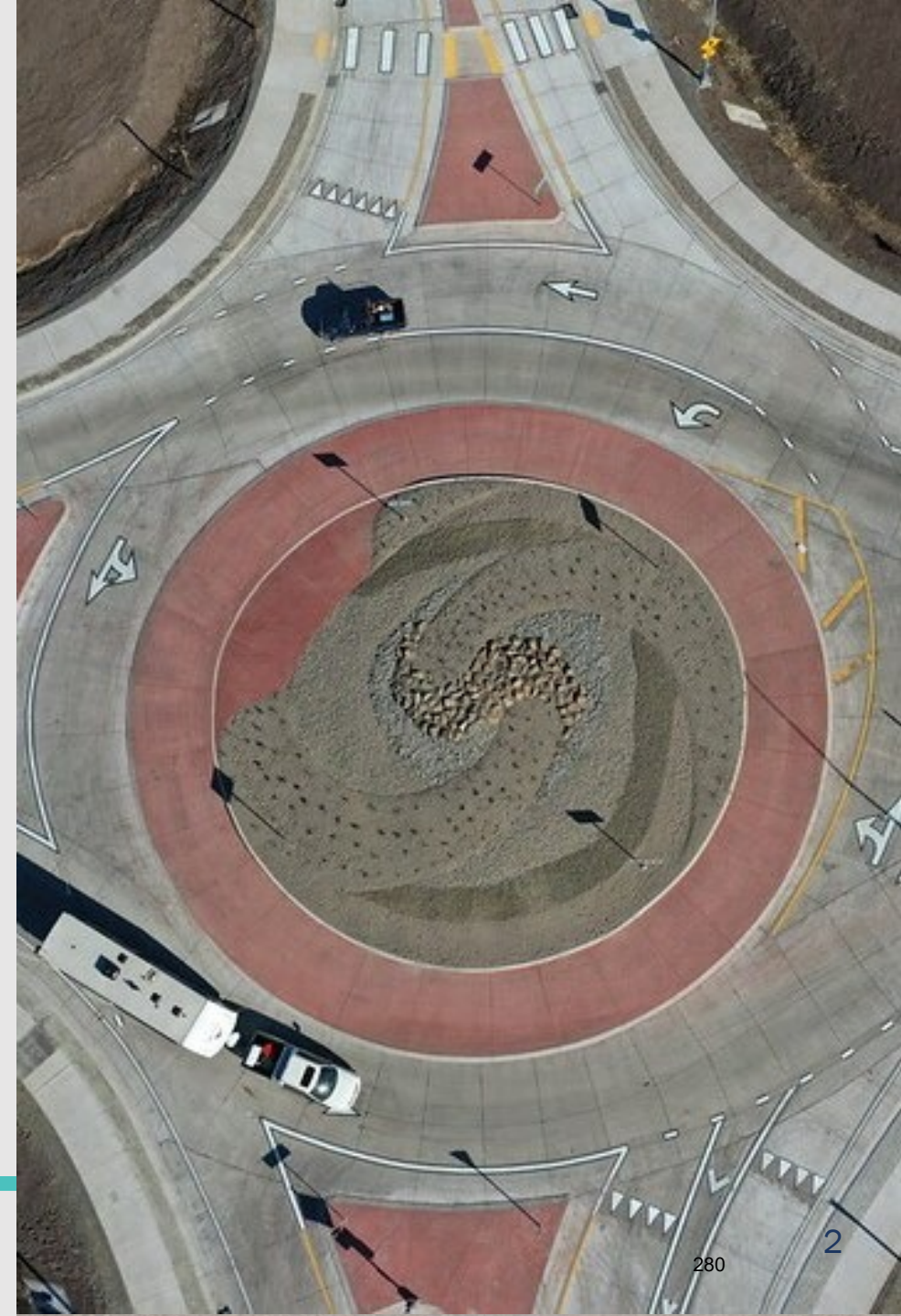
Mac Lynde, ODOT Delivery & Operations Division Administrator

Amanda Pietz, ODOT Policy, Data & Analysis Division Administrator

Karyn Criswell, ODOT Public Transportation Division Administrator

## Outline

- Public comment overview
- Proposed investment areas
- Proposed scenarios
- Scenarios analysis
- Commission feedback



## Timeline and Process for Funding Allocation

Jan 20	OTC receives proposal, provides feedback and takes public comment
Feb	Public comment period on funding options
Feb 17	OTC meeting on IIJA, focused on new programs
March 10	OTC receives public comment on funding options and provides feedback
March 30	OTC approves funding allocation
April	Project selection begins



# Public Comment Overview

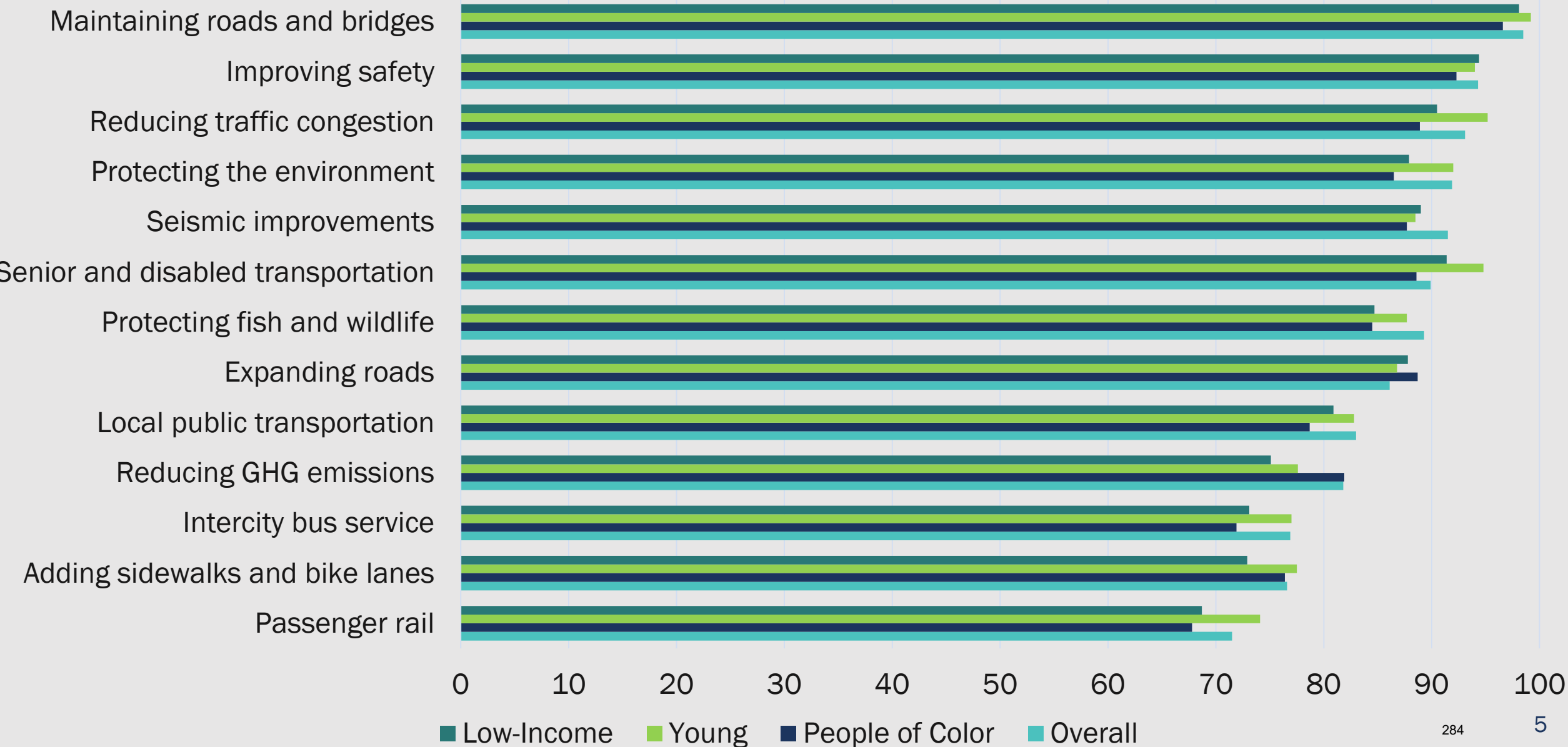
## Public Input & Engagement Overview

- Analysis of Transportation Needs & Issues Survey on spending priorities
- Conversations with advisory committees and stakeholders
- Public comments at OTC meetings and webinar
- Written comments



# Spending Priorities in the 2021 TNIS by Demographic Group

Percent Saying the Area is Somewhat or Very Important



# Major Themes of Public Comments

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- Support for investing in public and active transportation
- Support for investing in bridges and for preserving road conditions
- A desire to address bottlenecks on state highways
- Interest in addressing the needs of urban arterials
- Support for improving safety across all modes and all programs
- Interest in investing in fish, wildlife, and environmental projects
- Interest in expanding electric vehicle charging opportunities across the entire state
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

# Proposed Investment Areas



# STIP Funding Allocations

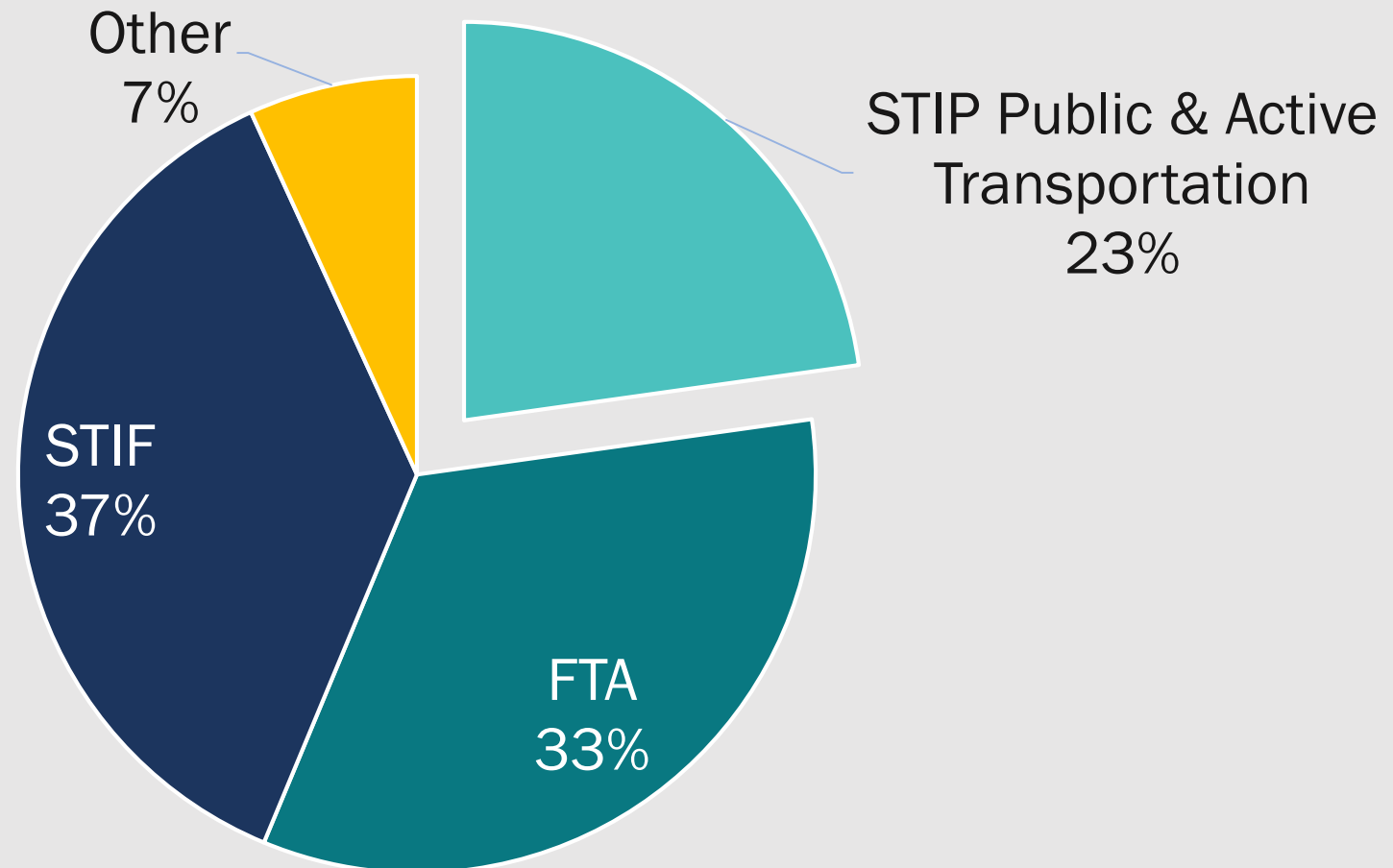
## Selected Funding Categories

Category	21-24 STIP	24-27 STIP
Fix-It	\$839m	\$827m
Public and Active Transportation	\$158m	\$255m
Enhance Highway	\$687m	\$175m
Safety	\$147m	\$147m
Local Programs	\$406m	\$405m
ADA Accessibility	\$316m	\$170m



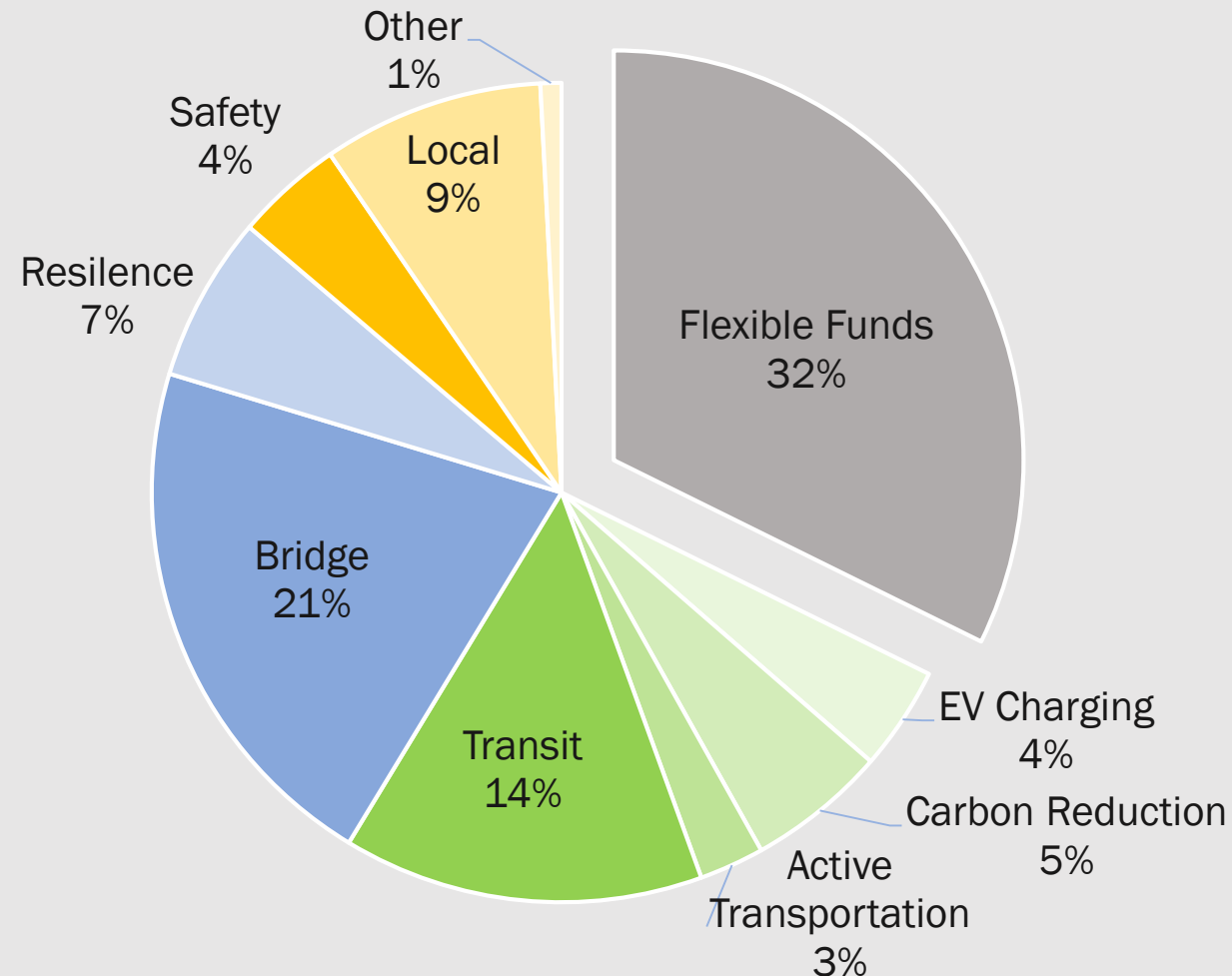
# Public & Active Transportation Spending

State and Federal Sources, 2025-2027 (pre-IIJA)



# IJA Additional Funding for Oregon

\$1.2 billion total





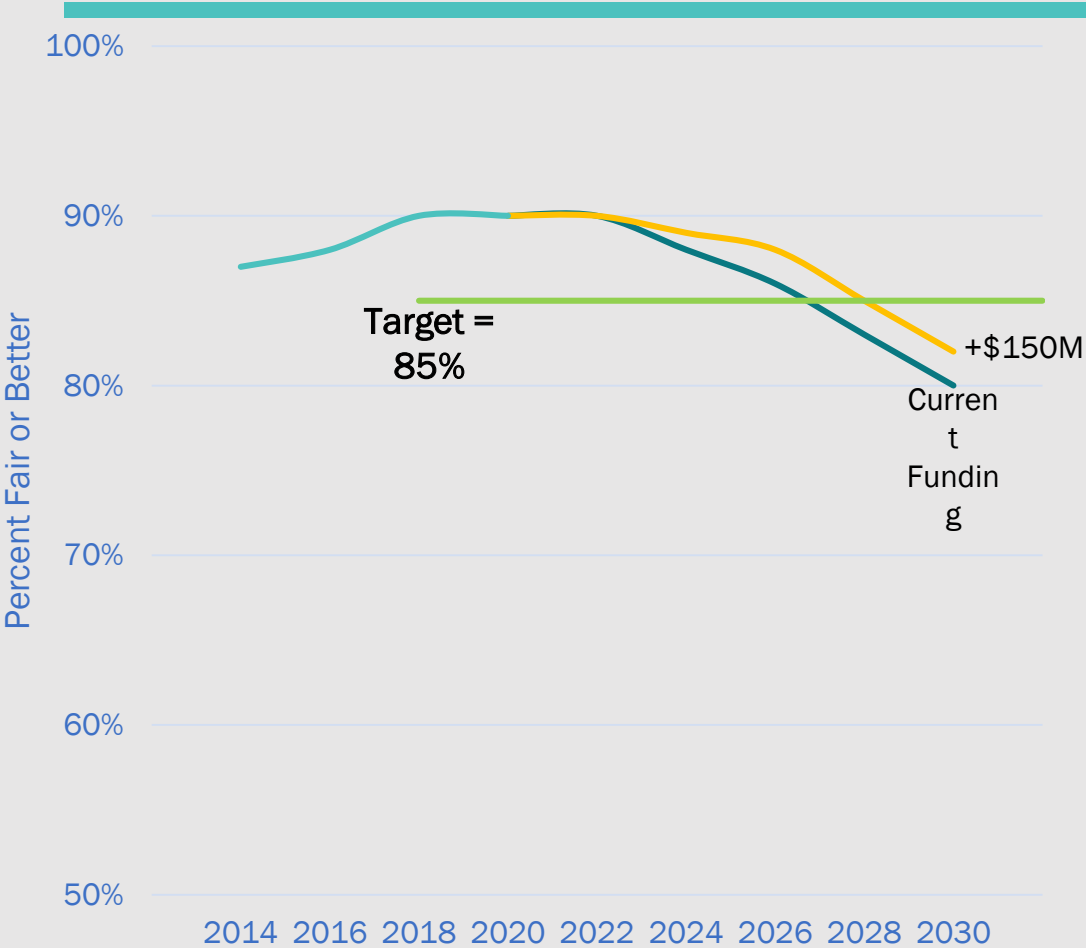
## Proposed Investment Areas

- Fix-It
- Enhance Highway
- ADA Accessibility
- Great Streets
- Safe Routes to School
- Local Climate Planning
- Operations and Maintenance
- Match for discretionary grants
- Business & Workforce Development

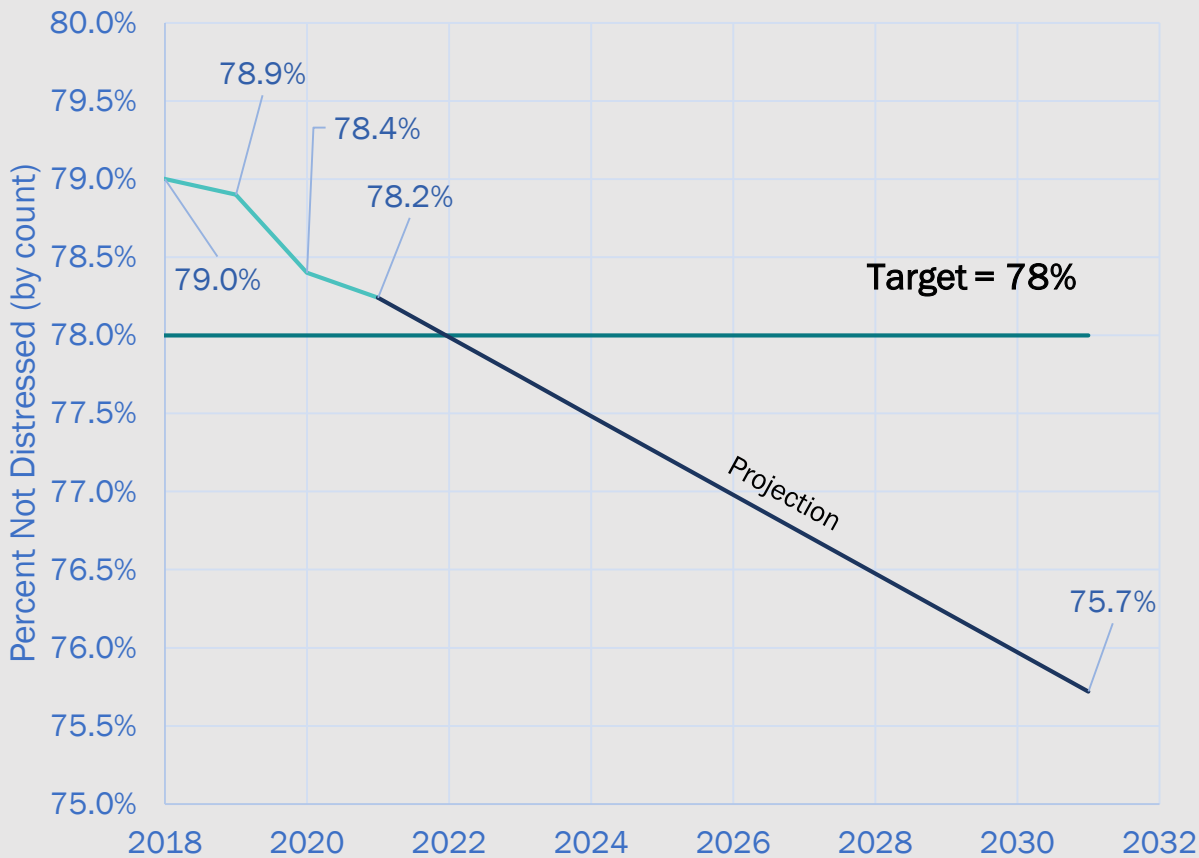


# Fix-It

## Pavement Conditions



## Bridge Conditions



## Enhance Highway

- Extremely limited funding in '24-'27 STIP--\$65m in discretionary funding to supplement HB 2017
- Priorities include:
  - Finishing off underfunded projects--particularly HB 2017 named projects
  - Going further down the list of '24-'27 STIP Enhance Highway Discretionary projects
  - Low-cost operational solutions
  - Developing projects for discretionary grants and future opportunities



## ADA Accessibility

- ODOT has committed to addressing curb ramps that inhibit access for people with disabilities
- Additional funding needed to meet required number of curb ramps through 2027





## Great Streets

- Urban arterials should be safe for all users and prioritize economic and community activity
- Many urban arterials face significant safety, multimodal, and roadway condition needs that are difficult to meet with our current program structure
- Would invest in meeting the comprehensive needs of streets in incorporated areas of all sizes, with a focus on safety and multimodal accessibility



## Safe Routes to School

- Would help provide safe ways for kids to get to school and broad benefits for many users
- Would supplement HB 2017 and additional investments made by OTC in 2024-2027 STIP
- Last two rounds of competitive funding have had \$4 in requests for every dollar of funding







## Local Climate Planning

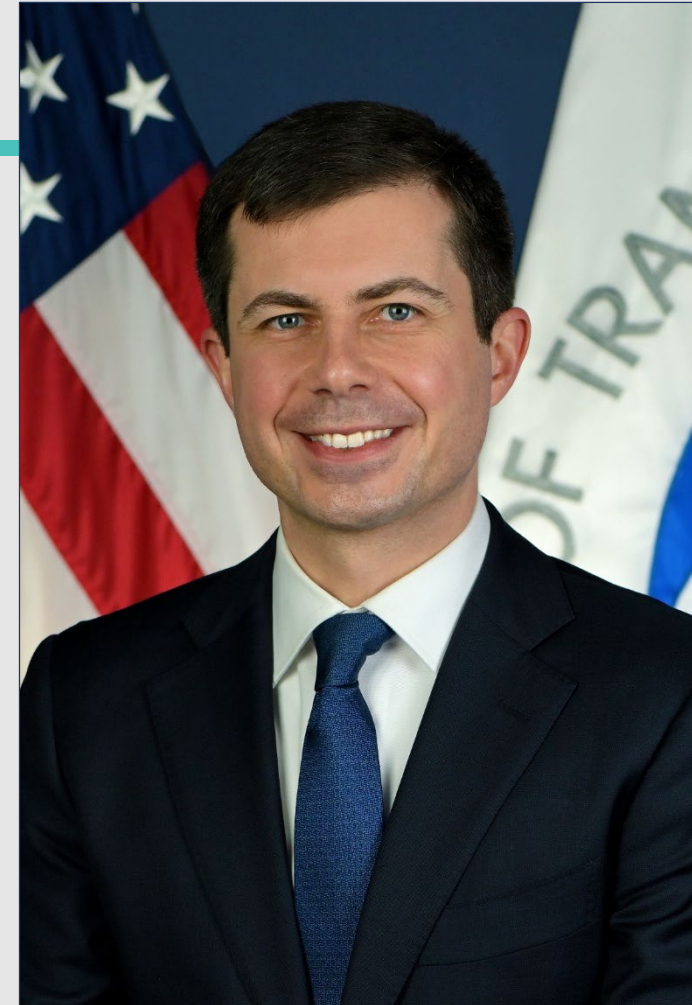
- Under DLCD's updated Transportation Planning Rule, cities, counties and MPOs will need to update local plans for investing in carbon reduction
- Funding can help move forward on implementing Governor Brown's EO 20-04 and making progress on Oregon's climate commitments

## Operations and Maintenance

- ODOT faces a \$500 million shortfall in O&M funding for maintenance, administration, DMV, CCD through 2029
- IIJA will increase O&M deficit due to increased match and staffing costs
- Setting aside small portion of funds to federalize O&M would reduce this impact

## Match for Competitive Grants

- Over \$100 billion in competitive grants to be awarded by USDOT
- ODOT has limited funding available to match these grants
- Federalizing some costs would free up funding to make a pot of state match available
- Could be used for wildlife crossings, RAISE, INFRA, etc.
- \$40 million could leverage \$160 million in federal funds







## Business & Workforce Development

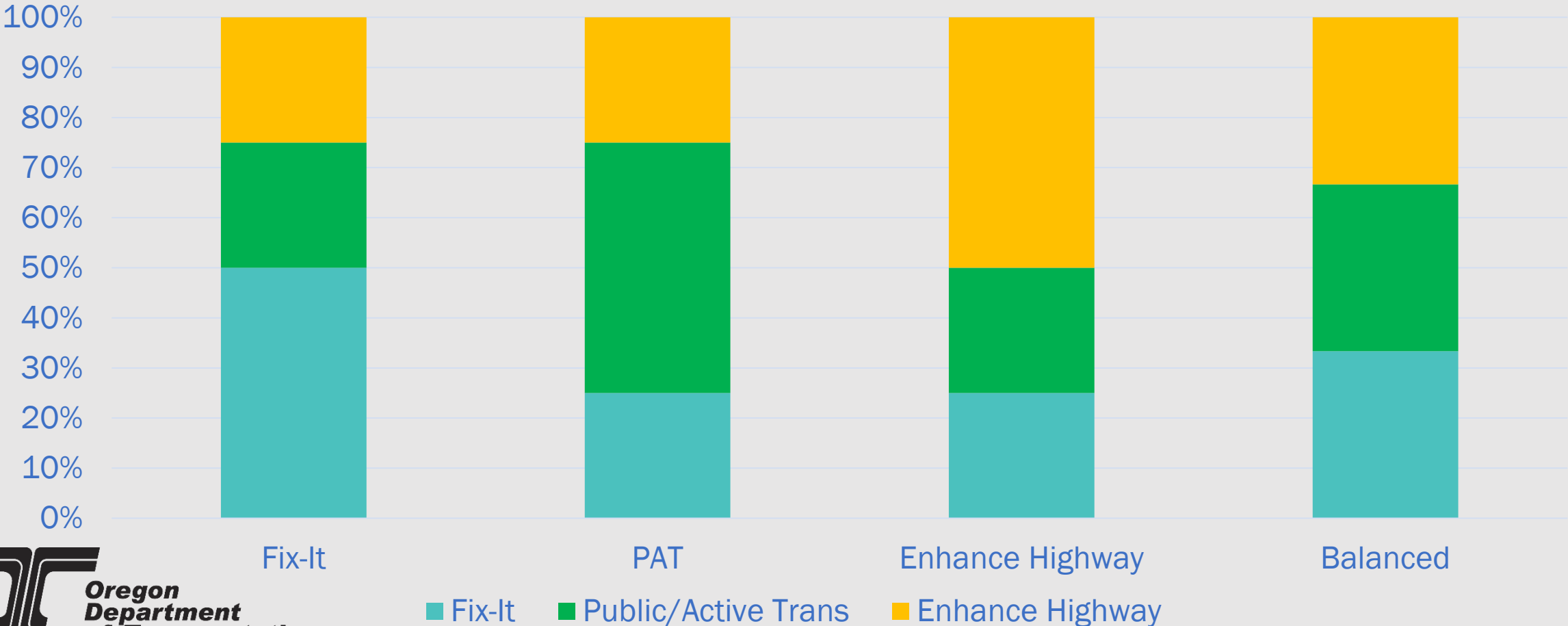
- Additional project volume will require broadening pool of contractors/subcontractors and expanding workforce
- Funding would support programs for BIPOC/women owned businesses and developing a skilled and diverse workforce



# Scenarios

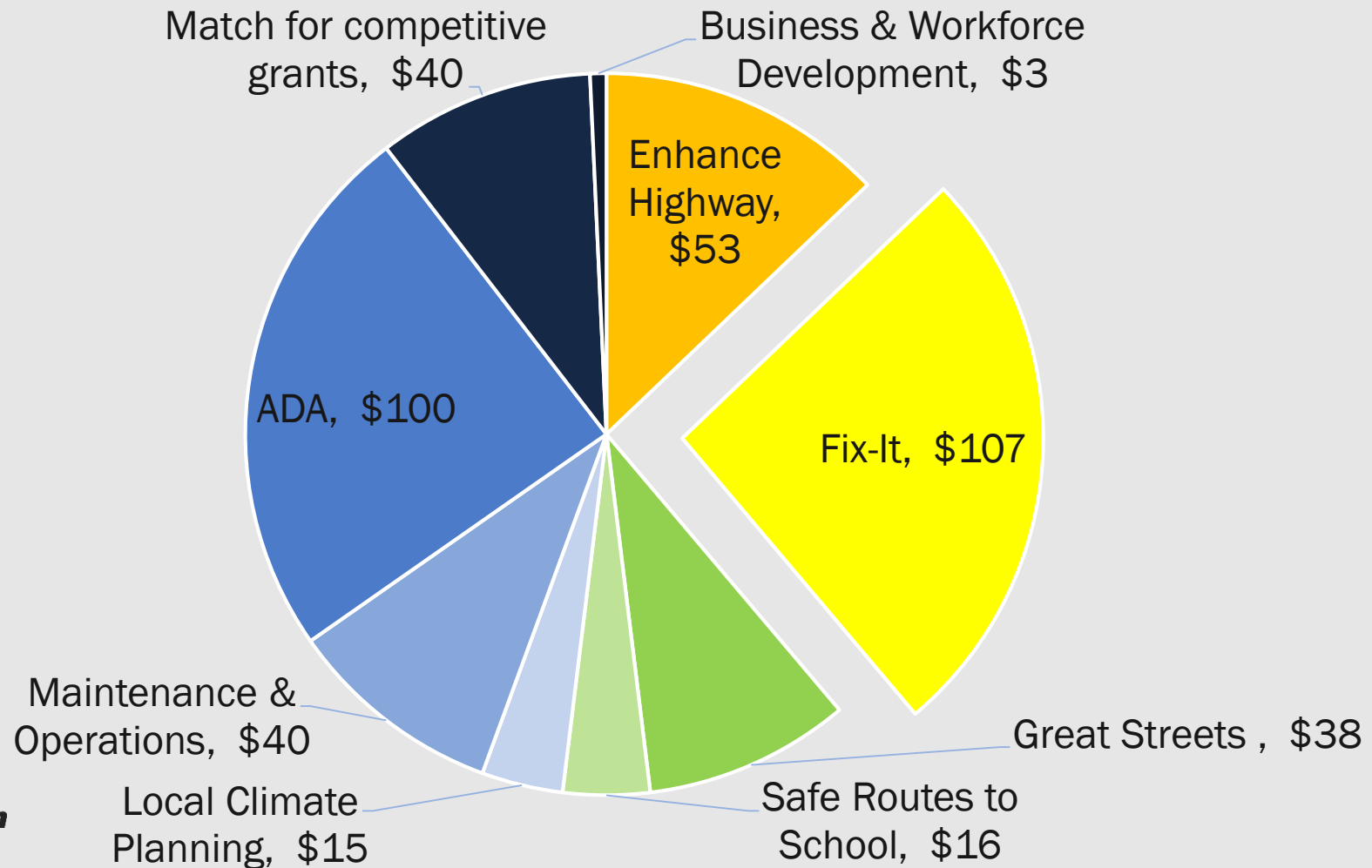
# IIJA Flexible Funding Scenarios

Net of \$198 million setaside for ADA, match, O&M, Business & Workforce, and climate planning

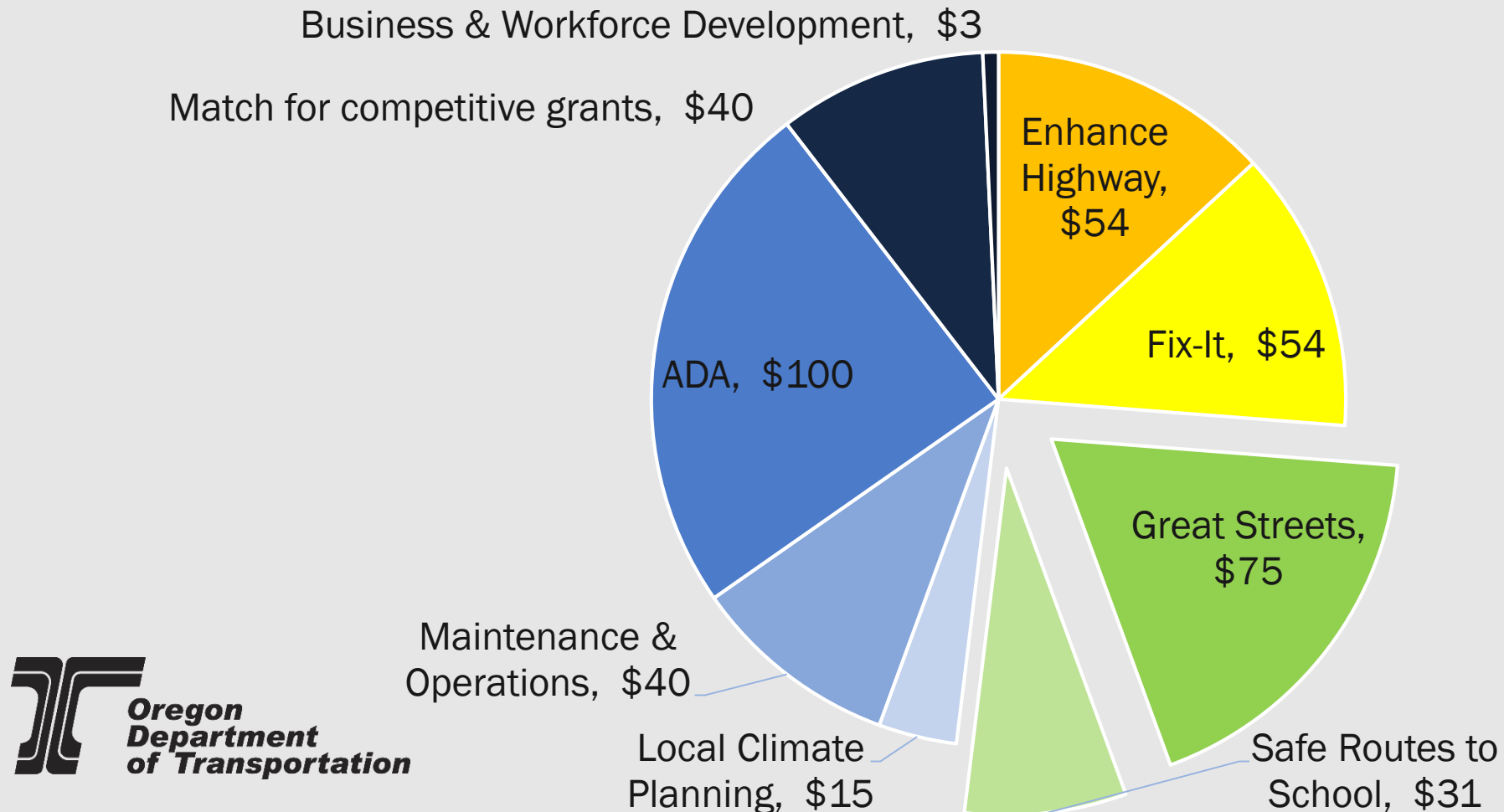




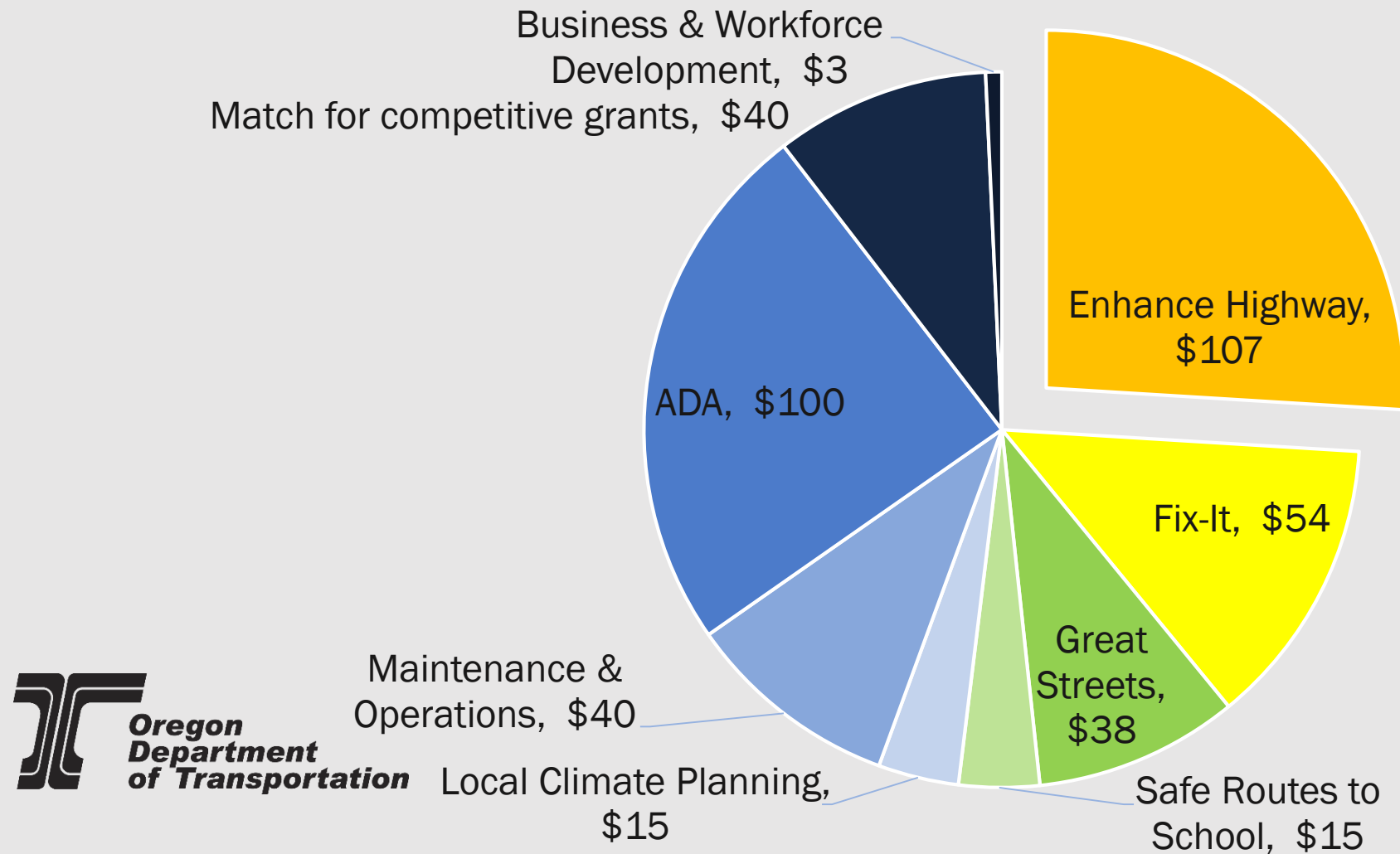
# Scenario 1: Fix-It



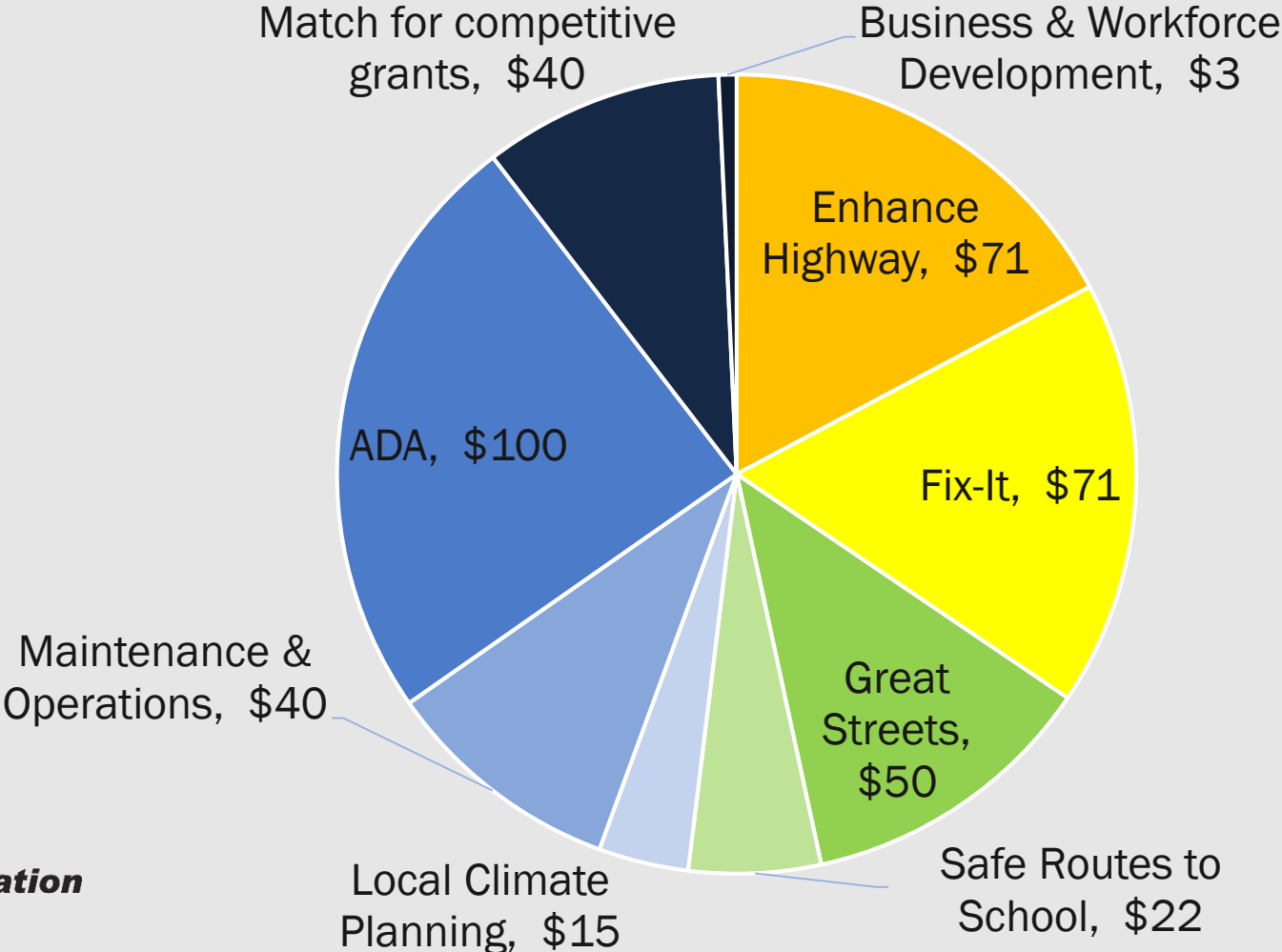
# Scenario 2: Public and Active Transportation



# Scenario 3: Enhance Highway



# Scenario 4: Balanced



# Scenario Analysis



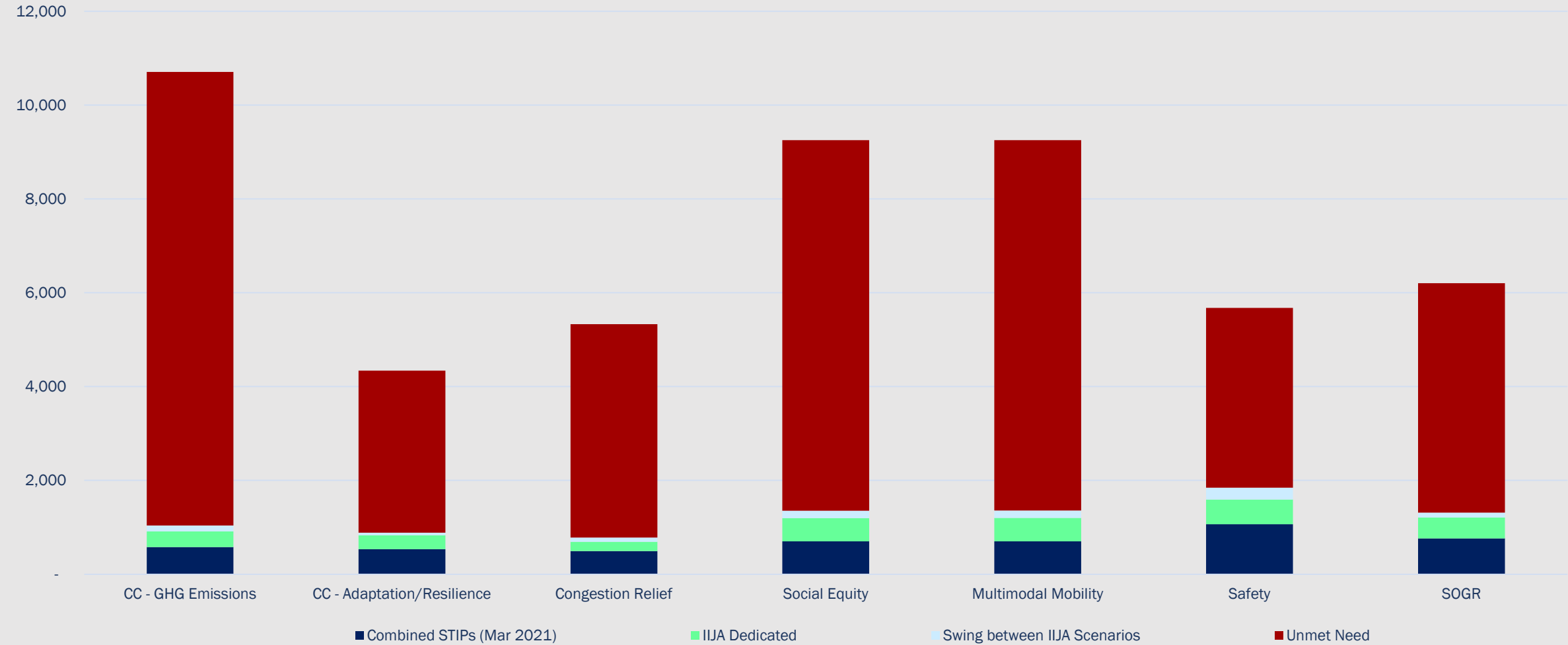
# Program Funding Allocations

*Priority outcome areas used to assess trade-offs across new funding scenarios*



# Addressing Outcome Needs

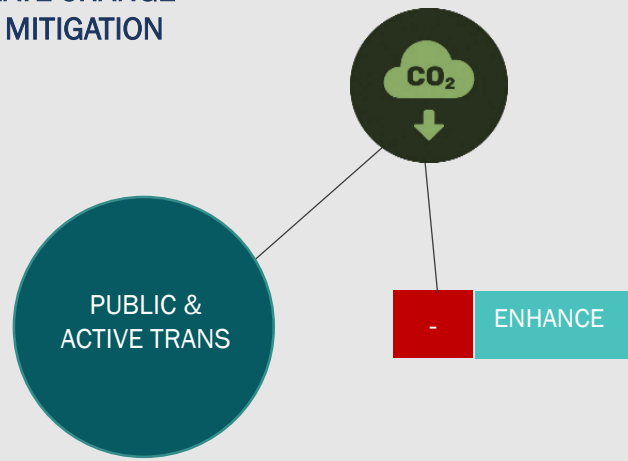
## Projected Outcomes vs. 6 years of Need



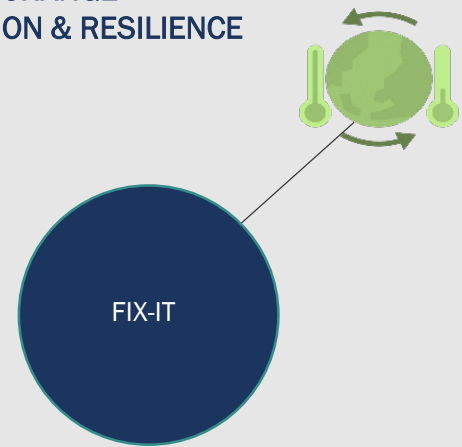
**\*Note:** chart reflects the extent to which the program funding allocations in IIJA STIP scenarios are projected to address transportation system needs across priority outcome areas. Identified outcome area needs are based on estimated funding needed to achieve Agency goals and objectives as described in statewide policy and modal plans, system needs assessments, and program investment strategies and do not include system needs funded outside the STIP (e.g. local, transit, and maintenance and operations).

# Which Investments Influence Outcomes (Scaled)

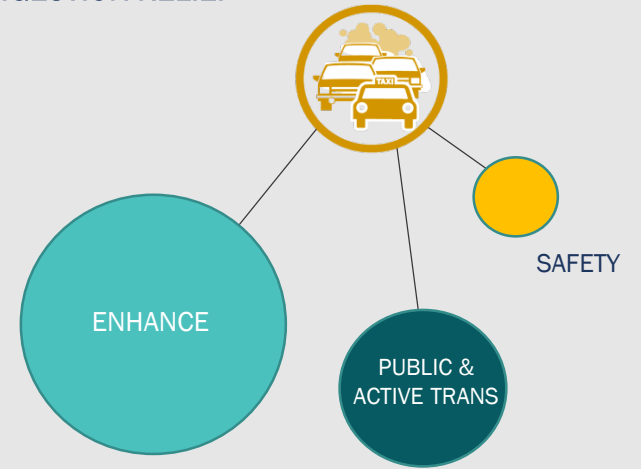
CLIMATE CHANGE  
GHG MITIGATION



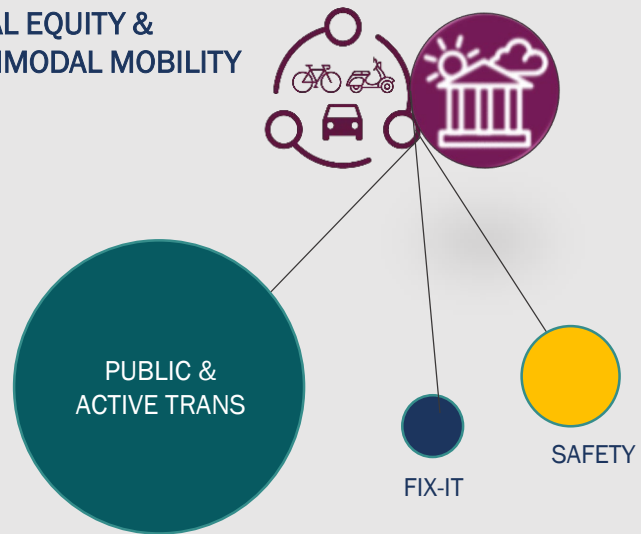
CLIMATE CHANGE  
ADAPTATION & RESILIENCE



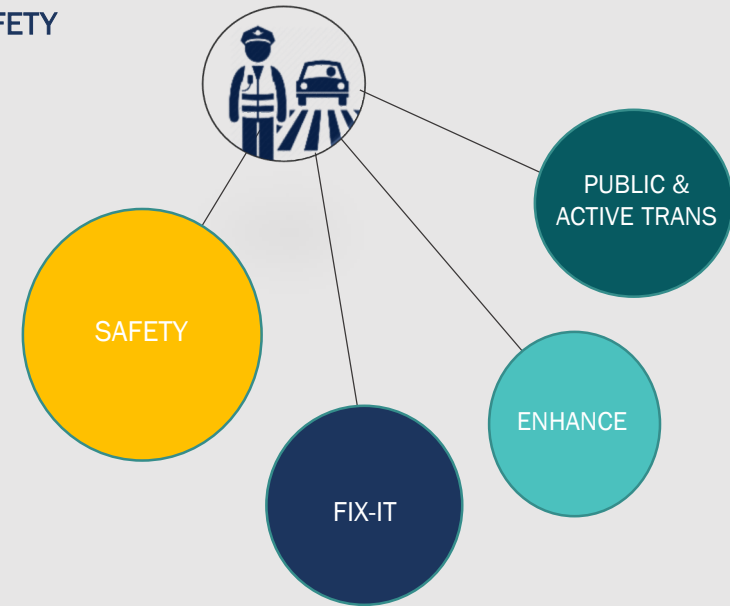
CONGESTION RELIEF



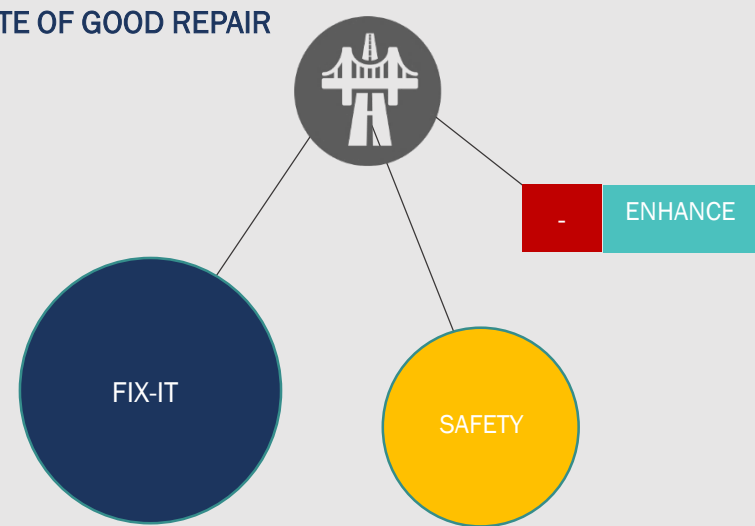
SOCIAL EQUITY &  
MULTIMODAL MOBILITY



SAFETY

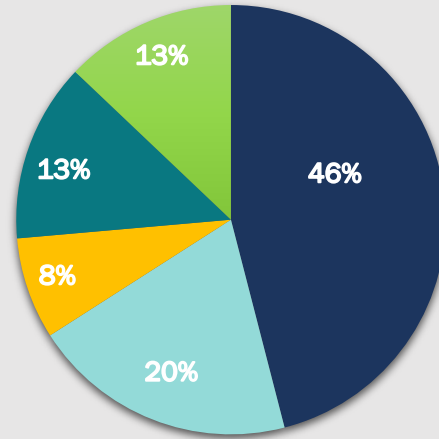
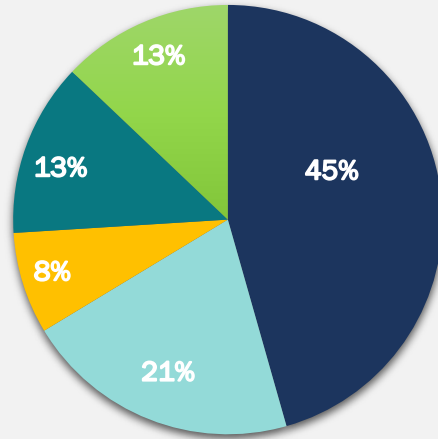
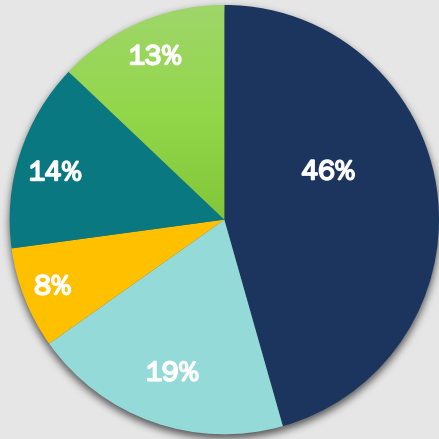
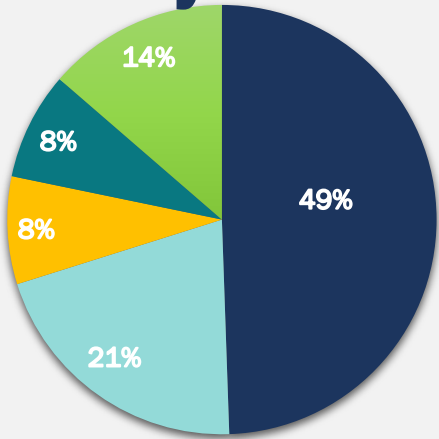


STATE OF GOOD REPAIR



# Preliminary Analysis of IIJA Scenario Trade-offs

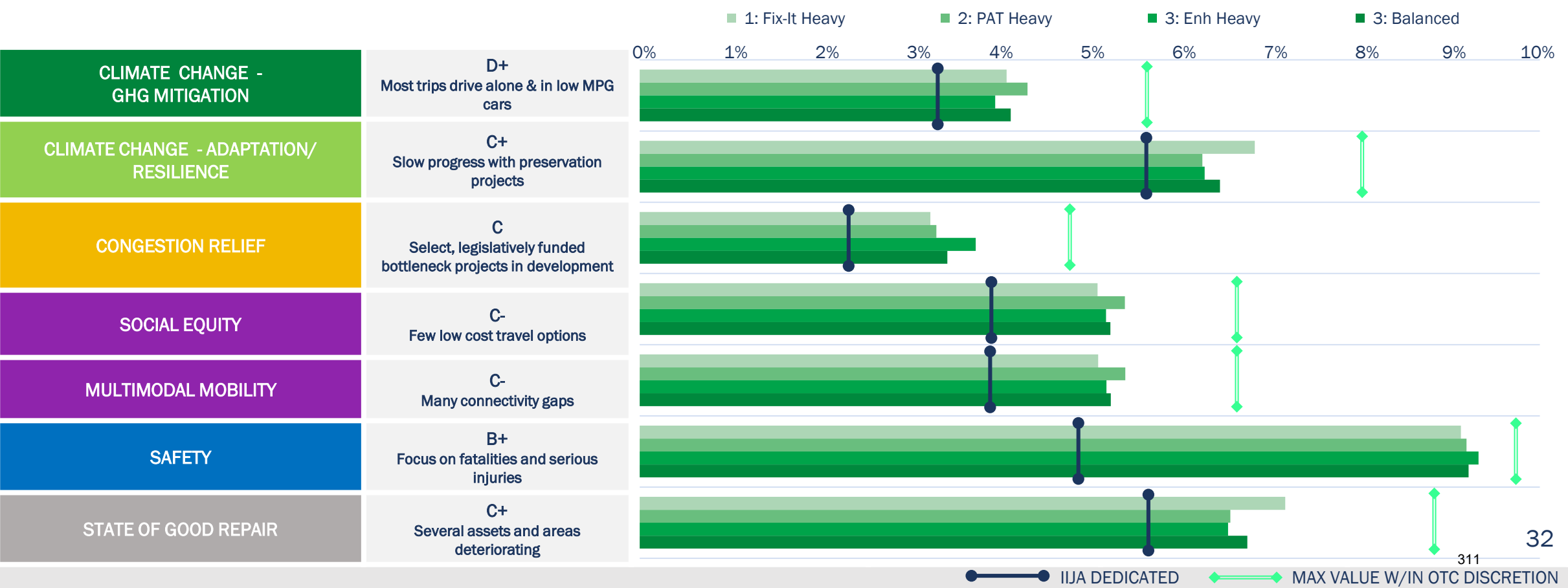
- Fix-it
- Enhance
- Safety
- Public & Active Trans
- ADA



	Scenario 1 Fix-it	Scenario 2 Public & Active Transportation	Scenario 3 Modernization/ Enhance	Scenario 4 Balanced
Priority Outcome Areas w/ Notable Improvements	<ul style="list-style-type: none"><li>Climate Adaptation &amp; Resilience</li><li>State of Good Repair</li></ul>	<ul style="list-style-type: none"><li>Climate Mitigation</li><li>Multimodal Mobility</li><li>Social Equity</li></ul>	<ul style="list-style-type: none"><li>Congestion Relief</li><li>Safety</li></ul>	
Max Total ROI Across Priority Outcome Areas		<input checked="" type="checkbox"/>		

*\*Note: funding splits reflect total investments with dedicated and discretionary IIJA amounts included in each scenario.*

2024-2027 Metropolitan Transportation Improvement Program / Appendix II	BASLINE PRE-IJA COMBINED STIP FUNDING*	S1 LEANING FIX-IT	S2 LEANING PUBLIC & ACTIVE TRANSPORTATION	S3 LEANING MODERNIZATION/ ENHANCE	S4 BALANCED INVESTMENTS
FIX-IT*	1666	2123	2070	2070	2087
ENHANCE	835	888	889	942	906
PUBLIC & ACTIVE TRANS	432	594	646	594	612
SAFETY	294	348	348	348	348
ADA	486	586	586	586	586





## Timeline and Process for Funding Allocation

Jan 20	OTC receives proposal, provides feedback and takes public comment
Feb	Public comment period on funding options
Feb 17	OTC meeting on IIJA, focused on new programs
March 10	OTC receives public comment on funding options and provides feedback
March 30	OTC approves funding allocation
April	Project selection begins

## Request for Feedback

- Are these the correct areas to focus investment of IIJA flexible highway program funds?
- Do you have any comments about proposed programs?
- Are these appropriate funding options to release for public review and comment?





# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 28, 2022

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item J – *Infrastructure Investment and Jobs Act Update*

**Requested Action:**

Provide direction to ODOT on options for investing IIJA flexible highway program funds.

**Background:**

The Infrastructure Investment and Jobs Act of 2021 will provide Oregon about \$1.2 billion in additional federal highway and transit funding, as well as opportunities to apply for billions of dollars in competitive grants from the U.S. Department of Transportation. Of this funding, approximately \$412 million is flexible and can be used for a variety of purposes.

After passage of the IIJA, ODOT engaged stakeholders to ask how the state could most effectively invest these resources to achieve our transportation and community goals. Based on this feedback (captured in a [public input summary](#) and hundreds of pages of written comments), direction in the Strategic Action Plan, and the agency's assessment of needs across the multimodal transportation system, [ODOT developed a funding proposal](#) that laid out nine recommended program areas to invest in and four options for allocating the funding across these programs. (See the "IIJA Flexible Highway Program Funding Investment Options" attachment for full details.) The OTC approved releasing this proposal for public comment at its meeting on January 20.

Since January 20, ODOT has been taking public comment on this proposal. This includes:

- Engagement with marginalized groups whose voices have traditionally been left out of decision-making, including a discussion with the Governor's Racial Justice Council and a webinar with community-based organizations
- Meetings with ODOT's advisory committees and metropolitan planning organizations
- An online open house
- Verbal comments provided at the February 17 Commission meeting and to be provided at the March 10 meeting
- Written comments provided directly to the Commission

ODOT presents the results of this public engagement to the Commission and requests feedback and direction on options for investing IIJA flexible highway program funds. In particular, ODOT would like each commissioner to lay out:

- Their preferred scenario or funding allocation
- Any modifications to the scenario they believe are important
- Any comments on the proposed program areas

Based on this discussion, ODOT hopes to bring no more than two options to the OTC for your consideration on March 30 so the Commission can approve a final funding scenario.

Attachments:

- Attachment 1 – *IIJA Flexible Highway Program Funding Investment Options*
- Attachment 2 – *Infrastructure Investment and Jobs Act STIP Update Public Input Summary*
- Attachment 3 – *Written public comments submitted to the Commission (January 21-March 8)*

## IIJA Flexible Highway Program Funding Investment Options

### Proposed Areas for Investment

Based on public input, analysis of needs across the system, the Strategic Action Plan, and investments already made in the Statewide Transportation Improvement Program and IIJA, ODOT recommends the Commission consider investing the flexible highway program funding in the following priority areas of the transportation system.

- **Great Streets:** Many state highways that pass through communities are focused on moving traffic through communities and do not adequately address pedestrian and bicycle safety needs nor support community and economic vitality. Many of these roads need significant improvements, but the way the federal government and ODOT break funding into siloes makes it difficult to meet the comprehensive needs of these critical routes. ODOT recommends dedicating funding to a “Great Streets” program to improve these roads, focused on safety and multimodal accessibility but also addressing declining road conditions and other needs.
- **Safe Routes to School:** ODOT’s Safe Routes to School program makes improvements that help students bike or walk safely to elementary and middle schools. Additional funding for Safe Routes education programs and construction projects such as sidewalks, crossings and bicycle facilities could meet the significant unfunded need while also providing broad community benefits for many users.
- **Fix-It:** Fix-It projects preserve existing bridges, pavement and other assets in a state of good repair. While IIJA provides a significant direct infusion of resources in bridges, additional funding is needed in particular for pavements and other assets to limit the deterioration of state highways.
- **Enhance Highway:** Enhance highway projects reduce congestion, improve safety, and create economic development opportunities by adding lanes, fixing interchanges, and making other improvements that make roads function better. Funding is needed to complete a number of Enhance Highway projects—particularly those earmarked by the Legislature in HB 2017. The 2024-2027 STIP included only \$65 million in Enhance Highway Discretionary funding, so additional funding in this area will allow ODOT to meet more of the unmet need.
- **Local Climate Planning:** Under the proposed update to the Department of Land Conservation and Development’s Transportation Planning Rule, cities, counties, and metropolitan planning organizations across Oregon will be required to update their local transportation plans to reduce greenhouse gas emissions from the transportation system. Providing cost-share funding to local governments would help advance the state’s climate goals while limiting the cost to local agencies.
- **Americans with Disabilities Act Curb Ramps:** ODOT has committed to make state highways accessible for those experiencing a disability by building ADA-compliant curb ramps. The agency needs additional resources to meet the commitments in its recent legal settlement agreement.
- **Business and Workforce Development:** To meet equity goals and expand the pool of contractors and workers, ODOT recommends investing in programs that provide supportive services to businesses owned by women and people of color owned and that help expand and diversify the transportation construction workforce.

- Match for US DOT Competitive Grants:** The IIJA provides US DOT more than \$100 billion in funding for competitive grant programs. However, due to the agency's shortfall of state resources, ODOT will be constrained in applying for these funds. ODOT recommends using the IIJA to federalize some state-funded programs to free up State Highway Fund resources to leverage significant federal resources for a variety of programs, from congestion relief funding to wildlife crossings and pedestrian and bicycle projects.
- Operations and Maintenance:** ODOT faces a significant long-term deficit in the agency's operations and maintenance (O&M) budget, which primarily funds highway maintenance activities, including patching potholes, plowing snow, and other day-to-day work that keeps roads safe and open to traffic. The O&M budget also pays for the DMV, the Commerce and Compliance Division, project delivery staffing, and administrative functions. The IIJA will exacerbate this O&M shortfall by increasing the amount of state O&M funding ODOT needs to shift to providing match for federal funds, and by increasing staffing costs for delivering federally funded projects. Using IIJA funds to cover the cost of some O&M programs currently funded by state dollars could offset this impact and reduce future cuts to maintenance and operations programs.

## Scenarios

Based on these identified investment needs, ODOT has constructed four funding options or scenarios for investing the \$412 million. The Commission received these scenarios in January and agreed to put them out for public comment. All of these scenarios dedicate a total of \$198 million (nearly half of the \$412 million flexible funding) to Local Climate Planning, ADA Curb Ramps, Business and Workforce Development, competitive grant match, and Operations and Maintenance and hold the funding levels for each program constant across scenarios. In each of the scenarios, the remaining flexible funding is split between the three major categories in the STIP.

### Scenario

Program	Fix-It	Public/Active Transportation	Enhance Highway	Balanced
Enhance Highway	\$53	\$54	\$107	\$71
Fix-It	\$107	\$54	\$54	\$71
Great Streets	\$38	\$75	\$38	\$50
Safe Routes to School	\$16	\$31	\$15	\$22
Local Climate Planning	\$15	\$15	\$15	\$15
Maintenance & Operations	\$40	\$40	\$40	\$40
ADA	\$100	\$100	\$100	\$100
Match for Competitive Grants	\$40	\$40	\$40	\$40
Business/Workforce Development	\$3	\$3	\$3	\$3
<b>Total</b>	<b>\$412</b>	<b>\$412</b>	<b>\$412</b>	<b>\$412</b>
Programs emphasized in scenario				
Programs held constant across scenarios				

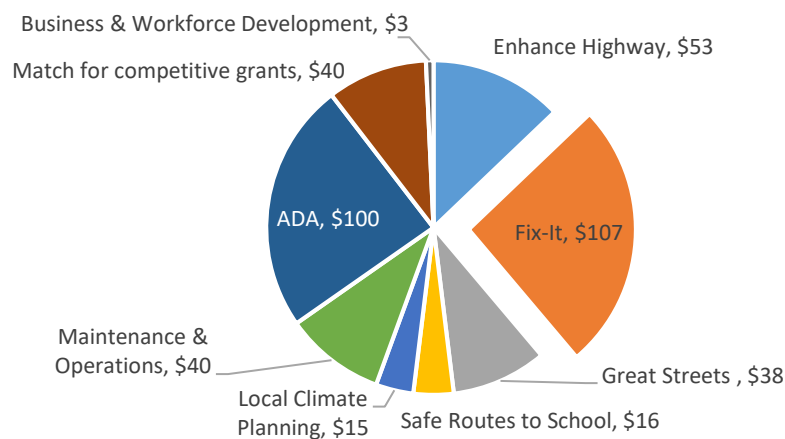


Each of the scenarios has different outcomes on the transportation system, which are summarized below and in the chart on page 7. The charts below summarize how each scenario would distribute the flexible highway funding, and also shows the distribution of total additional IIJA highway and transit funding under each scenario. In the charts summarizing total IIJA funding, the Sustainable and Equitable Transportation slice encompasses a broad array of programs: Great Streets, Safe Routes to School, ADA accessibility, Active Transportation, Local Climate Planning, Public Transportation, Carbon Reduction Program, and Electric Vehicle Charging. The Fix-It slice includes Fix-It, PROTECT, Bridge, and Local Bridge funding.

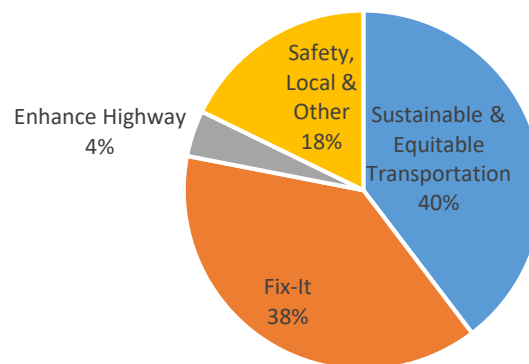
### Fix-It

The Fix-it scenario focuses on fixing what we have. It puts more money into projects that keep roads, bridges, and other assets in good condition. Because the IIJA directs a lot of money into bridges, we would use most of the more than \$100 million for Fix-It to pave state highways to keep them from deteriorating. People would see smoother roads with fewer potholes, but we would be investing less in relieving congestion and providing people options to get around safely by bus, biking, walking or rolling.

Flexible Highway Funding Under the Fix-It Scenario

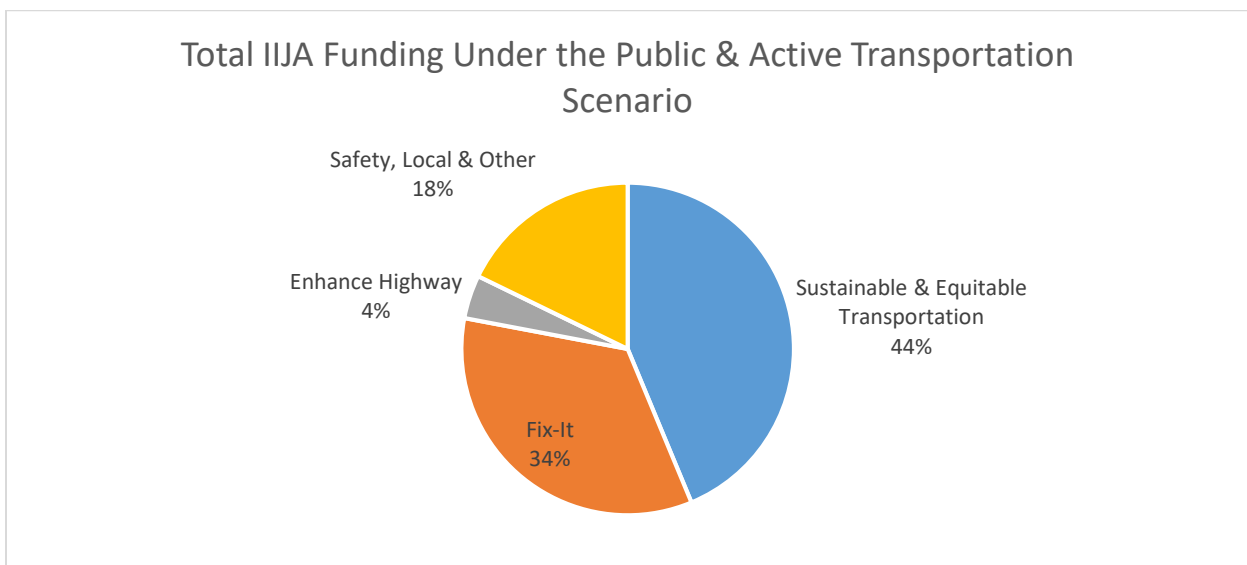
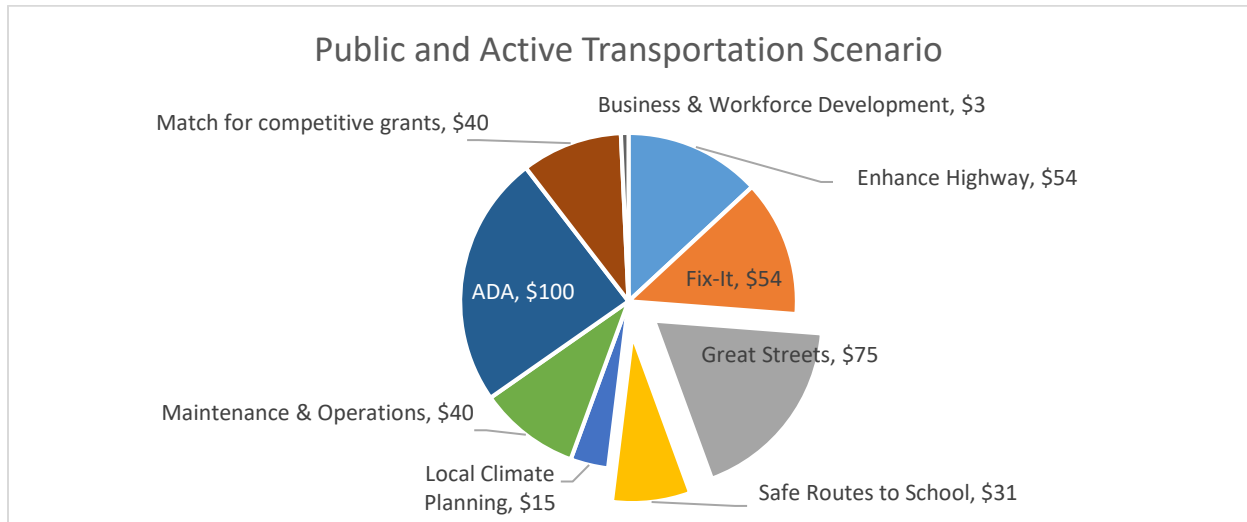


Total IIJA Funding Under the Fix-It Scenario



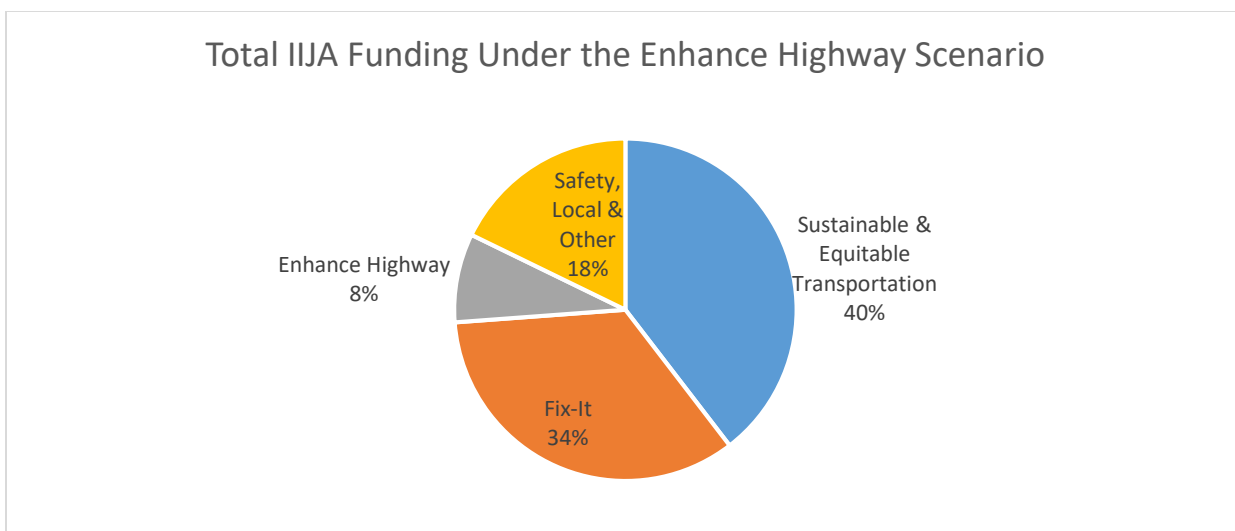
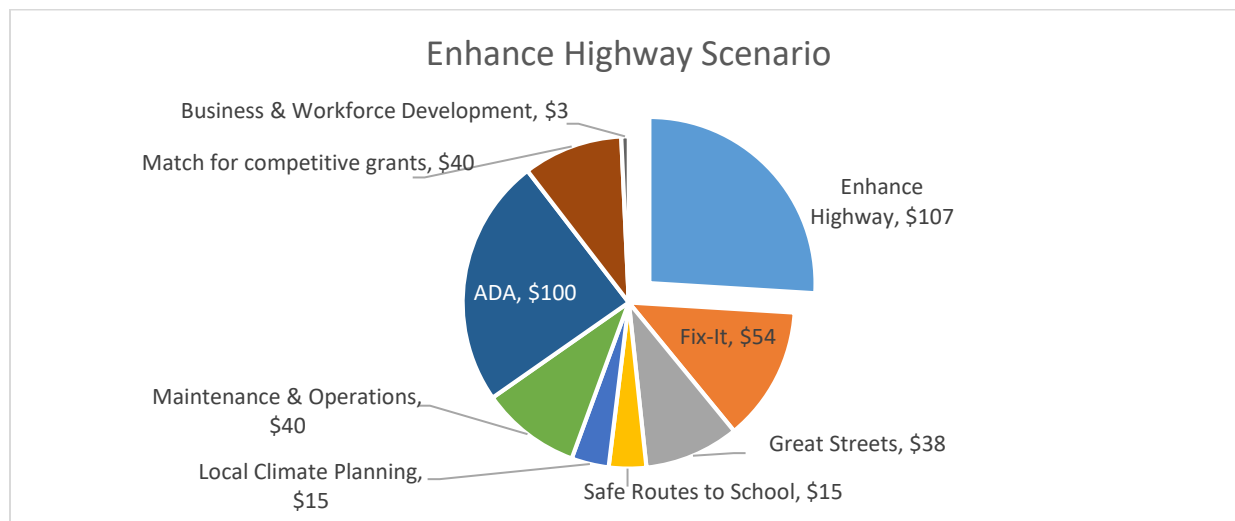
### Public and Active Transportation

The Public and Active Transportation scenario puts more money into the Great Streets and Safe Routes to School programs to build projects that help people walk, roll, bike, and use transit safely and efficiently. People who rely on these ways of getting around - particularly low-income communities and people of color - would benefit, and this option has the best impact for climate change. However, we would see worse road conditions and this option does less to fix road bottlenecks. This scenario has the best impact for climate change.



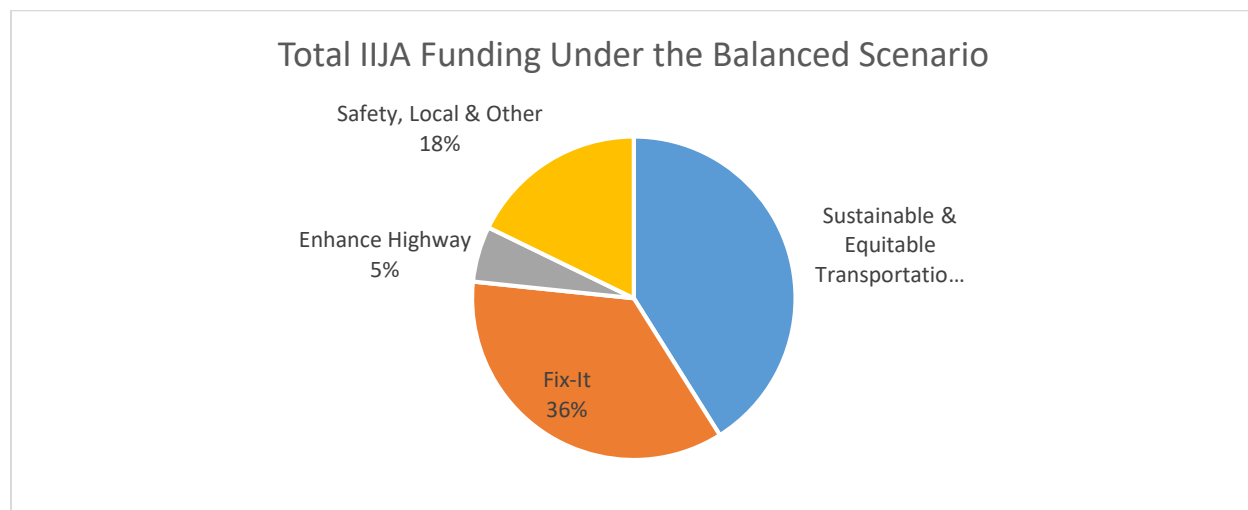
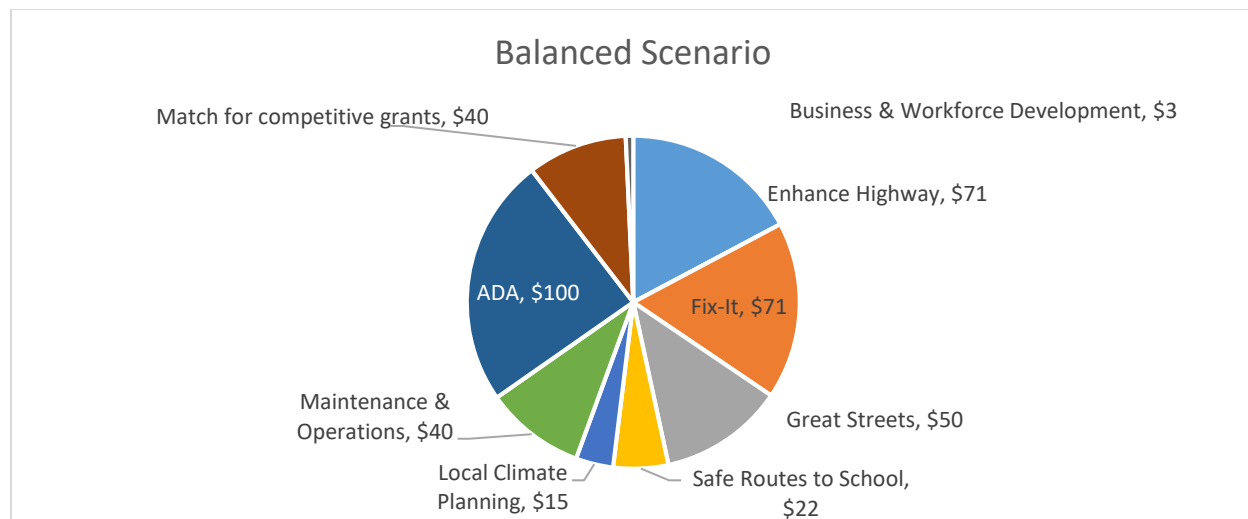
## Enhance Highway

The Enhance Highway scenario puts more money into projects that add lanes and improve interchanges to reduce congestion and help with economic development. We would use this additional funding to complete a few big projects that are short of funding and to make improvements to state highways to reduce congestion and improve safety and freight mobility. But roads would be in worse condition and people would have fewer options to get around by transit, walking, biking or rolling.



## Balanced

The Balanced scenario splits the flexible funding evenly between Public and Active Transportation, Enhance Highway, and Fix-It programs, allowing us to meet some of the need across all three areas. This option would benefit safety and shares some of the benefits of other options, but none of the areas would get enough money to make significant improvements.



## How Well Does Each Scenario Help Meet Oregon's Goals?

	Existing Funding To Meet Goals	Fix-it	Public & Active Transportation	Enhance Highway	Balanced investments
<b>Climate change - GHG Mitigation</b>	<b>D—</b> Most trips drive alone in low MPG cars		↑		
<b>Climate change - Adaptation/ Resilience</b>	<b>C—</b> Slow progress with preservation projects	↑↑			↑
<b>Congestion Relief</b>	<b>B—</b> Select, legislative bottleneck projects are in development			↑↑	
<b>Social Equity</b>	<b>C—</b> Few low cost travel options		↑↑		
<b>Multimodal Mobility</b>	<b>D</b> Many connectivity gaps		↑↑		
<b>Safety</b>	<b>B</b> Focus on fatalities and serious injuries	↑	↑	↑	↑
<b>State of Good Repair</b>	<b>C</b> Several assets and areas deteriorating	↑↑			↑



## **Infrastructure Investment and Jobs Act STIP Update Public Input Summary March 2022**

ODOT staff have been engaging with the public, stakeholders, and advisory committees to gather input for the Commission's consideration on how to allocate additional federal funding coming from the Infrastructure Investment and Jobs Act. These activities include:

- Discussions with Area Commissions on Transportation, modal advisory committees, and metropolitan planning organization policy boards.
- Discussions with the Governor's Racial Justice Council and groups representing marginalized communities.
- An online open house.
- Written comments from the public and stakeholders.
- Public comments at Commission meetings.

This document is intended to be a comprehensive summary of all of the public comments provided to the Commission through a wide variety of methods. This summary complements [the public comment summary](#) and [packet of comments](#) that were provided to the OTC in January.

This document includes five sections:

- Engaging marginalized communities
- Advisory committee comments
- Online open house results
- OTC meeting public comments
- Written comments

Please note:

- Multiple sections of this document will be updated after the March 10 OTC meeting to reflect additional content. This includes comments from advisory committees received after March 8 and comments provided at the March 10 OTC meeting.
- Public comments made in formal settings where people signed up to provide public comment—such as OTC meetings and the webinar—are directly attributed to a named individual; those made in advisory committee meetings are not.



## Engaging Marginalized Communities

Note: This section will be added on March 8 after ODOT receives deliverables from consultants who are working with ODOT to engage marginalized communities.

## Advisory Committee Comments

### Central Oregon ACT (1/13/2022)

- The outline for flexible funds is appropriate for Oregon. We hope that safety issues we have discussed are addressed.
- I fully agree with the nine areas that you recommend for investment, especially Safe Routes to School.
- The US 97 Terrebonne project from HB 2017 is underfunded, and Deschutes County has put funding in to reduce the gap. They would like ODOT to consider putting additional funds into this project to reduce the burden on Deschutes County.

### Salem-Keizer Area Transportation Study (1/25/2022)

- ODOT should focus on maintaining what we have and keeping highways safe, as well as addressing bottlenecks. Local highways are in need of major repair—Highway 22 is falling apart. Critical regional projects include the Highway 22/Highway 51 interchange, as well as the I-5 Aurora-Donald interchange on the West Coast's main trade corridor. He prefers scenarios that put money into
- Appreciate consideration for Safe Routes to School so kids can walk to school safely. ADA accessibility is also important so people can move around. She is concerned about the O&M. Disheartened that there isn't more of a transit option.
- Retrofit of the bridges over the Willamette River as well as bottlenecks on I-5 in south Salem.
- They are very interested in safety and other improvements on I-5. I-5 Aurora-Donald is critical, but so is the I-5 Brooks interchange, which is very dangerous. At the same time, Safe Routes to School is a critical program that allows for strong partnership between ODOT and local governments.
- These federal funds don't come with constitutional restrictions. Scenario 5 allows the state to spend the money on public and active transportation to make it safer and more convenient to walk and bike and take public transportation.
- Supports Fix-It and Enhance investments. Fix-It investments allow us to also invest in enhancements at the same time. There are projects that have been on the list way too long and people are getting killed; we need to use this opportunity to get these projects done. The I-5 Brooks interchange also needs to get constructed, after we get existing projects done. The Great Streets program will be a great opportunity to make improvements.
- The OTC should provide flexible highway program funding directly to the MPOs or the area commissions on transportation to invest in local and regional priorities.
- I-5 Brooks interchange is very dangerous, and there is no bus service to that area of the region. As ODOT undertakes these projects, the agency needs to address these projects holistically and provide multiple forms of transportation.

### **Central Lane MPO Metropolitan Policy Committee (2/3/2022)**

- Union and non-union programs already have apprenticeship programs that provide opportunities for women and people of color. Don't reinvent the wheel, just leverage the existing system, including helping building trades expand their training centers. ODOT should ensure that community benefits flow from construction projects by creating community benefits agreements to guide construction and set the dollar threshold for these agreements at \$2-3 million. Rather than focusing on EV charging investments on the state highway system, ODOT should pursue a more community-based approach to EV charging.
- The Public and Active Transportation scenario provides the greatest benefits and matches the region's priorities.
- Eugene has few urban arterials that are state-owned because the cities have already taken over state highways. They would like to see the Great Streets funding broadened to allow investments to be made in locally-owned urban arterials that were taken over from ODOT.
- The IJA provides a lot of money but not enough money, so we should focus investments rather than spread the money too thinly and show people significant benefits for communities.
- We need to invest in top priorities and avoid spreading a modest amount of money too thinly across too many areas.

### **Mid-Willamette Valley ACT (2/3/2022)**

- They support the Enhance Highway scenario as their top option for distributing funds, with a hybrid of Enhance/Fix-It as their second choice. Their top priority is finishing infrastructure projects like the Newberg-Dundee Bypass and the I-5 Aurora-Donald interchange.
- There was pushback on the Scenario 5 that Portland stakeholders put forward, primarily in the form of fix-it investments being important equity tools. There were no comments in support of a scenario 5.
- Multiple members commented in frustration that the Public and Active Transportation scenario has no money going directly to transit.
- The remaining \$214 million after setting aside funding for ADA, climate planning, business and workforce development, operations and maintenance, and federal grant match should be given directly to local communities to decide how they use it, as opposed to going through the scenario process.
- Some of the funds should be put to intersections of local roads and state highways, specifically more merge lanes.
- ODOT shouldn't be addressing our O&M shortfall by trying to federalize state-funded programs but instead should be advocating for a more fundamental shift in how we're funding.
- Investments made in the 2022 legislative session could impact the way forward for these investments from IJA.

### **Region 1 ACT (2/7/2022)**

- As the ACT's active transportation representative, she is very supportive of the Public and Active Transportation scenario as it addresses priority outcomes like safety, multimodal mobility, congestion relief, and climate. The investment in Safe Routes to School is important to help kids

get to school safely and independently. The IJA safety funds should be used for demonstration projects as a cost-effective means of addressing safety issues.

- The more money we take out of highway preservation programs, the more we're setting ourselves up to see our highways deteriorate.
- He really likes the public and active transportation scenario, but we also need to keep roads in a state of good repair. He would like to see investments that help DBE firms compete effectively.
- The OTC should build in some level of flexibility to be able to meet the different needs in different parts of the state and push the decision-making down.
- We have less than eight years to make significant changes in our society to reduce GHG emissions. This is a once in a lifetime funding opportunity to address climate. He would advocate keeping that in mind at every decision point in every category, asking whether every project reduces or increases greenhouse gas emissions.
- If we weight project selection by an area's population, we have the potential to negatively impact some parts of the state, including marginalized communities.
- JPACT supports investing fully in the Great Streets program. The Portland metro region has many ODOT-owned arterials that need investment. These investments promote transit and active transportation and also positively impacts climate. The amount proposed for Great Streets is very small in comparison to the needs identified in the Metro transportation bond.
- Fixing roads is like fixing your house: If you don't spend the money now, the problem will only get worse. We need to make sure we're investing in keeping the system in good shape. We also need to make investments in active transportation.

#### **Oregon Metropolitan Planning Organizations Consortium (2/11/2022)**

- There was significant interest in the Great Streets program for urban arterials. Members expressed interest in using these funds to reduce traffic deaths and improve multimodal transportation options.
- In the Portland metro area, many of the urban arterials that could be improved under the Great Streets programs are main streets, major travel corridors, and major transit routes; oftentimes they bisect communities of color. The Portland metro region is particularly focused on improving Tualatin Valley Highway.
- The federal government doesn't allow much flexibility for use of funds for transit operations in urban areas. Allowing greater flexibility would allow for much better transit service in urban areas.
- As ODOT looks at changes to the fund exchange program to reduce the agency's operations and maintenance budget, you should consider pushing more local agencies into becoming certified to deliver federal-aid highway projects.
- Safety is a significant concern as fatalities increase. Bend has struggled to get public transportation service in place; now they have funds and new routes but have had to close down service due to lack of drivers. The state should look to invest resources in training people to serve as bus drivers to address this shortfall.

#### **Cascades West ACT (2/24/2022)**

- Investments in Fix-It programs that preserve and maintain the infrastructure we have are the primary priority.

- Public and active transportation investments are also important.
- It's important to understand what the IIJA means in the bigger picture of ODOT's budget. It's helpful for ODOT to explain what it takes to keep bridges and pavements in a state of good repair.
- It would be helpful for ODOT to provide information on needs across various parts of the transportation system, such as Safe Routes to School.

#### **North West ACT (2/25/2022)**

- The ACT views the Fix-It Scenario as the best allocation of funding, with the Public & Active Transportation scenario in second place.
- The proposal to provide match for federal competitive grants is a good idea to bring additional federal money to Oregon.
- There should be more investment in rail and water transportation.
- Funds should be distributed fairly across the state and not just go to the Portland metro region.

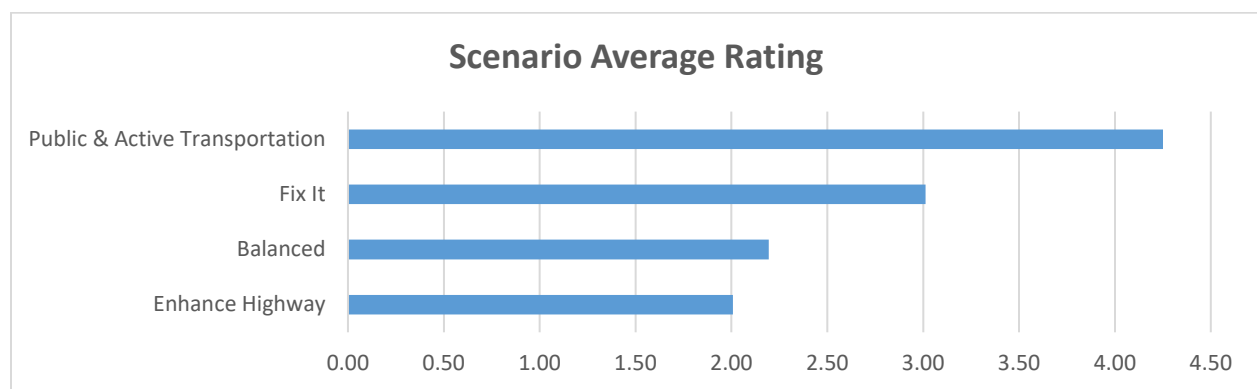
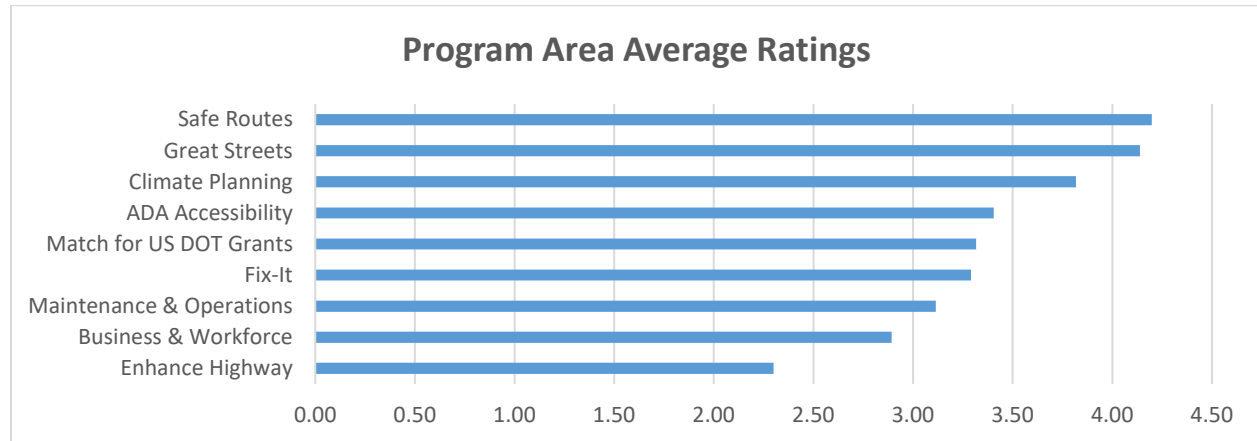
#### **North East ACT (3/3/2022)**

- Oregon has the nation's worst fatality rate on rural, non-Interstate roads while having one of the best rates on other roads. Region 5 does an incredible job of fighting for funding, but there is a reality that dollars don't flow to these dangerous rural roads. ODOT needs to find ways to address this epidemic of fatalities on rural roads.
- Eastern Oregon has seen a lot of freeway closures this year. There are significant economic costs to these closures as well as costs to those who are in a crash. ODOT needs to continue making investments and taking other steps to keep the roads open.
- Providing passenger rail service by restoring the Pioneer Amtrak service would be very helpful for people in northeast Oregon who don't want to drive or don't have access to a vehicle.
- High speeds on I-84, particularly on Cabbage Hill, are causing significant safety issues that ODOT needs to address.
- ODOT needs to provide fair funding for rural roads and local agencies.

### **Online Open House Results**

ODOT launched an [online open house](#) to get feedback on the agency's investment proposal for IIJA flexible funds. Participants were provided with background information on the IIJA and the agency's Strategic Action Plan. They were also provided details about the agency's investment proposal, including the nine program areas and four scenarios for allocating funding among these program areas, and were asked to rate each program area and scenario on a 1-5 scale, with 5 indicating the highest level of support. As a self-selected online survey, the online open house is not necessarily representative of the community as a whole, and ODOT did not collect demographic data. In contrast, [ODOT's Transportation Needs and Issues Survey](#) shared with the Commission in January featured a large randomly-selected sample; while the survey's sample didn't represent the state's demographics particularly well, ODOT conducted analysis to gauge support for various investments by demographic subgroups.

More than 450 people provides responses to the two surveys. Of the nine program areas, Safe Routes, Great Streets, and Climate Planning received the highest ratings among participants. Similarly, the Public & Active Transportation scenario proved most popular among participants, followed by the Fix-It scenario; the Balanced and Enhance Highway scenarios lagged further behind.



## OTC Meeting Public Comments

### January 20, 2022

Testimony from the Commission's meeting can be viewed on [ODOT's You Tube channel](#).

- We have a unique opportunity to consider investment opportunities that have been constrained. She has concerns about the four funding scenarios because they increase greenhouse gas emissions by supporting fossil fuel infrastructure, which is counter to the Governor's Executive Order. She suggests a fifth scenario. Due to decades of underinvestment, we need to focus IIJA funds on areas like public transportation. (Rep. Khanh Pham)
- We don't understand why ODOT is developing a plan to toll I-205 before tolling both I-5 and I-205. ODOT should use the financing tools available in HB 3055 and the infrastructure bill to move forward on I-205. Tolling on I-205 should not take place before ODOT has received federal approval for the Regional Mobility Pricing Program. (Clackamas County Chair Tootie Smith)
- The Newberg-Dundee Bypass will benefit communities from I-5 to the coast. This project has received significant support, including from local governments and the Confederated Tribes of

the Grand Ronde. This project is vital to the future of the area, and the OTC should look for ways to support this project. It will provide seismic resilience and economic development opportunities. (Newberg Mayor Rick Rogers)

- The Mid-Willamette Valley Area Commission on Transportation recommends additional Enhance funds for projects like OR 18 Valley Junction to Fort Hill, the Newberg-Dundee Bypass, OR 51/OR 22 interchange, and the I-5 Aurora-Donald interchange. The OR 51/OR 22 intersection causes serious safety issues and needs to be fixed. (Independence Mayor John McArdle)
- Tigard and the metro region have identified 11 corridors that no longer meet the needs of the community, including OR 99. Tigard recommends use of IIJA funds for these state-owned urban arterials like Hall Boulevard. These can lead to jurisdictional transfer to local governments and support urban development and access to public transportation. (Tigard Mayor Jason Snider)
- Lake Oswego supports road usage fees that provide revenue but also addresses congestion and addresses diversion to local roads. Please allow ODOT to use IIJA funds to fund Phase 1A of the I-205 improvements project. ODOT should secure federal approval of the Regional mobility Pricing Program before imposing tolls on any part of the system. (Lake Oswego Mayor Joe Buck)
- Please decouple the tolling project from starting the I-205 Abernethy Bridge. It's essential that you find alternative funding from tolling to allow the bridge to move forward as we develop a funding plan that works for all. We need transit and diversion remedies before tolling goes into effect. (Mayor Jules Walter of West Linn)
- The Salem-Keizer Area Transportation Study, the MPO for the region, recommends investing in public and active transportation and safety, capital funding for transit centers, and local projects that reduce greenhouse gas emissions, as well as allowing cities and counties for Enhance funds. (Keizer Mayor Cathy Clark)
- He supports Scenario 5. Safe routes and shoulders on rural roads, paths for walking and biking on rural roads finishing the Newberg-Dundee Bypass, and safe intersections are key priorities for his constituents. We need to establish congestion pricing, not tolling that harms low-income Oregonians. Bridges are important, and investments in county bridges will stretch dollars further. We need to switch over to a road user fee as vehicles move away from fossil fuels, and we need to make sure it doesn't harm low-income Oregonians, rural areas, and people of color. (Yamhill County Commissioner Casey Kulla)
- Central Lane MPO reaffirms its commitment to fund multimodal transportation. They support the nine program categories provided but put the highest priority on public and active transportation. They would like to see a commitment that all IIJA funding be prioritized on safety, social equity, and climate. (Joe Berney, Chair of the Lane MPO Metropolitan Policy Committee)
- The OTC should fully fund the I-5 Aurora-Donald Interchange. This is one of the worst interchanges on I-5, but without constructing Phase 2 the project won't address all of the issues with the area. (Marion County Commissioner Colm Willis)
- The OTC has an opportunity to invest in projects that reduce traffic tests, improve mobility, and reduce greenhouse gas emissions. JPACT is calling for more funding for urban arterials in the Portland metro region. JPACT appreciates consideration of creating the Great Streets program, but the level of funding is not enough. In the Portland area the urban arterials play a critical role, including serving as main streets and serving major transit lines, and 41% of fatalities occur on



these urban arterials. The OTC should also invest in bridges for resilience. (JPACT Chair and Metro Councilor Shirley Craddick)

- ODOT should use IIJA funds to extend the sound wall along I-5 in Woodburn to reduce the noise impacts on the Woodburn Estates. (Allan Lindbergh, Woodburn Estates)
- The OTC should use IIJA resources to fund Frog Ferry to put a vessel on the Willamette River. They would like \$6 million for a three-year pilot project. (Susan Bladholm, Frog Ferry)
- The I-5 Aurora-Donald Interchange, OR 18 Valley Junction to Fort hill, OR 51/OR 22 interchange, and Newberg-Dundee Bypass projects would have regionwide impacts and should be considered for IIJA funding by the OTC. SKATS recommends investing in active transportation, construction of transit centers, local projects that reduce GHG emissions, and local Enhance projects. The region and its transportation needs are growing. (Scott Dadson, Mid-Willamette Valley Council of Governments)
- The OTC has the opportunity to use flexible funds to expand electrification of transportation to increase the number of EVs on the road and make an equitable transition to electric transportation. ODOT should use some of the flexible funds and the Carbon Reduction Program for transportation electrification. (Greg Alderson, Portland General Electric)
- She supports allocating IIJA funds to Frog Ferry. Frog Ferry has proven cost-effective feasibility of this project. Over 1700 stakeholders and advocates have provided support. The project will reduce congestion and encourage conservation and stewardship of the river. (Alicia Chapman, Willamette Technical Fabricators)
- Frog Ferry will take cars off I-5 and provide a connection route for bicyclists, pedestrians and transit riders. It's cost-effective and climate friendly. (Sorin Garber)
- The OTC should reconsider the funding options, as they are inadequate for public transportation. The OTC should present an alternative scenario that provides more public transportation funding. (Ian Davidson, Cherriots)
- ODOT's investments should reduce vehicle miles traveled and greenhouse gas emissions from each mile of travel in order to address climate change. This is an opportunity to fund projects that aren't eligible for state highway funds, including clean transit, charging infrastructure in charging deserts and low-income communities, and develop safe multimodal transportation. They recommend investment in climate goals of DLCD's Climate Friendly Communities program. (Julie Chapman, League of Women Voters)
- The OTC needs to think more about the impact of the transportation system on the climate. All of the allocation scenarios you are considering today are inadequate to reduce carbon emissions. These federal dollars are some of the only money we can use on biking, walking and transit. She urges the OTC to support Scenario 5. (Ukiah Halloran-Steiner)
- She urges the OTC to support Scenario 5. She has witnessed the impacts of climate change and classmates being hit by cars. Communities suffer from the decisions the Commission makes. Any decision other than supporting this scenario is an act of climate arson. (Adah Crandall)
- He supports Scenario 5 as the only option that takes climate change seriously and stops subsidizing single occupancy vehicles. ODOT should roll out a congestion pricing program on all limited access highways in the Portland metro region. (Paxton Rothwell)

## February 17, 2022

Testimony from the Commission's meeting can be viewed on [ODOT's You Tube channel](#).

- Our current electric vehicle charging stations is currently woefully inadequate. Charging stations are often difficult to use, lack fast charge capability and don't have plugs for both major charging protocols. Charging stations should be fast, have multiple plug-ins, be able to serve both charging protocols, offer fair and transparent pricing, and be easy to use. We need a straightforward, hassle-free, seamless and affordable EV charging network that serves all vehicles. (Ben Schreiber, Sen. Merkley's Office)
- The OTC has a historic opportunity to make investments in community transportation system. She supports Scenario 2B, which would invest all funding into public and active transportation by redirecting all funding in the Enhance Highways, Fix-It, and maintenance categories. (Sen. Akasha Lawrence-Spence)
- The OTC should approve an IIJA spending scenario that makes meaningful strides toward meeting equity and climate needs. Scenario 2B would reallocate \$158 million from Enhance Highway, Fix-It and operations and maintenance to local jurisdictions. This could support orphan highways, sidewalks in communities, and expanded public transportation across Oregon. The constitutional restrictions on the State Highway Fund has led to underinvestment in many areas, and we need to use all of these flexible federal funds for programs that can't be funded from the State Highway Fund. (Rep. Khanh Pham)
- The state has been clear that we need to center equity and climate. The OTC can choose a funding allocation that would make meaningful progress toward our GHG emissions goals. IIJA funds should be used for areas that can't be funded from the State Highway Fund. (Rep. Maxine Dexter)
- We need to prioritize local needs, underserved communities, and air quality and climate. He recommends adoption of Scenario 2B. It's difficult to get around his district if you can't operate a car, and it includes major roads with few crosswalks. Please use the IIJA flexible funds for local projects that allow communities to determine their needs and improve access for their residents. (Rep. Zach Hudson)
- IIJA funding should meet critical infrastructure needs, provide safe transportation, address congestion, and prevent roads from deteriorating. HB 2017 marked a historic investment in the transportation system. We have fallen short on fully delivering projects promised in HB 2017. The additional dollars will allow us to fill in some of the gaps in these projects. (Rep. Shelly Boshart-Davis)
- ODOT should not be tolling I-205 ahead of the rest of the region. Clackamas County is not asking for the full funding for I-205 Phase 1A or the full project. They are asking ODOT to use IIJA funding and HB 3055 finance to move forward with Phase 1A. (Tootie Smith, Clackamas County Commission Chair)
- The currently proposed scenarios won't meet the state's climate and equity objectives. Her district lacks walkability, so she supports Scenario 2B. IIJA funding should prioritize multimodal transportation option, improve the environment, and preserve Oregon. We need to end the era of freeway expansion, and we must provide Oregonians more human-scaled options to get where they need to go. She supports heightened investment in local transportation needs. (Rep. Wlmsley Campos)
- She supports Scenario 2B. People hide behind the Oregon Constitutional restriction, so this is the opportunity to make the investments in transit and bicycle and pedestrian infrastructure. We should not use these federal funds for activities that are eligible for the State Highway Fund.

We should be building a system that syncs with our climate and equity values. (Mary Nolan, Metro Councilor)

- These IIJA funds allow us to make progress on our climate goals and to bring critical investments to urban arterials while helping people achieve prosperity. He grew up on along the Tualatin Valley Highway, and like many urban arterials in Oregon, rapid urbanization has changed how the community interacts with the corridor. ODOT needs to look at doing things differently and look at addressing urban arterials comprehensively, with investments in transit and safety. (Juan Carlos Gonzalez, Metro Councilor)
- IIJA funding should be used for two projects of statewide significance—I-205 and the I-5 Boone Bridge. These offer congestion relief and also make important bridges earthquake ready. ODOT should not toll I-205 before the rest of the region. (Julie Fitzgerald, Mayor of Wilsonville)
- She is appearing to support the mid-town crossing projects in Bend that support equity, safety, climate, and affordable housing. These would connect the community across US 97 and the BNSF rail line. The community has significant east-west connectivity issues for bicyclists and pedestrians that these would address. (Sally Russell, Mayor of Bend)
- The Salem, Eugene, and Portland MPOs have identified joint priorities—additional funding for the All Roads Transportation Safety program, making locally-owned arterials eligible for Great Streets, and making more funding available for alternative transportation programs. The I-5 Aurora-Donald interchange is a top priority in the mid-valley, as is the OR 22/OR 51 intersection. (Lyle Mordhorst, Polk County Commissioner)
- The OTC should advance projects that have the greatest benefit for regional and state economic development. The Newberg-Dundee Bypass has significant impact on the region and the entire state. This project goes hand in hand with the I-5 Aurora Donald interchange. (Scott Hill, Mayor of McMinnville)
- IIJA gives us the opportunity to prioritize programs with equity and climate benefits like Great Streets, Safe Routes to School, and Local Climate Planning. She supports Scenario 2B that would redirect funding for highways toward local jurisdictions so they can focus on community-specific needs. In her area, investments are needed in orphan highways like Farmington Road and Tualatin Valley Highway. The OTC's allocation should align with the Climate Friendly and Equity Communities rule, and any Fix-It funds should prioritize projects with the greatest climate and equity impacts. (Nafisa Fai, Washington County Commissioner)
- The OTC should invest IIJA funds using an approach that prioritizes racial justice and smart climate choices and that recognizes the vital role of local governments. She supports Scenario 2B. Her constituents often lack access to vehicles and rely on public transportation, and they bear the brunt of climate change and underfunding of critical programs. The Commission should invest in programs like Safe Routes to School and Great Streets and provide funding to local governments. Investing solely in state infrastructure would result in significant inequities. (Susheela Jayapal, Multnomah County Commissioner)
- Lane County's road fund is not what it used to be. Their ability to invest in road projects beyond preservation is extremely limited. IIJA provides incentives to invest in off-system bridges, and she encourages the Commission to do so. Lane County has significant safety issues and is developing a bicycle master plan; shoulder widening could address both issues but isn't covered under active transportation investments. (Heather Buch, Lane County Commissioner)

- The port requests the Commission to direct \$20 million of the design and engineering work for the Hood River Bridge project. The bridge is incredibly important to the region but it is seismically deficient, a hazard to marine traffic, and functionally obsolete. (Mike Fox, Port of Hood River Commissioner)
- The Mid-Willamette Valley Council of Governments would like to focus on Enhance Highway projects to support the OR 22 Fort Hill interchange, Newberg-Dundee Bypass, and I-5 Aurora-Donald interchange. The Commission should also focus on active transportation funds and allow local governments to compete for funds. (Sal Peralta, Mid-Willamette Valley COG)
- It's important to partner between the state and counties.
- AOC supports providing additional direct funding to local governments from the flexible highway funds. The Commission should direct funding to ODOT operations and maintenance to avoid future pressure to the fund exchange program. The Commission should provide significant funding to off-system bridges and share some of the PROTECT funding with local governments. (Brian Worley, Association of Oregon Counties)
- He would like to see additional funding going to the Local Bridge Program to help with design work on the Hood River bridge. The Hood River-White Salmon bridge replacement will cost approximately \$500 million and is a critical connection across the river for timber, aggregate, and other users. (Kevin Greenwood, Port of Hood River)
- She supports the City of Bend's request for funding for safe crossings of US 97 and the BNSF railway. It's not safe to cross these transportation corridors on the existing infrastructure. These projects will connect different socioeconomic and geographic areas of the city and provide equitable access. (Katy Brooks, Bend Chamber of Commerce)
- IIJA funds should support local communities in becoming more equitable, safe and climate friendly. The Commission should approve a scenario that prioritizes public and active transportation. She supports funding for the Bend mid-town crossings projects as well as funding for Local Climate Planning. (Corie Harlan, Central Oregon Landwatch)
- The heat waves, wildfires, and drought Oregon has experienced are the consequences of climate change. We need action now to rapidly decarbonize. The OTC can invest in public transportation and other areas that will help make progress. (Aaron Brown, No More Freeways)
- OHA has been working with ODOT on safe wildlife crossings on Oregon's highways, and he supports continuing this work by committing some of the flexible highway program funds to this purpose. (Mike Totey, Oregon Hunters Association)
- IIJA presents an opportunity to equitably expand Oregon's electric vehicle charging network. ODOT should use some of the Carbon Reduction Program funds to invest in EV charging to supplement formula funds provided in IIJA. (Rhett Lawrence, Forth)
- The IIJA provides an opportunity to make significant changes in the way we build communities. We should not be reinforcing the unsustainable system we have. Our current system is unfair those who don't have the income to buy a car. Streets and roads and single occupant vehicles should not be our future. Funding should be used to build communities not roads to build a healthy, safe, climate-friendly state. (Dick Dolgonas)
- The South Waterfront is an example of how investing in something other than automobile infrastructure can help people get around without a car. He hopes we consider not funding enhanced freeways and change how we fund transportation in Oregon. (Kiel Johnson, Go By Bike)

- 40% of all people do not drive. The Commission has an opportunity to follow the Governor's executive order to reduce greenhouse gas emissions. The OTC should strongly consider Scenario 2B to provide a legacy to the earth and a livable future. (Cathy Tuttle, Bike Loud PDX)
- Investing in Frog Ferry would be an investment in a mode of transportation that isn't available today. It would help provide access to jobs. (James Paulson, Frog Ferry Board)
- The Commission should put \$10 million into wildlife crossings. The funding needed for a list of 10 priority projects is up to \$30 million. IJA flexible funds plus funding provided by the Legislature could help leverage federal grants to complete these projects. (Zach Schwartz, Wildland Network)
- They have been working for a decade to develop a green passenger ferry service that would reduce congestion and greenhouse gas emissions. IJA funds could help update docks to undertake a pilot program for two years between Cathedral Park and downtown. (Peter Wilcox, Frog Ferry)
- He supports Frog Ferry, a new green mode of transportation. 40% of greenhouse gas emissions in Oregon are from transportation. Frog Ferry could quickly stand up a new service on the Willamette River. (Tom Kelly, Neil Kelly/Oregon Business for Climate)
- She is a Safe Routes to School coordinator in Lane County. They have a lengthy list of needs and limited funding for safe routes projects. These projects could be completed at a fraction of the cost of other projects. (Sarah Mazze)
- She strongly supports funding for Safe Routes to School and Great Streets. We need funding for infrastructure for active transportation in order to reduce carbon emissions and congestion and improve health. Separated bike lanes and safe crossings would allow kids to walk and bike to school, saving many auto trips. (Megan Ramey)



# Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** March 22, 2022

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item A** – Approval of Infrastructure Investment and Jobs Act Funding

**Requested Action:**

Approve allocation of IIJA flexible funds.

**Background:**

The Infrastructure Investment and Jobs Act of 2021 will provide Oregon about \$1.2 billion in additional federal highway and transit formula funding, as well as opportunities to apply for billions of dollars in competitive grants from the U.S. Department of Transportation. Of this formula funding, approximately \$412 million is flexible and can be used for a variety of purposes.

At its March 2022 regular meeting, the Commission discussed [ODOT's proposal for investment of IIJA flexible highway funds](#) and provided the following input.

- Commissioners supported the proposed allocations for ADA Accessibility, Local Climate Planning, Match for Competitive Grants, and Operations & Maintenance.
- Commissioners wanted to provide additional funding for Business & Workforce Development.
- ODOT should develop a proposal for an Innovative Mobility Pilot Program for grants to improve transportation options.
- ODOT should develop a hybrid scenario that focuses on Fix-It and Public and Active Transportation, based on specific proposals provided in the meeting.
- ODOT should develop a proposal for supplementing electric vehicle charging infrastructure formula funding with other federal, state and private sources.
- ODOT should develop a plan to aggressively pursue federal competitive grant funding.

***Flexible Highway Funding***

Based on the discussion and direction provided in the March 10 meeting, ODOT proposes the Commission consider the following consensus hybrid scenario for allocation of \$412 million of flexible funding. This proposal keeps the off-the-top allocations for four programs while increasing funding for Business & Workforce Development. Funding for the new Innovative Mobility Pilot Program is set at \$5 million, with an additional \$5 million coming from funds outside the IIJA, for a total base funding of \$10 million. Funding for other programs are based on the numbers suggested by Commissioners Brown and Smith.



<b>Program Area</b>	<b>Funding (Millions)</b>
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Pilot	\$5
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$100
Match for Competitive Grants	\$40
Business & Workforce Development	\$7
<b>Total</b>	<b>\$412</b>

At this funding level for Enhance Highway, ODOT would focus on projects that need additional funding to complete the totality of a project, including US 97 Bend North Corridor and the I-5 Aurora-Donald interchange.

### ***Innovative Mobility Pilot Program***

Based on direction from Commissioner Simpson, ODOT proposes using \$5 million in IIJA flexible highway funding and \$5 million from the Transportation Operating Fund for an Innovative Mobility Pilot Program (IMPP). The IMPP will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that enhance sustainable and equitable mobility.

Dedicating both federal funds and state funds will allow ODOT to assign the appropriate fund types to recipients. For example, many governmental entities are familiar with the strings that come with federal funds, while community-based organizations might struggle to meet all federal requirements but could more effectively use state dollars.

### ***Bridge Funding***

ODOT has long shared federal funding with cities and counties by providing a set percentage of federal highway program funds to the Local Bridge Program. With the IIJA's infusion of \$268.2 million in special one-time bridge funding, ODOT has worked with the League of Oregon Cities and the Association of Oregon Counties to develop a proposal to fairly split these funds between ODOT and local governments based on need.

ODOT developed a proposal for a needs-based allocation of funding that uses a traditional measure of need (total deck area of bridges in poor condition) as a base and then adjusts that to account for a number of factors, including:

- the higher traffic volume of bridges on the state highway system;
- the higher cost of rehabilitating and replacing large bridges, which are primarily owned by ODOT;
- the priority placed in federal law on bridges on the National Highway System; and
- the need to follow an asset management strategy that prevents bridges in fair condition from falling into poor condition rather than just fixing poor bridges.

Under this proposed allocation, the Local Bridge Program will receive a total of \$110.7 million in additional funding over the course of the IIJA (federal FY 2022-2026). This consists of approximately \$34.7 million in base federal funding and \$76 million in IIJA Special Bridge funding. The Local Bridge Program is currently funded at \$133,624,660 over this period, so this represents an increase of 82.9%. Local governments will receive 36.5% of total IIJA bridge funding of \$302.9 million. This will allow local governments to make significant improvements to local bridges.

#### Bridge Funding 2022-2026

	Local	ODOT
<b>Pre-IIJA</b>	\$ 133,624,660	\$ 569,204,585
<b>Additional IIJA</b>	\$ 110,710,273	\$ 192,198,017
<b>Total</b>	\$ 244,334,933	\$ 761,402,602
<b>Increase</b>	82.9%	33.8%
<b>Percent of IIJA Bridge*</b>	36.5%	63.5%

\*Includes IIJA Special Bridge and Local Bridge share of base IIJA funding.

ODOT will receive \$192.2 million in additional IIJA Special Bridge funding over the 2022-2026 period. This will supplement the existing State Bridge Program, which currently receives no federal funding and is funded exclusively through ODOT's portion of HB 2017 State Highway Fund revenue. This will increase State Bridge Program funding by 33.8%. The additional investment will allow ODOT to replace a few more bridges and make important investments to preserve existing bridges. ODOT is considering the following investments:

- I-405 Freemont Bridge - West Ramp Painting
- Columbia Slough Bridge Replacement (Portland)
- Center Street Bridge (Salem) Seismic Retrofit
- US97 South Central Oregon Bridge Overlays

To allow for an opportunity for public input on this proposed bridge funding allocation, ODOT will return in May for Commission action on directing the IIJA Special Bridge funding.

#### ***Electric Vehicle Charging Funding***

The OTC directed ODOT to develop a plan to supplement the \$52 million in EV charging formula grant funding with money from other federal, state and private sources.

Using a variety of funding sources, ODOT proposes a commitment of over \$100 million in total dedicated EV charging funding. The funding sources to support such increased investments will include funding required to match federal formula funds, Transportation Operating Fund resources, some Carbon Reduction Program dollars, and other state and federal sources. These additional funds will nearly double the federal formula funds for expansion of electric vehicle charging infrastructure within and outside federally designated corridors. In addition ODOT will actively pursue federal discretionary grants, and is well-positioned to bring in even more investments to help make Oregon the lead state in transportation electrification infrastructure investments. An investment of over \$100 million in electric vehicle charging infrastructure will help to propel the market and transition to electric micromobility, medium- and heavy-duty vehicles, and electric cars and trucks, as well as to further achievement towards Oregon's climate goals.

**Attachments:**

- Attachment 01 – Infrastructure Investment and Jobs Act STIP Update Public Input Summary
- Attachment 02 – Written public comments submitted to the Commission
- Attachment 03 – IJA Directed and Flexible Funding Summary
- Attachment 04 – Innovative Mobility Pilot Program



## **Infrastructure Investment and Jobs Act STIP Update Public Input Summary March 2022**

**Note:** Since its posting for the March 10<sup>th</sup> OTC meeting this document has been updated to include the following:

- Notes from a discussion with the Lane ACT on March 9<sup>th</sup>.
- Notes from a discussion with the South West ACT on March 11<sup>th</sup>.
- Verbal public comments made at the OTC's March 10<sup>th</sup> meeting.
- Updated results from the online open house.

### **Introduction**

ODOT staff have been engaging with the public, stakeholders, and advisory committees to gather input for the Commission's consideration on how to allocate additional federal funding coming from the Infrastructure Investment and Jobs Act. These activities include:

- Discussions with Area Commissions on Transportation, modal advisory committees, and metropolitan planning organization policy boards.
- Discussions with the Governor's Racial Justice Council and groups representing marginalized communities.
- An online open house.
- Written comments from the public and stakeholders.
- Public comments at Commission meetings.

This document is intended to be a comprehensive summary of all of the public comments provided to the Commission through a wide variety of methods. This summary complements [the public comment summary](#) and [packet of comments](#) that were provided to the OTC in January.

This document includes five sections:

- Engaging marginalized communities
- Advisory committee comments
- Online open house results
- OTC meeting public comments
- Written comments

Comments made in formal settings where people signed up to provide public comment—such as OTC meetings and the webinar—are directly attributed to a named individual; those made in advisory committee meetings are not.

## Engaging Marginalized Communities

The influx of federal funds from the IIJA represents a unique opportunity to identify, assess, and implement equitable engagement in our policies, practices, and procedures across all areas of the agency’s operations.

As a supplement to the mainstream engagement process for the IIJA, ODOT staff has engaged in targeted outreach to members of historically excluded groups across Oregon. Using the ODOT [Social Equity Index Map](#), we define these groups by the following categories: age, race, income, disability, language (limited English proficiency), and income. Additional intersecting characteristics contribute to the benefits and burdens experienced such as: living in remote or rural areas, people experiencing homelessness, immigration status, access to technology, and access to public transportation.

This work is critical to correcting past historical missteps that have failed to effectively engage these groups in the past, and led to worse outcomes for BIPOC communities and other historically excluded groups when compared to the general population across a range of metrics.

The IIJA equitable engagement process was initiated with three aims in mind:

1. **Short-term** – Gathering feedback from historically excluded groups on their transportation priorities and funding allocation preferences.
2. **Medium-term** – Building networks, systems and ways of working that will enable ODOT to engage and make decisions more equitably in the future.
3. **Longer-term** – Learning lessons that will enable ODOT to institutionalize equitable practices at every level of ODOT and the OTC’s work from funding allocations to project completion.

In line with the three aims, as stated above, of the IIJA equitable engagement process, findings are divided into three sections:

- IIJA feedback and transportation priorities
- Feedback on engagement approaches and methodologies
- Feedback on institutionalizing equitable engagement and decision-making practices

## Methodology

Outreach to those impacted by historical exclusion must be intentional, targeted and culturally appropriate. Given a very short timeline and urgency of ODOT to receive feedback from communities across Oregon, from January to March, we secured the assistance of two community engagement consultants that already have working relationships with ODOT and BIPOC communities, Ontiveros Associates and IZO Public Relations and Marketing.

Engagement methods used for the IIJA equitable engagement process were:

- Three online focus groups led by ODOT on January 4<sup>th</sup>, February 10<sup>th</sup>, and February 24<sup>th</sup>.

- A presentation and Q&A by ODOT leadership to the Governor’s Racial Justice Council on January 19<sup>th</sup>.
- An online town hall led by IZO Marketing with Latinx/a/o leaders on February 23<sup>rd</sup>.
- The ODOT IIJA online open house is being translated into Spanish.
- A survey conducted by IZO Marketing in English and Spanish targeted at Latinx/a/o community members.
- A robust survey conducted by Ontiveros Associates in English and Spanish, targeting BIPOC community members and COBID-certified businesses.

**Consultant #1 IIJA Engagement Summary Report Excerpt on surveyed Respondents of Color:**

“In partnerships with ODOT, we developed a bilingual survey that captured 4 general categories of information. We captured demographic data including barriers, civic engagement data, preferred areas of investment and preferences in funding options. The survey was sent out to Oregon Latinx Leadership Networks (OLLN) listserv and posted on OLLN’s social media in both Spanish and English. The survey generated 37 completed responses from Latinos across the state. With 100 reporting their race/ethnicity as Hispanic or Latinx/a/o. The survey had results from Hermiston, Bend, Newport, Hauser, Medford, Klamath Falls, Gresham, Tualatin, Rosedale, Beaverton, Oregon City, Woodburn, Lincoln City, Salem, and other areas. With 60% having never participated with ODOT before. 30% of respondents have never engaged in any government entity before. 73% of respondents were middle income. 64% were between the ages of 26-40 and 27% were between 41-63.”

**Consultant #2 IIJA Engagement Summary Report Excerpt on Surveyed Respondents of Color:**

Key Demographic Information

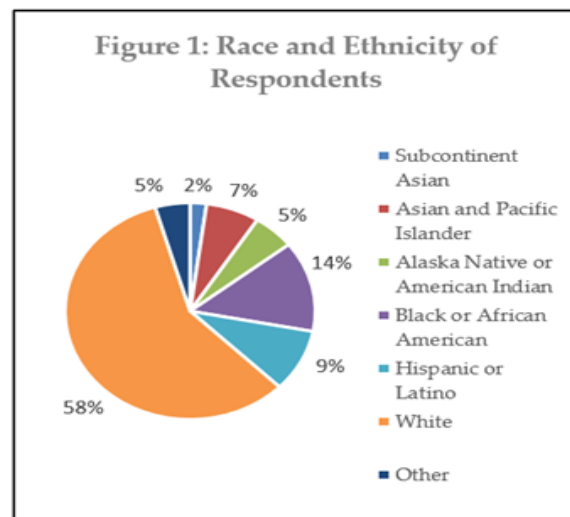
Race and Ethnicity: 42% of respondents are people of color, 58% of respondents reported White-only

Annual Household Income:

- 4% less than \$30,000/year
- 17% between \$30,000 and \$59,000
- 19% between \$60,000 and \$89,000
- 60% greater than or equal to \$90,000

Geography:

- 37% of respondents live outside the Portland metropolitan area Business Ownership:
- 19% of respondents represent minority-owned businesses
- 39% of respondents represent COBID-certified businesses



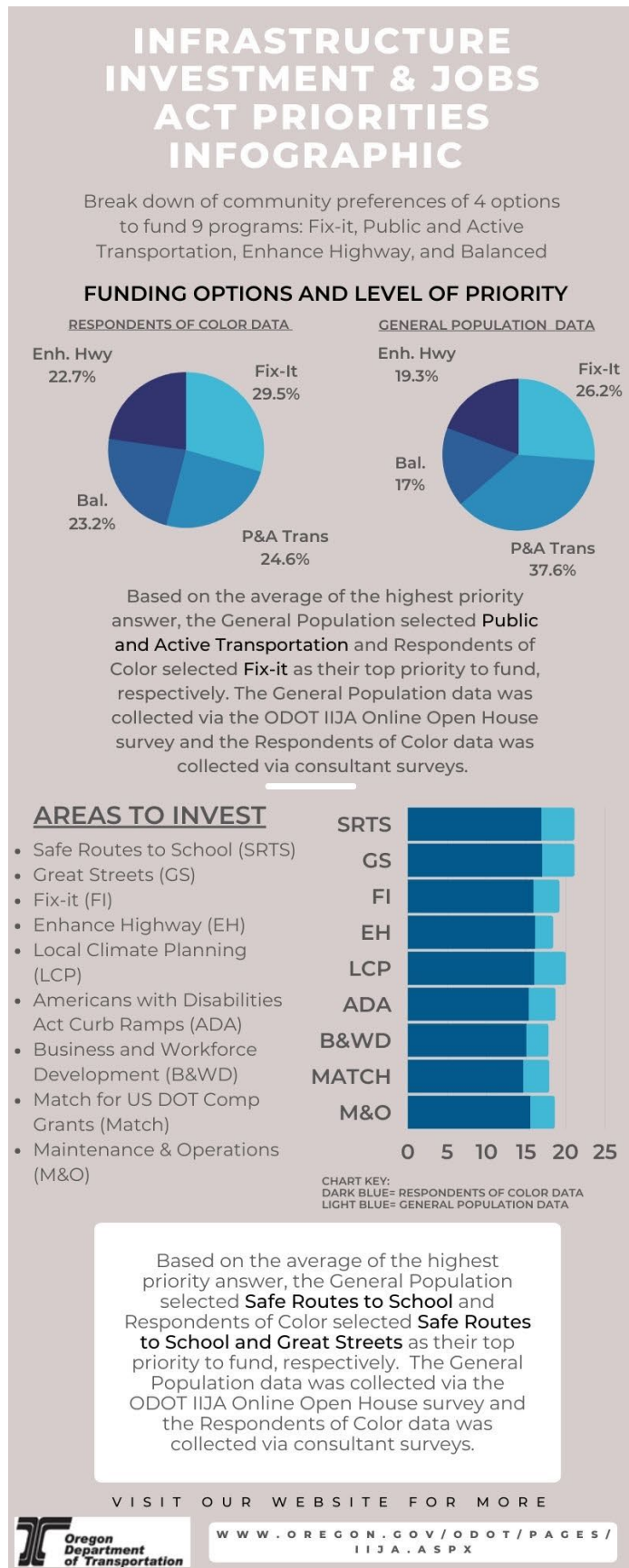


### IIJA and Transportation Priorities

We reached out to consultants to find out what the priorities are for marginalized populations across the state and also how we can better engage. The information graphics at right outline the data collected.

From this data we can conclude that:

- Investment in Fix-it and Public and Active Transportation (especially Safe Routes to School and Great Streets) is the highest priority for the members of historically excluded groups, specifically Respondents of Color respondents, whom ODOT engaged.
- The General Population Public and Active Transportation (especially Safe Routes to School) is the highest priority for the members of the General Population that ODOT engaged.
- The Balanced option was marginally more popular than the Enhanced Highway option for Respondents of Color.
- However, the Enhanced Highway option was marginally more popular than the Balanced option for General Population Respondents.



### **Feedback on engagement approaches and methodologies**

There was a general consensus among those engaged that the IJJA equitable engagement process was an improvement on previous practice. However, many of those engaged expressed the suspicion that it might be a “one-and-done” or “tokenizing” process. Additional feedback included:

- Engagement materials need to be in clear, simple language and emphasize outcomes and user experiences. They should not be policy and jargon-heavy or focused on ODOT and the OTC’s processes.
- All materials should be translated into Spanish and other languages at the same time as English and go live simultaneously. Translating after the fact lessens the time that members of historically excluded groups have to respond and makes equitable engagement look like an afterthought.
- Translated materials should be through media in Spanish and other languages, not just through mainstream channels.
- The use of community based groups to assist with outreach and attendance at pre-existing events is preferable to direct asks from ODOT and asking people to come to us.

### **Feedback on institutionalizing equitable engagement and decision-making practices**

Community members were clear that ODOT operates from a trust deficit. In order to address this, those engaged felt that ODOT should:

- Increase capacity for ongoing equitable engagement by investing resources in long-term relationships with historically excluded communities.
- Create structures for bringing members of historically excluded groups into the decision-making process at an earlier stage and develop more transparent and accessible decision-making pipeline to make it easier for them to understand how and when to engage.
- Demonstrate accountability through regular reporting back to community on how feedback has impacted decision-making and the extent to which those decisions are leading to more equitable outcomes.
- Address barriers to contracting with ODOT that place an undue burden on members of historically excluded groups.

### **Conclusion and Recommendations**

The IJJA equitable engagement process is a step forward for ODOT in terms of the agency’s work with members of historically excluded groups. However, it has also highlighted gaps in ODOT’s capacity for engagement, strategic equity and inclusive, transparent decision-making that continue to have a negative impact on both relationships with these groups and the transportation outcomes they experience.

Critically, many of those engaged with felt that equitable outcomes could only be ensured through ongoing engagement and checking-in at every stage of the decision-making process for the IJJA. Program development and prioritization, project selection and contracting will all need to be centered on equity and include significant engagement with members of historically excluded groups. Practicing and demonstrating accountability will also be vital if ODOT is to build trust and achieve equitable outcomes over the five year life of the legislation.

The Office of Social Equity therefore recommends that ODOT and the OTC:

- Establish an Equity Oversight Committee based on ODOT's existing Modal Advisory Committees. This committee may review ODOT's planning and decision-making from an equity perspective, request metrics and performance measurements and issuing recommendations to agency staff and the Oregon Transportation Commission.
- Establish a roster of community engagement contractors with strong networks in communities that ODOT has historically struggled to reach.
- Expand capacity for in house equitable engagement, managing equitable engagement consultants, and monitoring equitable outcomes for the IIJA.
- Address barriers to accessible contracting while simultaneously working more closely with members of historically excluded groups to build their capacity to access the existing system.
- Continue investing in expansion of ODOT's equitable engagement efforts and further integrating these efforts into its normal business processes, to ensure engagement efforts have sufficient time to achieve desired outcomes.

These changes can only happen if they are properly resourced, with staffing and financial resources dedicated to these efforts.

## **Advisory Committee Comments**

### **Central Oregon ACT (1/13/2022)**

- The outline for flexible funds is appropriate for Oregon. We hope that safety issues we have discussed are addressed.
- I fully agree with the nine areas that you recommend for investment, especially Safe Routes to School.
- The US 97 Terrebonne project from HB 2017 is underfunded, and Deschutes County has put funding in to reduce the gap. They would like ODOT to consider putting additional funds into this project to reduce the burden on Deschutes County.

### **Salem-Keizer Area Transportation Study (1/25/2022)**

- ODOT should focus on maintaining what we have and keeping highways safe, as well as addressing bottlenecks. Local highways are in need of major repair—Highway 22 is falling apart. Critical regional projects include the Highway 22/Highway 51 interchange, as well as the I-5 Aurora-Donald interchange on the West Coast's main trade corridor. He prefers scenarios that put money into
- Appreciate consideration for Safe Routes to School so kids can walk to school safely. ADA accessibility is also important so people can move around. She is concerned about the O&M. Disheartened that there isn't more of a transit option.
- Retrofit of the bridges over the Willamette River as well as bottlenecks on I-5 in south Salem.
- They are very interested in safety and other improvements on I-5. I-5 Aurora-Donald is critical, but so is the I-5 Brooks interchange, which is very dangerous. At the same time, Safe Routes to School is a critical program that allows for strong partnership between ODOT and local governments.

- These federal funds don't come with constitutional restrictions. Scenario 5 allows the state to spend the money on public and active transportation to make it safer and more convenient to walk and bike and take public transportation.
- Supports Fix-It and Enhance investments. Fix-It investments allow us to also invest in enhancements at the same time. There are projects that have been on the list way too long and people are getting killed; we need to use this opportunity to get these projects done. The I-5 Brooks interchange also needs to get constructed, after we get existing projects done. The Great Streets program will be a great opportunity to make improvements.
- The OTC should provide flexible highway program funding directly to the MPOs or the area commissions on transportation to invest in local and regional priorities.
- I-5 Brooks interchange is very dangerous, and there is no bus service to that area of the region. As ODOT undertakes these projects, the agency needs to address these projects holistically and provide multiple forms of transportation.

#### **Central Lane MPO Metropolitan Policy Committee (2/3/2022)**

- Union and non-union programs already have apprenticeship programs that provide opportunities for women and people of color. Don't reinvent the wheel, just leverage the existing system, including helping building trades expand their training centers. ODOT should ensure that community benefits flow from construction projects by creating community benefits agreements to guide construction and set the dollar threshold for these agreements at \$2-3 million. Rather than focusing on EV charging investments on the state highway system, ODOT should pursue a more community-based approach to EV charging.
- The Public and Active Transportation scenario provides the greatest benefits and matches the region's priorities.
- Eugene has few urban arterials that are state-owned because the cities have already taken over state highways. They would like to see the Great Streets funding broadened to allow investments to be made in locally-owned urban arterials that were taken over from ODOT.
- The IJA provides a lot of money but not enough money, so we should focus investments rather than spread the money too thinly and show people significant benefits for communities.
- We need to invest in top priorities and avoid spreading a modest amount of money too thinly across too many areas.

#### **Mid-Willamette Valley ACT (2/3/2022)**

- They support the Enhance Highway scenario as their top option for distributing funds, with a hybrid of Enhance/Fix-It as their second choice. Their top priority is finishing infrastructure projects like the Newberg-Dundee Bypass and the I-5 Aurora-Donald interchange.
- There was pushback on the Scenario 5 that Portland stakeholders put forward, primarily in the form of fix-it investments being important equity tools. There were no comments in support of a scenario 5.
- Multiple members commented in frustration that the Public and Active Transportation scenario has no money going directly to transit.
- The remaining \$214 million after setting aside funding for ADA, climate planning, business and workforce development, operations and maintenance, and federal grant match should be given

directly to local communities to decide how they use it, as opposed to going through the scenario process.

- Some of the funds should be put to intersections of local roads and state highways, specifically more merge lanes.
- ODOT shouldn't be addressing our O&M shortfall by trying to federalize state-funded programs but instead should be advocating for a more fundamental shift in how we're funding.
- Investments made in the 2022 legislative session could impact the way forward for these investments from IIJA.

### **Region 1 ACT (2/7/2022)**

- As the ACT's active transportation representative, she is very supportive of the Public and Active Transportation scenario as it addresses priority outcomes like safety, multimodal mobility, congestion relief, and climate. The investment in Safe Routes to School is important to help kids get to school safely and independently. The IIJA safety funds should be used for demonstration projects as a cost-effective means of addressing safety issues.
- The more money we take out of highway preservation programs, the more we're setting ourselves up to see our highways deteriorate.
- He really likes the public and active transportation scenario, but we also need to keep roads in a state of good repair. He would like to see investments that help DBE firms compete effectively.
- The OTC should build in some level of flexibility to be able to meet the different needs in different parts of the state and push the decision-making down.
- We have less than eight years to make significant changes in our society to reduce GHG emissions. This is a once in a lifetime funding opportunity to address climate. He would advocate keeping that in mind at every decision point in every category, asking whether every project reduces or increases greenhouse gas emissions.
- If we weight project selection by an area's population, we have the potential to negatively impact some parts of the state, including marginalized communities.
- JPACT supports investing fully in the Great Streets program. The Portland metro region has many ODOT-owned arterials that need investment. These investments promote transit and active transportation and also positively impacts climate. The amount proposed for Great Streets is very small in comparison to the needs identified in the Metro transportation bond.
- Fixing roads is like fixing your house: If you don't spend the money now, the problem will only get worse. We need to make sure we're investing in keeping the system in good shape. We also need to make investments in active transportation.

### **Oregon Metropolitan Planning Organizations Consortium (2/11/2022)**

- There was significant interest in the Great Streets program for urban arterials. Members expressed interest in using these funds to reduce traffic deaths and improve multimodal transportation options.
- In the Portland metro area, many of the urban arterials that could be improved under the Great Streets programs are main streets, major travel corridors, and major transit routes; oftentimes they bisect communities of color. The Portland metro region is particularly focused on improving Tualatin Valley Highway.

- The federal government doesn't allow much flexibility for use of funds for transit operations in urban areas. Allowing greater flexibility would allow for much better transit service in urban areas.
- As ODOT looks at changes to the fund exchange program to reduce the agency's operations and maintenance budget, you should consider pushing more local agencies into becoming certified to deliver federal-aid highway projects.
- Safety is a significant concern as fatalities increase. Bend has struggled to get public transportation service in place; now they have funds and new routes but have had to close down service due to lack of drivers. The state should look to invest resources in training people to serve as bus drivers to address this shortfall.

#### **Cascades West ACT (2/24/2022)**

- Investments in Fix-It programs that preserve and maintain the infrastructure we have are the primary priority.
- Public and active transportation investments are also important.
- It's important to understand what the IIJA means in the bigger picture of ODOT's budget. It's helpful for ODOT to explain what it takes to keep bridges and pavements in a state of good repair.
- It would be helpful for ODOT to provide information on needs across various parts of the transportation system, such as Safe Routes to School.

#### **North West ACT (2/25/2022)**

- The ACT views the Fix-It Scenario as the best allocation of funding, with the Public & Active Transportation scenario in second place.
- The proposal to provide match for federal competitive grants is a good idea to bring additional federal money to Oregon.
- There should be more investment in rail and water transportation.
- Funds should be distributed fairly across the state and not just go to the Portland metro region.

#### **North East ACT (3/3/2022)**

- Oregon has the nation's worst fatality rate on rural, non-Interstate roads while having one of the best rates on other roads. Region 5 does an incredible job of fighting for funding, but there is a reality that dollars don't flow to these dangerous rural roads. ODOT needs to find ways to address this epidemic of fatalities on rural roads.
- Eastern Oregon has seen a lot of freeway closures this year. There are significant economic costs to these closures as well as costs to those who are in a crash. ODOT needs to continue making investments and taking other steps to keep the roads open.
- Providing passenger rail service by restoring the Pioneer Amtrak service would be very helpful for people in northeast Oregon who don't want to drive or don't have access to a vehicle.
- High speeds on I-84, particularly on Cabbage Hill, are causing significant safety issues that ODOT needs to address.
- ODOT needs to provide fair funding for rural roads and local agencies.



### **Rogue Valley ACT (3/8/2022)**

- ODOT should change funding programs to be jurisdictionally blind so that more money can go to local governments and support improvements across the entire system, such as such as Fix-It for all.
- ODOT should consider the resilience program (PROTECT) to support all parts of the system including the local system; focus planning funds on both state and local infrastructure, and pay for infrastructure improvements on both as well.
- ODOT shouldn't divide money into too small of amounts; look for holistic projects that combine state and local projects.
- Be careful federalizing maintenance and operations, as it may be too restrictive.
- They would prefer to receive funding in the form of state dollars rather than federal when possible to maintain flexibility.
- They support providing funding to match federal grant dollars in order to bring more dollars overall coming into the state.
- The Public and Active Transportation Scenario is good because it benefits climate and equity, areas we do poorly at. It also supports local governments the most in areas they can't easily fund.
- ODOT should find ways for all scenarios and programs to advance social equity substantially.
- The new TPR may change how funds can be used. Local governments will need support to help jurisdictions understand the rules and develop a plan.
- ODOT should make sure ADA investments are made in highest need areas first and work to support investments that result in more people walking or biking.
- ODOT should set priorities that meet the vast majority of Oregonians, not just the loudest voices.

### **Lane ACT (3/9/2022)**

- The OTC should consider approving Scenario 2B that does not include funds for highways.
- Will ODOT consider providing funding to locally-owned urban arterials under the Great Streets program?
- The Great Streets program should provide funding for locally-owned urban arterials that are state highways that have been transferred to local governments.
- The Central Lane MPO has thrown its support behind Scenario 2B.
- In 1992, ODOT agreed to make changes to crosswalks on state highways to ensure accessibility for people experiencing disabilities but apparently this work has not been completed. The agency should prioritize investments in ADA accessibility so it can be finished.
- Money doesn't get across the mountains to the coastal areas. Flooding can greatly impact coastal communities, who face long detours when roads are made inaccessible due to high water.

### **South West ACT (3/11/2022)**

- ODOT should not hold onto so much of the money and withhold it from local governments. Local governments have about 90% of the road mileage in the state but won't receive a significant amount of funding. In the statewide competitive grant programs for local

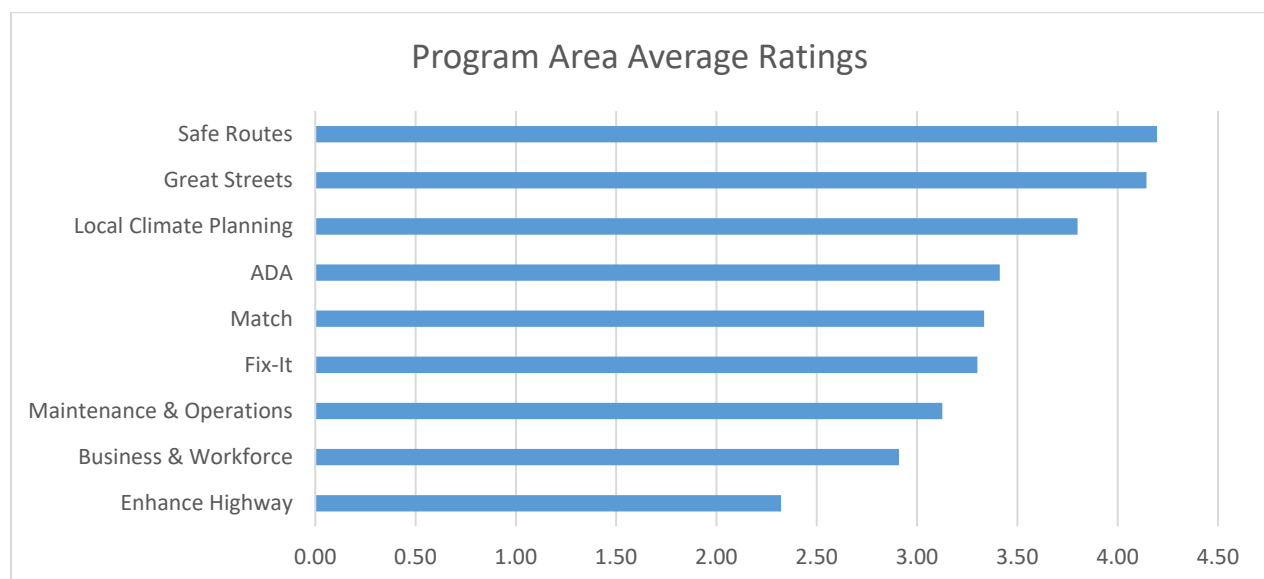
governments, local decisionmakers should play a bigger role in project selection rather than having ODOT pick the projects they think are best.

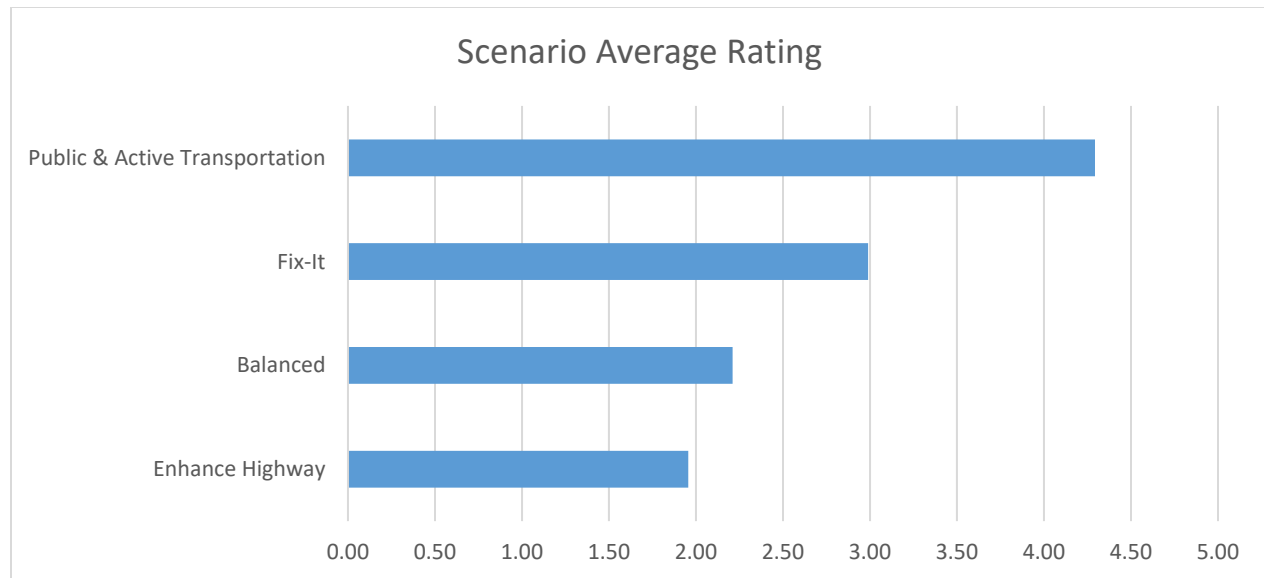
- ODOT should be looking forward not backward. ODOT’s Strategic Action Plan is a good document that points to the future. We need to change how we invest in transportation. He wants to see a modern transportation system rather than patching together what we have.
- We have to take care of what we have first and invest in Fix-It programs.
- It’s great to see an increased interest in public and active transportation. However, it’s also important to invest in the other areas like Fix-It. Their public transportation vehicles can’t move efficiently without roads in a state of good repair.

## Online Open House Results

ODOT launched an [online open house](#) to get feedback on the agency’s investment proposal for IIJA flexible funds. Participants were provided with background information on the IIJA and the agency’s Strategic Action Plan. They were also provided details about the agency’s investment proposal, including the nine program areas and four scenarios for allocating funding among these program areas, and were asked to rate each program area and scenario on a 1-5 scale, with 5 indicating the highest level of support. As a self-selected online survey, the online open house is not necessarily representative of the community as a whole, and ODOT did not collect demographic data. In contrast, [ODOT’s Transportation Needs and Issues Survey](#) shared with the Commission in January featured a large randomly-selected sample; while the survey’s sample didn’t represent the state’s demographics particularly well, ODOT conducted analysis to gauge support for various investments by demographic subgroups.

More than 450 people provides responses to the two surveys. Of the nine program areas, Safe Routes, Great Streets, and Climate Planning received the highest ratings among participants. Similarly, the Public & Active Transportation scenario proved most popular among participants, followed by the Fix-It scenario; the Balanced and Enhance Highway scenarios lagged further behind.





## OTC Meeting Public Comments

### January 20, 2022

Testimony from the Commission's meeting can be viewed on [ODOT's You Tube channel](#).

- We have a unique opportunity to consider investment opportunities that have been constrained. She has concerns about the four funding scenarios because they increase greenhouse gas emissions by supporting fossil fuel infrastructure, which is counter to the Governor's Executive Order. She suggests a fifth scenario. Due to decades of underinvestment, we need to focus IIJA funds on areas like public transportation. (Rep. Khanh Pham)
- We don't understand why ODOT is developing a plan to toll I-205 before tolling both I-5 and I-205. ODOT should use the financing tools available in HB 3055 and the infrastructure bill to move forward on I-205. Tolling on I-205 should not take place before ODOT has received federal approval for the Regional Mobility Pricing Program. (Clackamas County Chair Tootie Smith)
- The Newberg-Dundee Bypass will benefit communities from I-5 to the coast. This project has received significant support, including from local governments and the Confederated Tribes of the Grand Ronde. This project is vital to the future of the area, and the OTC should look for ways to support this project. It will provide seismic resilience and economic development opportunities. (Newberg Mayor Rick Rogers)
- The Mid-Willamette Valley Area Commission on Transportation recommends additional Enhance funds for projects like OR 18 Valley Junction to Fort Hill, the Newberg-Dundee Bypass, OR 51/OR 22 interchange, and the I-5 Aurora-Donald interchange. The OR 51/OR 22 intersection causes serious safety issues and needs to be fixed. (Independence Mayor John McArdle)
- Tigard and the metro region have identified 11 corridors that no longer meet the needs of the community, including OR 99. Tigard recommends use of IIJA funds for these state-owned urban arterials like Hall Boulevard. These can lead to jurisdictional transfer to local governments and support urban development and access to public transportation. (Tigard Mayor Jason Snider)

- Lake Oswego supports road usage fees that provide revenue but also addresses congestion and addresses diversion to local roads. Please allow ODOT to use IIJA funds to fund Phase 1A of the I-205 improvements project. ODOT should secure federal approval of the Regional mobility Pricing Program before imposing tolls on any part of the system. (Lake Oswego Mayor Joe Buck)
- Please decouple the tolling project from starting the I-205 Abernethy Bridge. It's essential that you find alternative funding from tolling to allow the bridge to move forward as we develop a funding plan that works for all. We need transit and diversion remedies before tolling goes into effect. (Mayor Jules Walter of West Linn)
- The Salem-Keizer Area Transportation Study, the MPO for the region, recommends investing in public and active transportation and safety, capital funding for transit centers, and local projects that reduce greenhouse gas emissions, as well as allowing cities and counties for Enhance funds. (Keizer Mayor Cathy Clark)
- He supports Scenario 5. Safe routes and shoulders on rural roads, paths for walking and biking on rural roads finishing the Newberg-Dundee Bypass, and safe intersections are key priorities for his constituents. We need to establish congestion pricing, not tolling that harms low-income Oregonians. Bridges are important, and investments in county bridges will stretch dollars further. We need to switch over to a road user fee as vehicles move away from fossil fuels, and we need to make sure it doesn't harm low-income Oregonians, rural areas, and people of color. (Yamhill County Commissioner Casey Kulla)
- Central Lane MPO reaffirms its commitment to fund multimodal transportation. They support the nine program categories provided but put the highest priority on public and active transportation. They would like to see a commitment that all IIJA funding be prioritized on safety, social equity, and climate. (Joe Berney, Chair of the Lane MPO Metropolitan Policy Committee)
- The OTC should fully fund the I-5 Aurora-Donald Interchange. This is one of the worst interchanges on I-5, but without constructing Phase 2 the project won't address all of the issues with the area. (Marion County Commissioner Colm Willis)
- The OTC has an opportunity to invest in projects that reduce traffic tests, improve mobility, and reduce greenhouse gas emissions. JPACT is calling for more funding for urban arterials in the Portland metro region. JPACT appreciates consideration of creating the Great Streets program, but the level of funding is not enough. In the Portland area the urban arterials play a critical role, including serving as main streets and serving major transit lines, and 41% of fatalities occur on these urban arterials. The OTC should also invest in bridges for resilience. (JPACT Chair and Metro Councilor Shirley Craddick)
- ODOT should use IIJA funds to extend the sound wall along I-5 in Woodburn to reduce the noise impacts on the Woodburn Estates. (Allan Lindbergh, Woodburn Estates)
- The OTC should use IIJA resources to fund Frog Ferry to put a vessel on the Willamette River. They would like \$6 million for a three-year pilot project. (Susan Bladholm, Frog Ferry)
- The I-5 Aurora-Donald Interchange, OR 18 Valley Junction to Fort hill, OR 51/OR 22 interchange, and Newberg-Dundee Bypass projects would have regionwide impacts and should be considered for IIJA funding by the OTC. SKATS recommends investing in active transportation, construction of transit centers, local projects that reduce GHG emissions, and local Enhance projects. The region and its transportation needs are growing. (Scott Dadson, Mid-Willamette Valley Council of Governments)

- The OTC has the opportunity to use flexible funds to expand electrification of transportation to increase the number of EVs on the road and make an equitable transition to electric transportation. ODOT should use some of the flexible funds and the Carbon Reduction Program for transportation electrification. (Greg Alderson, Portland General Electric)
- She supports allocating IJA funds to Frog Ferry. Frog Ferry has proven cost-effective feasibility of this project. Over 1700 stakeholders and advocates have provided support. The project will reduce congestion and encourage conservation and stewardship of the river. (Alicia Chapman, Willamette Technical Fabricators)
- Frog Ferry will take cars off I-5 and provide a connection route for bicyclists, pedestrians and transit riders. It's cost-effective and climate friendly. (Sorin Garber)
- The OTC should reconsider the funding options, as they are inadequate for public transportation. The OTC should present an alternative scenario that provides more public transportation funding. (Ian Davidson, Cherriots)
- ODOT's investments should reduce vehicle miles traveled and greenhouse gas emissions from each mile of travel in order to address climate change. This is an opportunity to fund projects that aren't eligible for state highway funds, including clean transit, charging infrastructure in charging deserts and low-income communities, and develop safe multimodal transportation. They recommend investment in climate goals of DLCD's Climate Friendly Communities program. (Julie Chapman, League of Women Voters)
- The OTC needs to think more about the impact of the transportation system on the climate. All of the allocation scenarios you are considering today are inadequate to reduce carbon emissions. These federal dollars are some of the only money we can use on biking, walking and transit. She urges the OTC to support Scenario 5. (Ukiah Halloran-Steiner)
- She urges the OTC to support Scenario 5. She has witnessed the impacts of climate change and classmates being hit by cars. Communities suffer from the decisions the Commission makes. Any decision other than supporting this scenario is an act of climate arson. (Adah Crandall)
- He supports Scenario 5 as the only option that takes climate change seriously and stops subsidizing single occupancy vehicles. ODOT should roll out a congestion pricing program on all limited access highways in the Portland metro region. (Paxton Rothwell)

## February 17, 2022

Testimony from the Commission's meeting can be viewed on [ODOT's You Tube channel](#).

- Our current electric vehicle charging stations is currently woefully inadequate. Charging stations are often difficult to use, lack fast charge capability and don't have plugs for both major charging protocols. Charging stations should be fast, have multiple plug-ins, be able to serve both charging protocols, offer fair and transparent pricing, and be easy to use. We need a straightforward, hassle-free, seamless and affordable EV charging network that serves all vehicles. (Ben Schreiber, Sen. Merkley's Office)
- The OTC has a historic opportunity to make investments in community transportation system. She supports Scenario 2B, which would invest all funding into public and active transportation by redirecting all funding in the Enhance Highways, Fix-It, and maintenance categories. (Sen. Akasha Lawrence-Spence)
- The OTC should approve an IJA spending scenario that makes meaningful strides toward meeting equity and climate needs. Scenario 2B would reallocate \$158 million from Enhance

Highway, Fix-It and operations and maintenance to local jurisdictions. This could support orphan highways, sidewalks in communities, and expanded public transportation across Oregon. The constitutional restrictions on the State Highway Fund has led to underinvestment in many areas, and we need to use all of these flexible federal funds for programs that can't be funded from the State Highway Fund. (Rep. Khanh Pham)

- The state has been clear that we need to center equity and climate. The OTC can choose a funding allocation that would make meaningful progress toward our GHG emissions goals. IIJA funds should be used for areas that can't be funded from the State Highway Fund. (Rep. Maxine Dexter)
- We need to prioritize local needs, underserved communities, and air quality and climate. He recommends adoption of Scenario 2B. It's difficult to get around his district if you can't operate a car, and it includes major roads with few crosswalks. Please use the IIJA flexible funds for local projects that allow communities to determine their needs and improve access for their residents. (Rep. Zach Hudson)
- IIJA funding should meet critical infrastructure needs, provide safe transportation, address congestion, and prevent roads from deteriorating. HB 2017 marked a historic investment in the transportation system. We have fallen short on fully delivering projects promised in HB 2017. The additional dollars will allow us to fill in some of the gaps in these projects. (Rep. Shelly Boshart-Davis)
- ODOT should not be tolling I-205 ahead of the rest of the region. Clackamas County is not asking for the full funding for I-205 Phase 1A or the full project. They are asking ODOT to use IIJA funding and HB 3055 finance to move forward with Phase 1A. (Tootie Smith, Clackamas County Commission Chair)
- The currently proposed scenarios won't meet the state's climate and equity objectives. Her district lacks walkability, so she supports Scenario 2B. IIJA funding should prioritize multimodal transportation option, improve the environment, and preserve Oregon. We need to end the era of freeway expansion, and we must provide Oregonians more human-scaled options to get where they need to go. She supports heightened investment in local transportation needs. (Rep. Winsvey Campos)
- She supports Scenario 2B. People hide behind the Oregon Constitutional restriction, so this is the opportunity to make the investments in transit and bicycle and pedestrian infrastructure. We should not use these federal funds for activities that are eligible for the State Highway Fund. We should be building a system that syncs with our climate and equity values. (Mary Nolan, Metro Councilor)
- These IIJA funds allow us to make progress on our climate goals and to bring critical investments to urban arterials while helping people achieve prosperity. He grew up on along the Tualatin Valley Highway, and like many urban arterials in Oregon, rapid urbanization has changed how the community interacts with the corridor. ODOT needs to look at doing things differently and look at addressing urban arterials comprehensively, with investments in transit and safety. (Juan Carlos Gonzalez, Metro Councilor)
- IIJA funding should be used for two projects of statewide significance—I-205 and the I-5 Boone Bridge. These offer congestion relief and also make important bridges earthquake ready. ODOT should not toll I-205 before the rest of the region. (Julie Fitzgerald, Mayor of Wilsonville)



- She is appearing to support the mid-town crossing projects in Bend that support equity, safety, climate, and affordable housing. These would connect the community across US 97 and the BNSF rail line. The community has significant east-west connectivity issues for bicyclists and pedestrians that these would address. (Sally Russell, Mayor of Bend)
- The Salem, Eugene, and Portland MPOs have identified joint priorities—additional funding for the All Roads Transportation Safety program, making locally-owned arterials eligible for Great Streets, and making more funding available for alternative transportation programs. The I-5 Aurora-Donald interchange is a top priority in the mid-valley, as is the OR 22/OR 51 intersection. (Lyle Mordhorst, Polk County Commissioner)
- The OTC should advance projects that have the greatest benefit for regional and state economic development. The Newberg-Dundee Bypass has significant impact on the region and the entire state. This project goes hand in hand with the I-5 Aurora Donald interchange. (Scott Hill, Mayor of McMinnville)
- IIJA gives us the opportunity to prioritize programs with equity and climate benefits like Great Streets, Safe Routes to School, and Local Climate Planning. She supports Scenario 2B that would redirect funding for highways toward local jurisdictions so they can focus on community-specific needs. In her area, investments are needed in orphan highways like Farmington Road and Tualatin Valley Highway. The OTC's allocation should align with the Climate Friendly and Equity Communities rule, and any Fix-It funds should prioritize projects with the greatest climate and equity impacts. (Nafisa Fai, Washington County Commissioner)
- The OTC should invest IIJA funds using an approach that prioritizes racial justice and smart climate choices and that recognizes the vital role of local governments. She supports Scenario 2B. Her constituents often lack access to vehicles and rely on public transportation, and they bear the brunt of climate change and underfunding of critical programs. The Commission should invest in programs like Safe Routes to School and Great Streets and provide funding to local governments. Investing solely in state infrastructure would result in significant inequities. (Susheela Jayapal, Multnomah County Commissioner)
- Lane County's road fund is not what it used to be. Their ability to invest in road projects beyond preservation is extremely limited. IIJA provides incentives to invest in off-system bridges, and she encourages the Commission to do so. Lane County has significant safety issues and is developing a bicycle master plan; shoulder widening could address both issues but isn't covered under active transportation investments. (Heather Buch, Lane County Commissioner)
- The port requests the Commission to direct \$20 million of the design and engineering work for the Hood River Bridge project. The bridge is incredibly important to the region but it is seismically deficient, a hazard to marine traffic, and functionally obsolete. (Mike Fox, Port of Hood River Commissioner)
- The Mid-Willamette Valley Council of Governments would like to focus on Enhance Highway projects to support the OR 22 Fort Hill interchange, Newberg-Dundee Bypass, and I-5 Aurora-Donald interchange. The Commission should also focus on active transportation funds and allow local governments to compete for funds. (Sal Peralta, Mid-Willamette Valley COG)
- It's important to partner between the state and counties.
- AOC supports providing additional direct funding to local governments from the flexible highway funds. The Commission should direct funding to ODOT operations and maintenance to avoid future pressure to the fund exchange program. The Commission should provide significant

funding to off-system bridges and share some of the PROTECT funding with local governments. (Brian Worley, Association of Oregon Counties)

- He would like to see additional funding going to the Local Bridge Program to help with design work on the Hood River bridge. The Hood River-White Salmon bridge replacement will cost approximately \$500 million and is a critical connection across the river for timber, aggregate, and other users. (Kevin Greenwood, Port of Hood River)
- She supports the City of Bend's request for funding for safe crossings of US 97 and the BNSF railway. It's not safe to cross these transportation corridors on the existing infrastructure. These projects will connect different socioeconomic and geographic areas of the city and provide equitable access. (Katy Brooks, Bend Chamber of Commerce)
- IIJA funds should support local communities in becoming more equitable, safe and climate friendly. The Commission should approve a scenario that prioritizes public and active transportation. She supports funding for the Bend mid-town crossings projects as well as funding for Local Climate Planning. (Corie Harlan, Central Oregon Landwatch)
- The heat waves, wildfires, and drought Oregon has experienced are the consequences of climate change. We need action now to rapidly decarbonize. The OTC can invest in public transportation and other areas that will help make progress. (Aaron Brown, No More Freeways)
- OHA has been working with ODOT on safe wildlife crossings on Oregon's highways, and he supports continuing this work by committing some of the flexible highway program funds to this purpose. (Mike Totey, Oregon Hunters Association)
- IIJA presents an opportunity to equitably expand Oregon's electric vehicle charging network. ODOT should use some of the Carbon Reduction Program funds to invest in EV charging to supplement formula funds provided in IIJA. (Rhett Lawrence, Forth)
- The IIJA provides an opportunity to make significant changes in the way we build communities. We should not be reinforcing the unsustainable system we have. Our current system is unfair those who don't have the income to buy a car. Streets and roads and single occupant vehicles should not be our future. Funding should be used to build communities not roads to build a healthy, safe, climate-friendly state. (Dick Dolgonas)
- The South Waterfront is an example of how investing in something other than automobile infrastructure can help people get around without a car. He hopes we consider not funding enhanced freeways and change how we fund transportation in Oregon. (Kiel Johnson, Go By Bike)
- 40% of all people do not drive. The Commission has an opportunity to follow the Governor's executive order to reduce greenhouse gas emissions. The OTC should strongly consider Scenario 2B to provide a legacy to the earth and a livable future. (Cathy Tuttle, Bike Loud PDX)
- Investing in Frog Ferry would be an investment in a mode of transportation that isn't available today. It would help provide access to jobs. (James Paulson, Frog Ferry Board)
- The Commission should put \$10 million into wildlife crossings. The funding needed for a list of 10 priority projects is up to \$30 million. IIJA flexible funds plus funding provided by the Legislature could help leverage federal grants to complete these projects. (Zach Schwartz, Wildland Network)
- They have been working for a decade to develop a green passenger ferry service that would reduce congestion and greenhouse gas emissions. IIJA funds could help update docks to

undertake a pilot program for two years between Cathedral Park and downtown. (Peter Wilcox, Frog Ferry)

- He supports Frog Ferry, a new green mode of transportation. 40% of greenhouse gas emissions in Oregon are from transportation. Frog Ferry could quickly stand up a new service on the Willamette River. (Tom Kelly, Neil Kelly/Oregon Business for Climate)
- She is a Safe Routes to School coordinator in Lane County. They have a lengthy list of needs and limited funding for safe routes projects. These projects could be completed at a fraction of the cost of other projects. (Sarah Mazze)
- She strongly supports funding for Safe Routes to School and Great Streets. We need funding for infrastructure for active transportation in order to reduce carbon emissions and congestion and improve health. Separated bike lanes and safe crossings would allow kids to walk and bike to school, saving many auto trips. (Megan Ramey)

### March 10, 2022

- She represents parts of Marion, Polk and Yamhill counties. Local officials in the Mid-Willamette Valley have consistently advocated for the I-5 Aurora-Donald Interchange and the Newberg-Dundee Bypass. She would like the OTC to direct funding from the IIJA flexible funds to these projects, and if not, to direct ODOT to seek federal competitive grants for these projects. Funding should be shared across the state and not spent disproportionately in one area. Investments should help improve the movement of freight. (State Representative Anna Scharf)
- She urges the OTC to vote for spending that will make meaningful strides to meeting Oregon's climate and equity goals. Scenario 2B is the best option to do this and honor the testimony from the community. This would redirect funding from Enhance, maintenance and Fix-It to local community transportation needs. This will create more jobs than freeway expansion. Rising gas prices hurt low-income families the most, and investing in public and active transportation is an economic justice issue. (State Representative Khan Pham)
- The City of Eugene supports the Public and Active Transportation as well as any scenario that would improve local transportation. The Great Streets program is focused on ODOT owned highways, but Eugene has very little ODOT-owned state highways, as the city has taken many of them over. ODOT should make Great Streets available for these roads. It's important to have a network of shared-use paths, including a bike/ped bridge over the Beltline Highway. Programs to pay for these projects are oversubscribed. (Eugene Mayor Lucy Vinis)
- A recent hit and run crash on Hall Boulevard, an ODOT owned road, took the life of a Tigard resident. We can't ignore the fact that Hall Boulevard, like many Portland area urban arterials, has been subject to inadequate investment that has left it with inadequate ways of safely getting around on foot, by bike, and by transit. Immediate action is needed to collaboratively pursue improvements along this roadway. (Tigard Mayor Jason Snider)
- Time is running out to address climate chaos, address disparities, and achieve our Vision Zero goal. OTC decisions on IIJA funding will determine how we address these climate, equity, and safety goals. State-owned arterials are particularly dangerous, and are often located in communities where people of color live. She is most supportive of the Public and Active Transportation scenario, which provides funding for Great Streets and Safe Routes to School. She also supports Scenario 2B and worries that other scenarios don't do enough to address climate and equity. (Portland City Commissioner Jo Ann Hardesty)

- She strongly supports the Enhance Highway scenario. The Grand Ronde Tribes are reliant for tourism on highways between the metro areas and the Oregon coast. Crippling congestion along OR 99 adds significant travel time to those visiting wine country, the casino, and the coast. The Tribes have partnered with others to contribute to the Newberg-Dundee Bypass. The full benefits of this investment won't be unlocked until the entire Bypass is completed. (Tribal Councilor of the Confederated Tribes of Grand Ronde Denise Harvey)
- As President of the Association of Oregon Counties, he would like the OTC to support additional investment in local infrastructure from the IJA. Counties request additional funding from the flexible funds, including additional funding for the Surface Transportation Block Grant fund-sharing program. Local governments own many of the deficient bridges in the state and request 50% of the special bridge funding. ODOT's proposal for the PROTECT program allocates no funding for local governments. (Umatilla County Commissioner George Murdock)
- He supports equitable funding for counties. Tillamook County has a huge number of culverts, and many of these are failing; many will need to be replaced by bridges. Their infrastructure has to be built to accommodate the peak travel volumes that visit the county in the summer. They have three load-rated bridges that don't even allow ambulances or fire trucks to cross. (Tillamook County Commissioner David Yamamoto)
- He is dismayed by the lack of funding that ODOT proposes to share with local governments. ODOT's local share proposal is only 9% of available funding. The four funding scenarios allocate most IJA funding to the state. Scenario 2B would distribute funding to local governments more equitably. (Coos County Commissioner John Sweet)
- As an emergency department doctor, he has to help people who are hurt in crashes due to poor roads. He would like to see funding for the I-5 Aurora-Donald Interchange and the OR 22/OR 51 interchange. He has seen fatalities due to the current deficient interchange. The City of Salem would like funding to complete the McGilchrist project. The Great Streets program should provide funding for local street projects like this. (Salem City Councilor Trevor Phillips)
- High gas prices are pricing people out of driving. Many people don't have good transportation options because the state has prioritized investments in freeways. Scenario 2B would redistribute road expansion funding to meeting community-specific transportation needs. Oregonians deserve a transportation system that allows them to access economic opportunities and social services. Oregon also needs to accelerate electrification, and the OTC needs to address funding to electrifying all types of vehicles. (Victoria Paykar, Climate Solutions)
- The chamber's transportation taskforce to ensure the safe and efficient movement of goods, services and people through all modes of transportation. Driving in Oregon is more dangerous than it has ever been. Oregon contains three of the biggest bottlenecks in America that create supply-chain issues and headaches for commuters, and the OTC should prioritize addressing our freeways. They support the Enhance Highway scenario to reduce congestion and improve safety. (Zachary Lindahl, Washington County Chamber of Commerce)
- Lane Transit District supports Scenario 2 and Scenario 2B that address public and active transportation. These options promote equity, address climate, and improve multimodal accessibility. The OTC should invest in people and the environment, not cars. Option 2B is a bold choice that empowers local jurisdictions to invest in their communities. (Caitlin Vargas, Lane Transit District Board President)

- Wilsonville is home to more than 19,000 jobs and is an engine of prosperity. However, Wilsonville experiences lines of congestion on I-5. This increases travel times and create supply chain issues. Idling vehicles also create significant pollution. Most people who work in Wilsonville live elsewhere and thus must use highways to get to their jobs. They support investing in the Enhance Highway scenario to ease congestion, improve safety, and help Oregonians who have to drive to work. (Kevin O'Malley, Wilsonville Chamber of Commerce)
- His organization supports transportation options, safe streets, and walkable neighborhoods. Oregon has a significant gap in making investments in the transportation system. The discretionary portion of the IJA is an opportunity to fund areas of the system like off-streets path that can't be funded from the State Highway Fund. He supports Scenario 2B. (Rob Zako, Better Eugene-Springfield Transportation)
- The OTC should direct the funding to projects that catalyze affordable housing and mixed-used development, provide more transportation options, tackle climate change by reducing GHG emissions, support a vibrant economy, and provide more ways to get around without a car. In Bend, this means prioritizing support for the three mid-town bicycle and pedestrian crossings. These will provide safe multimodal crossings in the heart of the city. These can help provide ore affordable housing options and foster redevelopment in the central district. (Kurt Alexander, Bend Central District Business Association)
- His organization supports addressing environmental challenges while creating good jobs. The OTC should think about how investments can lead to high road job creation, including ensuring that women, veterans and BIPOC Oregonians have the opportunity to work on these projects. Projects should utilize apprenticeships and prevailing wages, and ODOT should promote pre-apprenticeship programs and use of domestic materials. (Ranfis Giannettino Villatoro, Blue Green Alliance)
- The Street Trust advocates for multimodal transportation options that prioritize safety, racial equity, climate justice, and accessibility. Scenario 2B is a bold option and a step in the right direction that the Street Trust supports. Past policy choices like the beach bill, the bottle bill, and removal of Harbor Drive in Portland have made Oregon a great state. Please keep your eyes and your legacies on our future. (Sarah Iannarone, Street Trust)
- Cal Portland is a multimodal freight mobility company. The concrete they move requires just in time delivery. The IJA presents an opportunity to bring our transportation network back in line with our growing population. The highway system has stagnated but is critical to moving goods from farms and forests to markets. He recommends allocating funds to preserving our aging bridges. (Bob Short, Cal Portland)
- We need to permanently get off oil. The OTC should spend flexible IJA funds to electrify the transportation system. The money dedicated to electrification by the IJA doesn't come close to the need. (Stuart Liebowitz)
- He and his daughter have to cross Southwest Powell, which is built like a highway, and as a result people have been killed on almost every block of Powell. It's hard to see it as a legitimate question whether the state should invest in widening freeways versus community interests in keeping kids safe. He supports Scenario 2B to fulfill the basic responsibility to make streets safe for people to use. (David Binning, BikeLoud PDX)
- The Public and Active Transportation Scenario is the least destructive of the options. In all of the scenarios, Enhance Highway and Fix-It receive more funding, even in the Public and Active

Transportation Scenario. Past investments have disproportionately been made in car-centered infrastructure. (André Lightsey-Walker, Street Trust)

- Hitting large animals like mule deer is a significant safety issue on US 97. Deschutes County alone has more than 5000 reports of animal strikes a year. We need to address this to protect wildlife and the rural communities that rely on them. (Suzanne Linford, Protect Animal Migration)
- They would like to encourage the OTC to make investments in reducing wildlife-vehicle collisions while improving connectivity across roads for wildlife. There are projects in the process of development across the state, including on I-5 in southern Oregon in a key biodiversity area. The OTC should add IJA funds to the \$7 million provided by the Legislature. (Michael Dotson, Klamath-Siskiyou Wildlands Center)
- We need to protect people and animals from the risk of wildlife-vehicle collisions. Oregon has a higher risk of these collisions than other Pacific states. Between 2017 and 2021, there were over 30,000 documented collisions with wildlife. The Lava Butte undercrossing on US 97 has reduced collisions by 80%. These crossings are supported by Oregonians and should receive funding. (Kristi Mergenthaler, Southern Oregon Land Conservancy)
- They work in partnership with others to create public-private partnerships with public agencies. The IJA represents an opportunity for fish and wildlife passage infrastructure. IJA provides \$350 million for a competitive national wildlife crossing pilot program. Some of the flexible funds should be used to go after federal grants from this program. (Karl Findling, Backcountry Hunters & Anglers)



Date	Name, title & org.	Decription
3/25/2022	The Street Trust; Sarah Iannarone	PDF Letter pg. 5
3/22/2022	Alex Hardison; Central Oregon LandWatch	PDF Email and Letter pg. 8
3/24/2022	Rep. Bonamici	PDF Letter pg. 14
3/22/2022	Linda Ganzini	More EV charging stations. Make the opportunity to charge on longer distances across Oregon associated with a pleasant experience. picnic tables, play grounds, place to get some coffee and snack.
3/24/2022	SKATS MPO	PDF Comment and Letter pg. 15
3/20/2022	Arthur Poole	Association of Oregon Rail and Transit Advocates (AORTA) PDF Comment and attachment pg. 21
3/25/2022	Safe Routes Advisory Committee; Rob Inerfeld	PDF Comment pg. 22
3/25/2022	Estelle Morley	PDF Comment pg. 23
3/25/2022	Tualatin-Tigard School Board and School District Superintendent	PDF Comment pg. 25
3/20/2022	Andrew Gray	There's not a lot of detail on what IIJA funds will be spent on. But ODOT should focus on the greater good for the longest period. That means de-emphasizing funding for single-occupancy vehicles and trucking. These are wasteful modes of transportation. The focus should be on improving transit--with high-speed rail at the top of the list--and making urban and suburban highways safer. Maintaining what we have should be the third priority. Expansion projects, including on I-5 through Portland, should be dropped.

3/21/2022	Denis White	1. Create a program that would start planning for well-designed, safe, and signed bicycle routes throughout the state. Routes up the west and east sides of Willamette Valley would be a good start. 2. Contribute to the completion of the Corvallis to Coast hiking route.
3/21/2022	James Rankin	Please emphasize fossil fuel free public transportation (including rapid transit wherever feasible), greenhouse gas mitigation, wildlife crossings, enhanced bike path & pedestrian walks, reduced concrete & asphalt, & other environmentally sound measures in your proposal.
3/24/2022	Portland Streetcar, Inc.; Dan Bower	PDF Letter pg. 26
3/25/2022	Alex Bauman	For over 100 years the sole focus of ODOT was moving as many vehicles as quickly as possible. In the past few years, this has begun to change. To counteract that century of neglecting or actively discouraging walking, biking, and transit, all of the flex funding should go to walking, biking, and transit. I guarantee that all \$412 million could be spent on filling in sidewalk gaps within UGBs alone. Of course there are significant needs in creating an off-street arterial bicycle network and maintaining state of good repair in transit systems across the state as well. The point is, there are plenty of funding sources for highways, while there are few for biking, walking, and transit, so any flexible federal dollars should be spent on biking, walking, and transit.
3/25/2022	Paul Belton	PDF Comment pg. 27
3/21/2022	David Rabinowitz	In favor of enhanced bicycling infrastructure. PDF Comment pg. 28
3/24/2022	Lukas Kubeja	PDF Comment pg. 29
3/21/2022	Richmond Neighborhood Association; Debby Hochhalter	PDF Letter pg. 31
3/22/2022	Heather Andrews	In favor of public and active transportation, including rail. PDF comment pg. 32
3/24/2022	Bradley Bondy	Highways already have large and stable dedicated funding streams. Transit and active transport lack similar large dedicated funding streams. This infusion of cash is a rare opportunity to substantially fund sustainable transport projects. Don't waste this cash on an already well funded highway system when other modes are so chronically underfunded.

3/23/2022	Local, Regional, & State Officials	Writing in support of 2B. PDF Email and Letter pg. 33
3/22/2022	Melissa Hood	I'm writing to ask that you don't spend any of the IIJA funding on freeway expansions. Please spend it on improving the safety, reliability, and overall quality of the public transit system instead.
3/22/2022	James Brown	I'm writing to ask that you don't spend any of the IIJA funding on freeway expansions. Please spend it on public transit instead.
3/22/2022	Julie Nye	I am urging you to not spend flexible federal infrastructure funds on freeway expansions!! We're in the midst of a climate crisis. Alternative means of transportation (buses, trains, bicycles) must be focused on and funds given to. If these modes were attended to properly (i.e. funds for efficient bus routes/stops/times), (funds for passenger trains: increasing quantity, expanding routes to include train service to Central Oregon region) and (funds for protected bike lanes, increasing routes), then these would all benefit drivers by lessening congestion and negate having to expand freeways). It's a wiser way of spending our tax payer dollars. Thank you.
3/23/2022	Cameron Schnur	Please don't spend flexible funds on freeway expansions. They make cities worse. Spend it on bike and pedestrian infrastructure.
3/23/2022	Ted Sarvata	No more money for freeways. Spend on upgrades for transit, biking and pedestrians. The planet is burning. So the right thing here.
3/23/2022	Mason Drummond	Hello, I'm writing today to ask that we use no further funds on freeway expansions and instead shift to accessible sustainable transportation infrastructure. I turned eighteen a little over a week ago; I came of age in the climate crisis. I am scared, my peers are scared, and we can't continue harmful practices that accelerate the devastation of our planet.
3/23/2022	Roger Geller	Please focus federal funding on scenario 2B. We need more money for walking, biking and transit, not freeways. Money spent on freeways is an environmental dead end.
3/23/2022	Brandon Sowers	Please use the federal money to support transit instead of freeways, my planet is dying and I'd like it to stay around a while.
3/23/2022	Nick Lloyd	please spend federal money on Scenario 2B and support transit instead of freeways, my planet is dying" will take you less than thirty seconds and make you feel like a good person for doing your part to fight climate change, i highly recommend it
3/23/2022	Kurt Nordback	Please devote IIJA funds to Scenario 2B. More generally, our climate emergency (not to mention the war in Ukraine) demand that we support transit and other more efficient modes instead of freeway expansions.

3/23/2022	Sarah Foster	Please use IIJA funding for improving bike lane safety, increasing bus frequency, and improving accessibility of these for disabled people. Mobility is more than cars, highways, and fossil fuel infrastructure. I want to get around without feeling impending doom of the climate crisis. I want to get rid of my car. Please help us build a sustainable and equitable world!!
3/23/2022	Jordan W Lewis	I'm writing to ask that you don't spend any of the IIJA funding on freeway expansions. Please spend it on (transit, bike, ped, etc) instead.
3/23/2022	Sandra Brown	Role model climate leadership by investing incremental federal funding in climate friendly infrastructure, increased public transit, other green energy alternatives. We must move away from fossil fuel infrastructure to fight the dire impacts from climate change now
3/23/2022	Avery Johnson	I'm writing to ask that you don't spend any of the IIJA funding on freeway expansions. Please spend it on transit instead.
3/23/2022	Matthew T Meskill	Please spend federal money on Scenario 2B and support transit instead of freeways, my planet is dying
3/23/2022	Paul Haney	I'm writing to ask that you don't spend any of the IIJA funding on freeway expansions. Please spend it on transit infrastructure and service instead. I am a legally blind resident, and require robust transit service to access my job and daily life. Please consider the needs of non-drivers. Thank you.
3/25/2022	Multnomah County	PDF Comment re: bridge allocation pg. 37



March 25th, 2022

To: The Oregon Transportation Commission

Cc: ODOT (Finance: Travis Brouwer; Public Transportation: Karyn Criswell;  
Urban Mobility: Brendan Finn; Climate: Suzanne Carlson)

Dear Members of the Oregon Transportation Commission:

Thank you for your ongoing service to the state of Oregon as we work to build a more just, equitable, and climate-forward transportation system for our state. We write to you today with two items: a summary of our spending priorities for Oregon's share of the Infrastructure Investment and Jobs Act (IIJA), and preliminary recommendations for the proposed "Innovation Mobility Pilot" (IMP), should you proceed with it.

1) Summary of our IIJA priorities

Many people and organizations in our advocacy community have written and testified in person to you over the past few months in support of greater investments in public/active transportation. In particular, the community-developed proposal, "Scenario 2b - Oregon's Values" offers valuable guidance for how we should allocate the IIJA funding coming our way as well as how we should consider future decisions about transportation spending in Oregon. Here's what we hope you will prioritize as you move forward with your decision next week:

- Providing all Oregonians with a reliable, equitable and multimodal transportation system that addresses the intersecting crises of climate change and traffic fatalities - both of which disproportionately affect low-income and communities of color;
- Reducing VMT and GHG through investments in transit, land use planning, active transportation, and other local projects, including the

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build and repair of complete streets with sidewalks, bike lanes, bus stops, and crosswalks;

- Directing the most flexible funds toward projects, services, and offerings that aren't currently constrained by the Highway Trust Fund;
- Focusing on system repair and maintenance over new construction and making sure these investments ensure economic benefits of job creation and stimulus, especially in small towns and rural communities eager for investment; and
- Getting resources as quickly and easily as possible into local communities where innovation and creativity can happen and where it can lift the people directly experiencing the worst of our transportation system day-to-day.

## 2) "Innovation Mobility Pilot" (IMP) Recommendations

While we are intrigued by the proposal forwarded by Commissioner Simpson at the end of the March 10, 2022 OTC meeting for development of a pilot project to spur local innovation in equitable mobility (IMP), we seek clarity on how this will be organized and administered in order to achieve its intended goals. It is our hope that the OTC and ODOT will consider our recommendations should you opt to fund and implement the pilot.

- ODOT needs to invest in developing healthy working relationships with Portland metro area transportation advocacy non-profits, community based organizations, and regional coalitions to ensure the pilot can be implemented effectively and that dollars reach as quickly and easily as possible the communities disproportionately burdened by the current system;
- The funds should consist of the most flexible available and come with the fewest strings for end users in an effort to spur local mobility innovation, including but not limited to micromobility, on-demand mobility, student mobility, integrated mobility, and microtransit/paratransit/shuttles, etc.;
- The pilot should be deployed in active support of, and for as long as is needed to fully implement a regional congestion pricing system for demand management across the Portland metro, including addressing immediate local concerns about inadequate transit access, diversion,

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and other yet to be determined barriers to equitable congestion pricing implementation;

- The affordable, accessible transportation solutions seeded through the pilot should empower and enable local communities to fill gaps in transit access and accessibility but should not be allowed cannibalize existing public transit service provision;
- The funds should be directed towards projects that reduce VMT/GHG, improve safety for vulnerable street users (people walking, biking, rolling, and accessing transit), and redress systemic racial and income inequities;
- The pilot needs to avoid redundancies with other proven effective projects and programs ongoing in ODOT and should be administered in concert with other complementary funding streams and program areas; and
- The oversight body for this pilot needs to be inclusive, representative, and streamlined to ensure rapid, innovative, effective deployment of resources in concert with other complementary advisory bodies.

We recognize that the OTC must consider the needs of all Oregonians regardless of geography and acknowledge that our recommendations here may seem to favor the Portland metropolitan area initially. However, funding innovative transportation options in our most populated urban area enables a greater percentage of residents to travel without driving, reducing demand on the system and lowering maintenance and infrastructure costs. These cost savings free up money from the Portland metro region to be spent more equitably across the state, including in non-urban communities.

Thank you for your leadership on this matter and consideration of our recommendations,



Sarah Iannarone

Executive Director, The Street Trust

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**From:** [Alex Hardison](#)  
**To:** [OTC Admin](#)  
**Subject:** IIJA: Broad, deep community support for Bend's Midtown Crossings  
**Date:** Tuesday, March 22, 2022 4:20:33 PM  
**Attachments:** [IIJA\\_CommunitySupportLetter\\_BendMidtownCrossings\\_OTC\\_Comm\\_Mtg\\_03.22.22\\_email.pdf](#)

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OTC Commission Chair Van Brocklin and Commission members,

Resubmitting this community support letter for the record, which showcases the continued abundant and ever-increasing community support for City of Bend's &15M ask for Midtown Crossings.

**Now, over 200 community organizations, local businesses, and Central Oregonians who strongly support the City of Bend's request to allocate \$15 million in IIJA funds to Bend's Midtown Crossings have signed on to the attached letter.**

We appreciate the substantial time and energy you're committing to this process and your consideration of these comments.

Best,

Alex Hardison

--

**Alex Hardison** (*he/him*)

Program & Communications Coordinator | [Central Oregon LandWatch](#)

2843 NW Lolo Dr. Ste. 200

Bend, OR 97703

541-647-2930 ext. 806

*To defend and plan for Central Oregon's livable future.*

**Sign up to receive updates from Central Oregon LandWatch [here](#).**



March 22, 2022

sent via [OTCAdmin@odot.oregon.gov](mailto:OTCAdmin@odot.oregon.gov)

Oregon Transportation Commission  
355 Capitol Street NE, MS 11  
Salem, OR 97301-3871

RE: Deep, broad community support in Central Oregon for prioritizing Infrastructure Investment and Jobs Act (IIJA) funding for Bend's Midtown Pedestrian and Bicycle Crossings

Dear Oregon Transportation Commissioners:

Thank you for seeking public input on how to best allocate federal funds available to Oregon via the Infrastructure Investment and Jobs Act (IIJA). We strongly encourage OTC to direct these critical IIJA resources to projects in Oregon's communities that:

- Catalyze more affordable housing and mixed-use development in our communities;
- Provide more equitable housing and transportation options to marginalized and underserved community members;
- Tackle climate change by reducing greenhouse gas emissions from transportation;
- Support a vibrant, diversified economy where businesses and their employees thrive; and
- Provide more safe, accessible ways to get around town that don't always require a car.

**Here in Central Oregon, this means prioritizing IIJA funding support for Bend's Midtown Pedestrian and Bicycle Crossings.** The three Midtown Pedestrian and Bicycle Crossings - individually known as Hawthorne Crossing, Greenwood Avenue, and Franklin Avenue - are central to providing accessible, safe, and essential multimodal connections in the heart of Bend. The Midtown Crossings are also vital to helping catalyze equitable redevelopment of the Bend Central District and Core Area, key areas designated to accommodate more of Bend's rapid growth and deliver complete communities with more affordable housing options close to essential services. In funding these critical and transformative projects, OTC's leadership will help ensure Bend is a more equitable, healthy, and climate-resilient place, for all.

**Over 200 community organizations, local businesses, and Central Oregonians strongly support the City of Bend's request to allocate \$15 million in IIJA funds to Bend's Midtown Pedestrian and Bicycle Crossings. Thank you for your consideration of these comments.**

Sincerely,

Javan Ward, Founder  
*29NORTH*

John Fischer, Principal Engineer  
James Teeter  
*Ashley & Vance Engineering*

Noelle Dealy  
*Awaken Soul Care*

Jim Elliott, Board Member  
*Bend Bikes*

Donna Burklo, Board Member  
Carrie Mack, Board Member  
*Bend Central District Initiative Visionary Board*

Andrew Gorman, Founder  
*Bend Mactek*

Ariel Méndez, Board  
*Bend Metro Park and Recreation District*

James Roberts, Former Citizen Chair  
*Bend Transportation Advisory Committee*

David Welton, Chapter Lead  
Daniel Case  
Shane Logreco  
*Bend YIMBY*

Katherine Austin  
*Bend's Affordable Housing Advisory Committee & Central Area Advisory Board*

Alyssa Heim  
Rian Heim  
*Big Story Bookstore*

Kirk Schueler, President  
*Brooks Resources Corporation*

Scott Robinson  
*Central Oregon Association of Realtors*

Danielle Caruso, Board Member  
*Central Oregon Trail Alliance*

Ruth Williamson, Co-Chair  
*Citizens Transportation Advisory Committee*

Scott Winters, Chair  
*City of Bend Planning Commission*

Brian Potwin, Executive Director  
*Commute Options*

Rebecca Charlton, Owner  
*Cowgirl Cash*

Toni Williams, South County Representative  
*Deschutes County Planning Commission*

Mike Riley, Executive Director  
*The Environmental Center*

James Collins  
*Environmental Defense Fund*

Will Hawkins  
*Get G5*

Jackie Keogh, Executive Director  
*Kor Community Land Trust*

Amy Campbell, Office Manager & Volunteer Coordinator  
*KPOV, High Desert Community Radio*

Molly McDowell, Vice Chair  
Katherine Rola, Land-Use Chair  
*Larkspur Neighborhood Association*

Preston Callicot, Board Chairman  
*Looking Forward*

Marilyn Miller, Executive Director  
*Miller Conservation Consulting*

Rachel Dean, President  
*Navone Jewelry Inc.*

Amanda Horton, Assistant Vice President  
*OHSU Foundation*

Summer Sears, Treasurer & NLA  
Representative  
Jessica Fredeen, Secretary  
*Orchard District Neighborhood Association*

Tia Hatton, Central Oregon Engagement  
Organizer  
*Oregon League of Conservation Voters*

Tiff Kruger  
*RE/MAX Key Properties*

Rebecca Kay, CEO  
*Rebecca Kay Media*

Susan Strible, Director of Marketing  
*Ruffwear*

Adrienne Banks

Alan Bathke

Andrea Casey

Andrew Hardison

Andrew Neary

Angela Shepard

Anne Tran

Antoine Skarbek

Jenny Green, Board Member  
*Scalehouse Collaborative for the Arts*

Deby DeWeese, Vice Chair/Land Use Chair  
Kent Pressman  
*Southern Crossing Neighborhood  
Association*

Jake Kenobi  
*Spring Break Jake LLC*

Nicholaus Slone, Owner  
*Spurcycle*

Ryan Starr, Owner/Architect  
*Starr Designs & Architecture*

Stacey Stemach  
*Stemach Design & Architecture*

Kristy Kwan  
*SubieTech Headquarters*

Jim Duffy, CEO  
Matt Kelly, Architect  
Melanie Whedon, Architect  
*Ten Over Studio*

Kevney Dugan, President/CEO  
Serena Gordon, Sustainability Manager  
*Visit Bend*

Arianne Cahill

Ashley Dowden

Ashton Morrison

Barb Meyers

Beth Jacobi

Brady Park

Brian Durbin

Brian Halter

Brooks Hilton  
Caleb Bryce  
Carol Mclatchie  
Cary Schneider  
Casey Davis  
Cathy Mers  
Chris Barefield  
Christie Halter  
Chuck Rucker  
Cooper Morrow  
Corey Highland  
Craig Lacy  
David Anthes  
David Colucci  
David Green  
Davis Boyer  
Deborah A Furman  
Deborah Mehigan  
Denise Labuda  
Devin Vernon  
Dionisia Morales  
Elinor Wilson  
Emilie Marlinghaus  
Emily Gibson  
Emily Tompkins  
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Garrett Sabourin  
Gina Ostby  
Glenna Sirmans  
Greta Carroll  
Hana Sant  
Hannah Bancroft  
Harold Wershow

Heather Flagel  
Heidi Brockman  
Jacque Goss  
Jake Purdom  
James Dorofi  
James Davis  
Jamie Calhoun  
Jeanine Lacore  
Jeff Boyer  
Jeff Harding  
Jen Goodman  
Jennifer Van Jaarsveld  
Jennifer Arnesen  
Jennifer Dodge  
Jennifer Sawyer  
Jess Beauchemin  
Jesse Kingdon  
Jesse Rosenzweig  
Jessica Inocencio-Gray  
Jim Mclatchie  
John Banks  
Josie Norris  
Julie Geveshausen  
Karen Cheatham  
Karen Moyes  
Karen Lillebo  
Karen Harding  
Kasia Wilson  
Kat Gardner  
Kathleen Mccarthy  
Katy Segura-Whitman  
Ken Brinich  
Kevin Wright



Kim Ely	Paul Claeysens
Kimberly Markley	Paul Israel
Kristina Mccann	Pauly Biskup
Lael Smith	Poul Myrner
Laurel Ludwicki	Rachel Matson
Lauren Traum	Reese Mercer
Lauren Langland	Richard Casey
Linda Perez	Rob Garrott
Lisabeth Bloom	Rock Yarbrough
Liz Rink	Ross Winsor
Lizabeth Diether-Martin	Ruby O'Connor
Louis Capozzi	Russ Hardison
Magdelana Davidson	Sean Bissell
Mara Isbell	Seth Weiss
Marcie Maxwell	Shana Falb
Marik Brockman	Sofia Johansen
Marilyn Mers	Stan Oliver
Mark Tindall	Steph Spencer
Mark Highland	Steve Greening
Martha Campbell	Steven Hoffmann
Mary Hearn	Susan Dolan
Matt Fox	Tara Lewellen
Matt Muchna	Teresa De Sitter
Megan Bowerman	Tim Neville
Meghan Robins	Timothy Kinney
Meghan Teeter	Tom Schmidt
Melissa Humphrey	Tracy Boyer
Michael O'Casey	Trevor Martin
Michael Wilson	Wendy Holzman
Michael Pratt	Wes Wilson
Michele Mckay	Zoe Griffith
Moey Newbold	
Nancy Floyd	

This letter of support was coordinated by Central Oregon LandWatch.  
Contact Alex Hardison at [alex@colw.org](mailto:alex@colw.org) with any questions or for support.

SUZANNE BONAMICI  
1ST DISTRICT, OREGON

2231 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
TELEPHONE: 202-225-0855  
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<http://Bonamici.house.gov>

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3701**

COMMITTEE ON EDUCATION  
AND LABOR  
SUBCOMMITTEES:  
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COMMITTEE ON  
SCIENCE, SPACE, AND TECHNOLOGY  
SUBCOMMITTEES:  
ENVIRONMENT  
INVESTIGATIONS AND OVERSIGHT

March 23, 2022

Oregon Transportation Commission  
Attn: Chair Robert Van Brocklin  
355 Capitol Street, NE, MS#11  
Salem, Oregon 97301

Dear Chair Van Brocklin and Members of the Oregon Transportation Commission,

I write to thank you for your work to make meaningful investments in Oregon's transportation system that will best meet the diverse and urgent needs facing communities across the state. I sincerely appreciate the ongoing efforts of the Oregon Transportation Commission as you work to effectively implement the historic infrastructure investments in the Infrastructure Investment and Jobs Act.

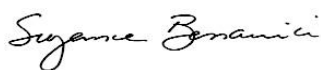
There is no question that Oregon's infrastructure is in desperate need of major investment. Passage of the Infrastructure Investment and Jobs Act presents a unique opportunity to rebuild a better, more equitable future for all Oregonians. The Transportation Commission has the important responsibility of allocating the \$1.2 billion in new state formula program funds, including \$412 million in flexible funding, to Oregon over the next five years.

As the Commission works on this critical task, I ask that priority projects include those that create a safer transportation network, reduce emissions, and improve resilience to the climate crisis. Investments should also maximize the creation of good-paying jobs, particularly for individuals who historically have faced barriers to employment, as well as represent the geographic diversity and needs of our communities.

Thank you for your ongoing service as you make long-term investments in Oregon's infrastructure. I look forward to continuing to work together as this funding arrives in Oregon and begins – and continues - to make a meaningful difference.

Sincerely,

Suzanne Bonamici



Member of Congress

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Thursday, March 24, 2022 9:34:17 AM  
**Attachments:** [formsubmission.csv](#)

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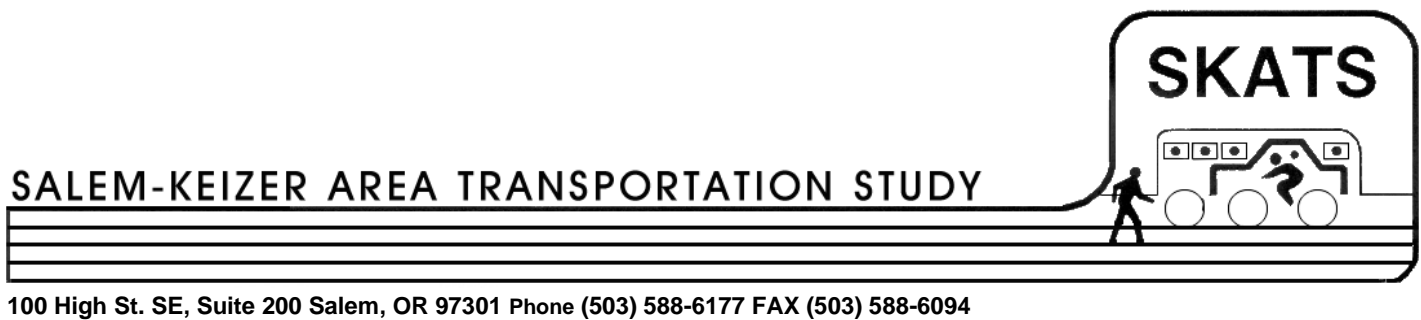
What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	SKATS MPO letter on Great Streets program for IIJA
Comment	The Policy Committee of the Salem-Keizer Area MPO is submitting a letter regarding the uses for the proposed Great Streets (IIJA) funds. We believe that all Oregonians should benefit from this program and that the funds should be for both local and state owned roads. The letter provides reasons for this viewpoint and a proposed split of the funds between local and state roads.
Name	Michael Jaffe, Transp. Planning Director, on behalf of the SKATS Policy Committee
Email Address	<a href="mailto:mjaffe@mwvcog.org">mjaffe@mwvcog.org</a>

Uploaded Files:

- [OTC ltr IIJA funds Great Streets-signed.pdf](#)

**Submission ID:** 9dba85ed-7a0a-4b3a-875c-567bce6c219f

**Record ID:** 41529



March 24, 2022

Chair Van Brocklin and Commissioners,

On March 30<sup>th</sup>, the OTC is scheduled to make a final decision on the allocation of the \$412 million in flexible funds from IIJA. Based on the OTC's discussion on March 10<sup>th</sup>, approximately \$50 million or more will likely be allocated to a new **Great Streets** program, exclusively for State Highways.

In previous letters from SKATS to the OTC about the flexible funds, we raised the issue about why ODOT management staff want to limit funds from the **Great Streets** program to only state highways. It is our contention that every community in Oregon wants and deserves to have streets that are both safe and encourage multi-modal travel; however, funding limitations frequently prohibit local governments from developing these more complete but expensive projects.

Our recommendation is for the OTC and ODOT to implement a Great Streets program using a process similar to how ODOT manages the ARTS and Safe Routes to School programs: sharing these funds with local governments in a sensible, transparent and fair way that benefits all Oregon communities.

In Salem and Keizer, we have two projects approved by their respective city councils that, if constructed, will provide protected bicycle and pedestrian facilities parallel and separate from the road's vehicle travel lanes. These two projects are designed to be **Great Streets**. Here are brief descriptions of each, with illustrations attached to this letter.

**SALEM** – One of Salem's top transportation priorities continues to be the **upgrade of McGilchrist Street**, an arterial in south Salem. McGilchrist is in poor condition which in part inhibits private development and job growth in the McGilchrist area. The upgrade will create a Great Street along an arterial that is on both ODOT's and SKATS's official list of Critical Urban Freight Corridors<sup>1</sup>. As the attached illustration shows, when upgraded McGilchrist will provide safer travel for cars and trucks, but especially for pedestrians (McGilchrist is adjacent to 2 transit routes) and bicyclists with the addition of

<sup>1</sup> In ODOT's Freight Plan

**new sidewalks and cycletracks that are physically separated from the vehicle travel lanes.** In addition, this arterial upgrade will help to revitalize this 468-acre, under-developed light industrial area that is close to residential areas in south Salem. New development here will add jobs, shorten trips and encourage non-auto travel to and through the area. This project is in line with the description of the *Great Street* program: improving road conditions, fostering safety and multimodal accessibility, and supporting community and economic vitality. The city of Salem and SKATS MPO have already invested more than \$11 million in the design, right-of-way, and an initial construction phase of the project. However, the full project will need up to \$22 million to complete the upgrade.

KEIZER – the city recently completed a study and public process to identify and choose a **multimodal corridor design as its preferred upgrade for Wheatland Road.** This arterial currently has on-street bike lanes, but sidewalks are missing along half the length of the street. Two schools are in the vicinity of Wheatland Road. The posted speed along Wheatland is 40 mph and some kids need to be bused or driven to school rather than cross Wheatland Rd. After considering three alternative designs, the community and city decided on a design that prioritizes safety and active transportation. The design incorporates narrower lanes, on-street buffered bike lanes, new pedestrian crossings, sidewalks on both sides, and a **grade-separated multi-use path for bicyclists.** City staff support lowering the speed limit. This street design will accommodate both active cyclists (using the on-street, buffered bike lanes) and those cyclists that prefer greater distance from moving vehicles (on the separated multi-use path). This design is precisely the type of facility recommended by the rulemaking changes to the Transportation Planning Rule<sup>2</sup>. However, the estimated \$10 million cost is beyond Keizer's means.

Neither McGilchrist Street nor Wheatland Road are state highways. Excluding streets like these from the *Great Streets* program will either substantially delay or permanently prohibit development of these projects. Our MPO and local jurisdictions would like the OTC to recognize that all areas of the state should have the ability to benefit from the Great Streets program. A street that is not a state highway should not be excluded from the benefits to the community, region, and state that a Great Streets grant could provide.

Not too many years ago, ODOT would share the Transportation Enhancement (TE) federal funds Oregon received with all communities in Oregon and did not limit those facilities to state highways. Many great projects were funded throughout the state on locally-owned roads with the TE program, including some in Keizer and Salem (such as the Union Street

---

<sup>2</sup> As one example, see 660-012-0610 : (3) Cities and counties must plan and design bicycle facilities considering the context of adjacent motor vehicle facilities and land uses.¶ (a) Cities and counties must design bicycle facilities with higher levels of separation or protection along streets that have higher volumes or speeds of traffic.

Pedestrian/Bicycle bridge over the Willamette River). In comparison, we think that the new Great Streets program may be great in name only -- but not in implementation -- if ODOT will only use it for state highways.

Our view is that the OTC and ODOT should implement a *Great Streets* program using a process similar to how ODOT manages the ARTS and Safe Routes to School programs. The administration of these two programs recognizes that transportation needs in our state are a shared responsibility of local and state authorities.

- For ARTS, it was recognized that selection and funding of projects should be data driven. Because about half of all crashes occur in the state's urban areas, half of the funds go to projects in the urban areas and primarily to local governments.
- For SRTS, last year the OTC provided \$45 million in the 24-27 STIP for grants to local governments for SRTS projects – which is sensible since most school routes are along local jurisdiction roads -- and \$10 million to ODOT for SRTS projects on state highways.

For the *Great Streets* program, it makes sense that these new federal funds likewise be shared between local jurisdictions and ODOT. **Assuming a \$50 million total, we recommend that \$25 million be allocated for state highways. The other \$25 million would be a competitive grant program among local governments, with a maximum allocation of \$5 million. The Oregon Bicycle and Pedestrian Advisory Committee could be charged with evaluating and selecting from among project applications.** OBPAC can set the criteria, determine minimum match, etc. This is similar to how the SRTS Advisory Committee selects SRTS projects.

Thank you for considering our proposal and for your service on the OTC.

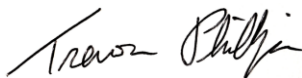
Sincerely,



Cathy Clark, Keizer Mayor, SKATS MPO Chair

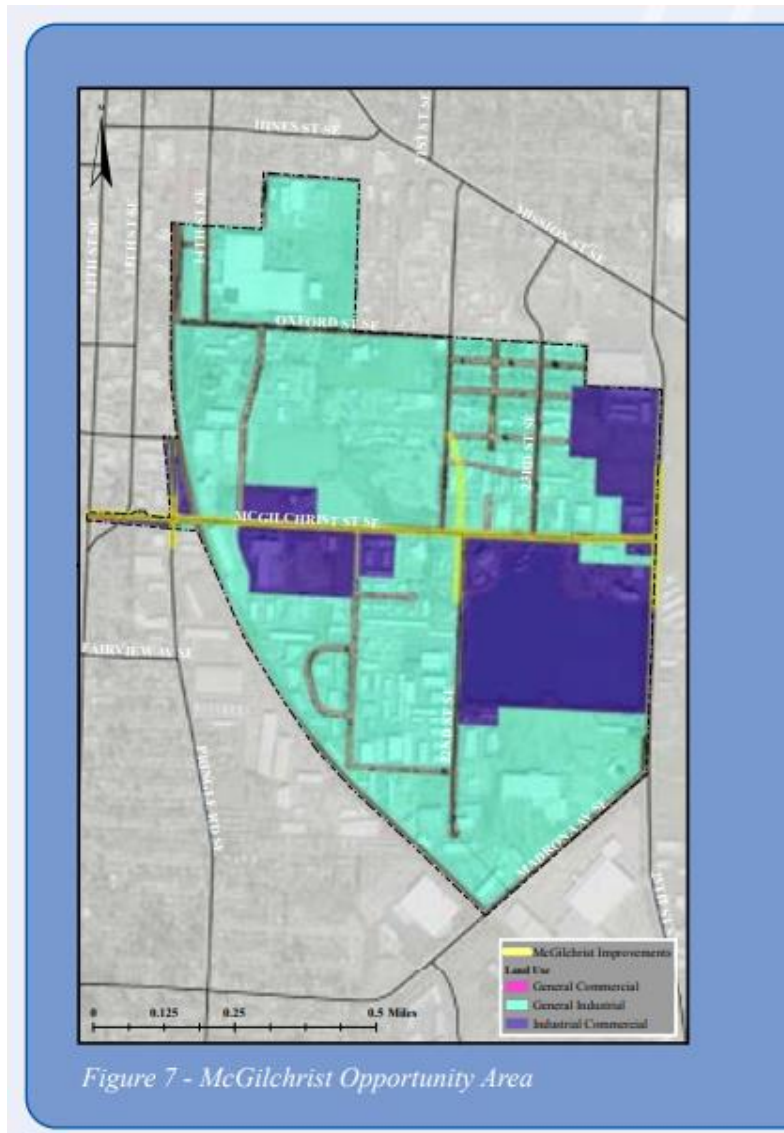


Lyle Mordhorst, Polk County Commissioner, SKATS Vice Chair

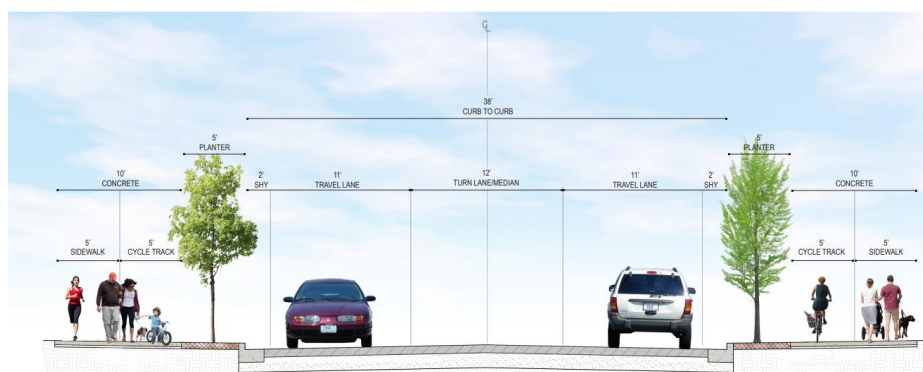


Trevor Phillips, MD, Salem City Councilor and SKATS representative





McGilchrist Opportunity Area in South Salem (468 acres - mixed Industrial and Commercial Land uses)



McGilchrist Street – segment design with off-street bicycle facility (cycle tracks) and sidewalks

## Wheatland Road, Keizer

**RECOMMENDED ALTERNATIVE****Alternative #3: Multi-Use Path and Buffered Bike Lanes**

Adopted alternative for Wheatland Road, Keizer (Wheatland Road Corridor Plan, 2021)



**Existing Conditions**



**Illustration of 10-foot Multi-Use Path (for pedestrians and bicycles) and on-street buffered bike lanes along Wheatland Road**

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Sunday, March 20, 2022 2:24:06 PM  
**Attachments:** [formsubmission.csv](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	Suggested Oregon Projects for IIJA Funding
Comment	<p>Dear Commissioners, I am the president of the Association of Oregon Rail and Transit Advocates (AORTA), a non-profit passenger rail and public transportation advocacy organization. We were formed in 1976. AORTA has many rail and intercity bus project suggestions that are outlined in the two-page attachment. Also, we suggest that Oregon DOT and its advisory committees and commissions prioritize these projects, given the limitation of funds available. Some projects may need to be phased over a period of time. Rail, unlike highways and bus transit, does not have access to formula federal funding. So, we suggest that flexible funds coming to Oregon from the 2021 Infrastructure Investment and Jobs Act (IIJA), be used mostly for non-highway projects. Furthermore, some federal transportation grants require state or local matching funds of 20 percent. Accordingly, Oregon needs a state fund for passenger rail projects that can leverage some of this federal funding when it becomes available. If some projects in the attached list require more detailed explanation, please advise us so we can help. For an excellent analysis of state rail programs, please read "Appendix 1: Tracking Amtrak" in Amtrak: America's Railroad by Doughty, Darbee and Harmon, Indiana University Press, 2021. The Amtrak Cascades program is not specifically analyzed, but most other state programs are discussed, and Oregon can learn a lot from their experiences. Thank you for your attention to this information. Sincerely, Arthur Poole President Association of Oregon Rail &amp; Transit Advocates 541-269-5340 <a href="mailto:appoole@yahoo.com">appoole@yahoo.com</a></p>
Name	Arthur Poole
Email Address	<a href="mailto:appoole@yahoo.com">appoole@yahoo.com</a>

#### Uploaded Files:

- [Rail projects for Oregon 3-20-22.docx](#)

Chair Van Brocklin and members of the Oregon Transportation Commission,

The Safe Routes Advisory Committee (SRAC) would like to thank you for the opportunity to comment on the updated proposal for the flexible spending within the Infrastructure Investment and Jobs Act funding for Oregon.

We are pleased to see a funding level of \$30 million for Safe Routes to School. Based on the equitable engagement report provided by ODOT's Office of Social Equity, Safe Routes to School was brought up specifically as a top priority in almost every conversation with historically marginalized communities. We also know that the statewide SRTS program is already oversubscribed, and while this \$30 million investment is incredibly valuable, over 5 years that amount will still leave a huge gap in meeting the need with only about a \$6 million/year increase. Last 2-year cycle, we had about \$65 million in requests for the infrastructure program and could only fund \$28 million. We strongly support at least \$30 million in dedicated funds for Safe Routes to School, and encourage the OTC to consider expanding this allocation.

In addition, we want to reiterate our support to focus any highway dollars to the Fix-It category. We cannot continue to expand vehicle capacity when our safety, equity, and climate goals are not being met. We also recognize that other critical programs, like the Community Paths program, have remained stagnant in their funding levels in the context of rising construction costs. Community Paths, and other ODOT active transportation programs, help meet critical SRTS connections that are outside of the road right of way or could help our dollars go further to serve an entire corridor. We recommend reconsidering the Enhance funding to support existing programs like Safe Routes to School and Community Paths that help meet unique needs across the state, yet are underfunded to meet those needs.

We encourage strategic collaboration within ODOT programs to ensure that the needs of local communities are met by the various grant and funding programs within this new federal funding package. This is an opportunity to place ourselves on track to meet our stated goals and create a safer and more just transportation system for all Oregonians.

Thank you for the opportunity to provide comment.

Oregon Safe Routes Advisory Committee

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Friday, March 25, 2022 11:22:37 AM  
**Attachments:** [formsubmission.csv](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	Roadway safety
Comment	<p>My name is Estelle Morley. I moved to Oregon from Florida in 2009, to challenge myself to get rid of my vehicle, and rely solely on cycling and public transit. In July of 2021, 1 mile from home, I was hit, thrown from my bicycle, and killed by vehicular violence. This could have been avoided with safer streets. Every day now, I grieve the loss of the life I would have had had I not been severely and profoundly injured. I now live with multiple acquired disabilities as a result of unsafe roads. Roads in Oregon have not gotten safer over the years despite interventions such as Vision Zero, ARTS, Active Transportation Needs Inventory, and other safety programs. In fact, in the state of Oregon from 2010 to 2019, serious injury crashes increased 30% and fatal crashes increased by 36%. I am now one of those crash statistics. I owe my life, and a limb, to community members, a Portland Police officer and the EMT first responders. They saved my life on that night in July - not the people and institutions who fund, design and maintain the road on which I was killed. I was only saved because of the tourniquet applied by the quick-thinking PPB officer, and the CPR performed by EMTs - not once, but twice. If it wasn't for them, I would be at least 1 more bike death statistic in the state of Oregon. While, of course, I am grateful that I survived, I mourn the life that I no longer get to live because of the inadequate state of transportation infrastructure in Oregon. I was only 38 years old, in excellent physical condition. Biking, dancing, hiking, camping - these activities bring me immense joy. Not only do I not get to freely partake in these activities anymore, but my husband and I have been sent to hell and back what feels like a thousand times. The emotional and mental stress from the situation has put unimaginable strain on us. Despite insurance, we are still being forced to pay thousands of dollars out of pocket for medical bills (though the grand total is hovering around \$1 million. Which, trust me, as a household making below median wages, only adds to the night terrors, emotional and financial stress I get to experience everyday). This never would have happened if Oregon's roads were safer for non-drivers. Now, I struggle to get around to meet my daily needs because my primary form of transportation - my bike - has been robbed of me, and made all the worse by inefficient transit and paratransit, leading me to pay exorbitant rates for things like Lyft and Uber, which are private, profit-driven rather than *service-driven ventures (*like</p>

	<p>TriMet). Every year, there are over 1,500 Oregonians and their families that find themselves in the same unthinkable situation as mine, and that annual number is still increasing. There are also nearly 500 road deaths every year in Oregon, and that number is still increasing. I did some digging with ODOT, and have found that programs such as the Safety Priority Index System and ARTS only consider the top 5-10% of high crash-rate sites in the state for 'possible' improvements. What about the other 80-95% of crash sites in Oregon? This is exactly why the location where I was hit continues to be notorious in the neighborhood. The process of identifying hot-spot locations is clearly not working to address traffic safety in Oregon. In fact, looking at the numbers, Oregon's overall approach to transportation is failing consistently and systemically. No longer should be the days of reacting to places where a bunch of people, like me, have been injured or killed and then waiting for ODOT or other agencies to respond to it after years filtering through bureaucracy. In order for Oregon to actually begin seeing lower annual crash rates, ODOT and the state of Oregon need to undergo an entire paradigm shift. Traffic safety should be considered systematically, not incidentally. Speaking of which, this is how other countries such as the Netherlands have significantly safer transportation systems. Listen to me, because I am living through a nightmare. I need all of you to know this: Planners, government officials, and members of influential organizations, such as yourselves, must start finding new and impactful ways to fund and manage a transportation system that is holistically safer and more accessible - so that we as the most vulnerable road users, those that are not driving, don't need to be resuscitated from death by first responders at all. This, by the way, is the true definition of Vision Zero. The longer that the current paradigm hangs around, the more people will be severely injured, killed, mourn the lives they no longer get to live, and be burdened by emotional and financial stress in the aftermath of a crash on Oregon's ineffective transportation system. Thank you so much for listening and I look forward to seeing these meaningful changes to Oregon's transportation system. Thank you for taking the time to read, Estelle Morley <a href="mailto:estelle.morley@gmail.com">estelle.morley@gmail.com</a></p>
Name	Estelle Morley
Email Address	<a href="mailto:estelle.morley@gmail.com">estelle.morley@gmail.com</a>

**Submission ID:** b8ae630b-25e2-42ac-b4cb-e94eab481a24

**Record ID:** 41562





Tigard - Tualatin School District 23J  
 Larry Hibbard Administration Center  
 6960 S.W. Sandburg St.  
 Tigard, OR 97223  
 503-431-4000; FAX: 503-431-4047  
[www.ttsschools.org](http://www.ttsschools.org)

March 25, 2022

Oregon Transportation Commission  
 ATTN: Commission Assistant  
 355 Capitol Street NE, MS11  
 Salem, OR 97301

Dear Oregon Transportation Commission:

We write to you as the leaders of the Tigard-Tualatin School District (TTSD) to express deep concern about the state of disrepair of state-owned Hall Boulevard in Tigard and the critical need to use IIJA dollars to make desperately needed improvements. Several key urban arterials, including Hall Boulevard and Pacific Highway, run through our school district that do not meet the needs of our community after years of disinvestment; this is a once-in-a-generation opportunity to address this challenge.

Hall Boulevard is of particular concern because it is a critical route to school for thousands of TTSD students, including those who attend Metzger Elementary, Durham Elementary, Templeton Elementary, Twality Middle School, Creekside Community High School, and Tigard High School. Students from across Tigard walk, bike, skate, scoot, and drive to school along and across Hall Boulevard. We believe that all students deserve access to a safe route to school.

After a recent pedestrian death and injury on Hall, it is not an exaggeration to say our students are not safe getting to school on Hall Boulevard. There are numerous challenges with the current state of Hall: inadequate pedestrian crossings, insufficient lighting, sidewalk gaps, poor signage, terrible road surface conditions, inadequate bicycle facilities, and other missing safety elements. These conditions create an urgent need for state investment. This road no longer meets the needs of our community and, because this is a state-owned road, we need your help to fix this problem.

As the elected leaders and superintendent of the Tigard-Tualatin School District, serving nearly 12,000 families, we implore you to direct ODOT to maximize investment into addressing the critical, time-sensitive needs of Hall Boulevard. Our students and community members are depending on these investments.

Sincerely,

Ben Bowman, Chair  
 Tigard-Tualatin School Board

Dr. Marvin Lynn, Vice Chair  
 Tigard-Tualatin School Board

Dr. Sue Rieke-Smith, Superintendent  
 Tigard-Tualatin School District



**PORTLAND  
STREETCAR**

**930 NW 14<sup>th</sup> Avenue, Suite 280  
Portland, OR 97209  
503-222-4200**

[www.portlandstreetcar.org](http://www.portlandstreetcar.org)

March 24, 2022

Oregon Transportation Commission  
355 Capitol Street NE, MS 11  
Salem, OR 97301-3871

Dear Chair Van Brocklin and Commissioners:

On behalf of Portland Streetcar, Inc., I am writing in support of the Public and Active Transportation scenario for programming the Infrastructure Investment and Jobs Act (IIJA) funding provided to Oregon by the federal government. This funding can provide critical investments that will make Oregon's transportation system safer and more resilient while supporting economic development, clean air and equity.

At Portland Streetcar, we run on 100% renewable energy and serve walkable neighborhoods in Portland's central city. Our riders are more likely to not own a car than other Portlanders and 32% of our riders are non-white, compared to 23% of the city as a whole. 40% of Portland's affordable housing units built in the last 20 years are along the streetcar network as part of more than 40 million square feet of real estate developed along the alignment.

Investing IIJA funds in Great Streets and Safe Routes to Schools programs will help communities across the state replicate our success in growing prosperous, equitable and climate-friendly transportation networks. The use of funds for these items as compared to Enhance Highway will provide far greater impact on the state's climate and equity goals than any of the other scenarios under consideration.

Sincerely,

Dan Bower  
Executive Director

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Friday, March 25, 2022 11:12:19 AM  
**Attachments:** [formsubmission.csv](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	Oregon's ineffective system, regardless of funding
Comment	<p>When reviewing the four scenarios that are offered to the OTC, I am highly in favor of the Public and Active Transportation Scenario. I want to also bring attention to the assessment of each scenario (the graphic with 0, 1, or 2 arrows pointing up). In my opinion, the Public &amp; Active Transportation scenario will actually have significant improvements to Climate Change Adaptation. The OTC should recognize that more biking/walking/transit = less VMT. Less VMT = less GHG. Less VMT = less road injuries and deaths (because a heavy EV is still a dangerous vehicle that travels at fast speeds). Less VMT = less DOT maintenance costs and more money for other projects. The State will certainly continue to fail with funding and maintaining the system, or reach SAP goals, if it continues to hold the private vehicle to its current regard. The Atlantic wrote an article that explains that in the 1960s, driver user-fees covered approximately 70% of the cost of the system - today, driver user-fees cover less than half. Furthermore, The Brookings Institute estimates that a lane-mile today costs 3 times more to build and maintain than it did in the 1960s, when transportation was more auto-centric. So, to recap, we have 3 times the cost with a third less of the funding for private vehicle infrastructure maintenance. Private vehicles have sent us into a death spiral. Moreover, there are numerous resources that prove the long-term cost benefit of public and alternative transportation by comparing bicycle and pedestrian facilities vs a lane-mile of highway. When factoring in induced-demand, a proven transportation phenomenon, there will be no end to congestion unless alternative, less space-intensive modes are significantly accommodated. These are proven, replicable facts that are not debatable, and they imply the severe waste of valuable financial resources that car-infrastructure costs Oregonians. Lastly, incidental responses to collision hot-spots is horrifically ineffective. No matter what scenario is chosen today, ODOT and the OTC will only be perpetuating a deadly, ineffective system until the systemic paradigm is restructured. I encourage ODOT and the OTC to consider structural change instead of solely seeking decisions on funding allocations for the broken, ineffective sinking ship that is the Oregon Transportation System.</p>
Name	Paul Belton

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Monday, March 21, 2022 12:35:12 PM  
**Attachments:** [formsubmission.csv](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	Bicycling as transportation
Comment	<p>There is an article in the Washington Post titled "The death spiral of an American family" ( <a href="https://www.washingtonpost.com/nation/2022/03/20/intergenerational-wealth-middle-class-spiral/">https://www.washingtonpost.com/nation/2022/03/20/intergenerational-wealth-middle-class-spiral/</a> ) about a family's fall from the middle class. One of the issues in the article is that the 17 year-old daughter spent about 1/3 of her income on transportation to and from her jobs. This is probably a problem for a lot of people in low-wage jobs, but for what she spent in one week she could buy a bicycle and save a lot of money while improving her health. Too many people don't even consider a bicycle as a viable means of transportation, and a combination of better bicycle infrastructure, especially bike-friendly road intersections and separated bicycle paths, along with promotion of bicycles as a viable means of transportation, would be a valuable contribution to public welfare, independent of climate issues. Increased bicycle police patrols and other public services, possibly on ebikes, would improve visibility of bicycling as a viable option and serve as a role model (see <a href="https://www.marketwatch.com/story/thinking-about-an-electric-car-an-ebike-may-make-more-sense-and-save-you-more-money-11647040475">https://www.marketwatch.com/story/thinking-about-an-electric-car-an-ebike-may-make-more-sense-and-save-you-more-money-11647040475</a> ).</p>
Name	David Rabinowitz
Email Address	davr@freeshell.org

**Submission ID:** ec1bcbb7-e2fa-4c44-aefb-6dee619e9fee

**Record ID:** 41440

22 March, 2022

Subject: Infrastructure Investment and Jobs Act funding opportunities

Dear Chair Van Brocklin and Members of the Oregon Transportation Commission

My name is Lukas Kubeja, a Climate Corps fellow housed at the Clean and Just Transportation network, submitting written testimony in support of allocating IIJA funding into projects that will truly solve roadway congestion, reduce greenhouse gas emissions, and improve the equity of our transportation system so that those who are historically underserved may access the opportunities that transportation provides.

When you sit in traffic, do you ever wonder if there is a more efficient means of transportation? As you may know, the seemingly simple solution of widening the roadway does not reduce traffic congestion. Instead [studies](#) show the opposite is true. Excessive investment in widening roadways fails to alleviate traffic and ultimately exacerbates issues, like safety and pollution, that harms our communities. To relieve congestion while supporting climate and equity, I urge you to use your authority to direct IIJA funds to alternate modes of transportation like transit, biking, and walking which are proven to reduce congestion and offer numerous co-benefits.

The non-intuitive concept of [induced demand](#) may not be new to you, and describes the situation where expanded roads actually attract more drivers and lead to more traffic. When roadways become faster to pass through or easier to travel on, more people than before drive those routes, ultimately further congesting roadways and eliminating any temporary benefit of roadway expansion. This trend is well established but often overlooked which leads to investments in freeway expansion projects that simply *do not work*. For this reason, no IIJA dollars should be spent on freeway expansion projects that actually worsen congestion.

Fortunately, there is a clear path forward. [It has been shown](#) that reducing the amount we drive is a true solution to traffic congestion. This is achieved by investments in alternate modes of transportation which decreases the number of single drivers on the road, encourage people to travel on bike and on foot, and encourage the use of transit networks. These alternate modes of transportation also offer an array of co-benefits such as improvements in public health and climate pollution.

Meeting ambitious state GHG emission reduction targets cannot be done without reducing the amount we drive, which means that these targets in part rely on your decisions to dedicate substantial funding towards alternate modes of transportation. In addition, reducing driving reduces air pollution and is associated with [increasing health and safety by limiting collisions and fatalities, encouraging active lifestyles through biking and walking, and improving mental health](#). Investing in alternative transportation can also improve the equity of our transportation system. Owning and operating a car is expensive when gas, maintenance, insurance, and cost of the vehicle are taken into account. Many people in our communities are unable to afford the cost of this ownership and, in turn, do not benefit from investments in roadway enhancement. This is also the case for those who are physically unable to drive. Spending transportation

dollars on alternate modes of transportation ensures that all Oregonians, not just those who can operate and afford cars, are served justly.

*Ultimately, reducing the amount we drive and expanding alternative modes of transportation should be the top priority when spending IIJA flexible funds, not expanding roadways which is proven to exacerbate congestion among other issues.* If the climate change crisis disappeared in an instant, transportation reform would still be a pressing issue. IIJA money provides an opportunity to invest in alternate modes of transportation that reduce congestion, reduce GHG emissions, increase health and safety, and increase accessibility. It's imperative that IIJA funding is spent on *true solutions* that work for all Oregonians in order to prevent further transportation inequities and ensure a just transportation system for future generations.

Thank you for your consideration.

Sincerely,

Lukas Kubeja  
Transportation Fellow  
The Clean and Just Transportation Network



## *Richmond Neighborhood Association*

c/o Southeast Uplift 3534 SE Main  
Portland, OR 97214  
503-232-0010

[www.richmondpx.org](http://www.richmondpx.org), [richmond.pdx.chair@gmail.com](mailto:richmond.pdx.chair@gmail.com)



March 21, 2022

Oregon Transportation Commission

To Whom It May Concern:

In anticipation of the transfer of jurisdiction of Powell Boulevard from ODOT to PBOT, the Richmond Neighborhood Association would like to encourage you to allocate funds from the Infrastructure Investment and Jobs Act (IIJA) to improve road conditions and safety along the inner Powell Boulevard corridor, and transfer control of this section from ODOT to PBOT.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Debby Hochhalter'. The signature is fluid and cursive, with a large 'D' and 'H'.

/Debby Hochhalter  
Chair  
Richmond Neighborhood Association

**From:** [oregon-gov-web-services@egov.com](mailto:oregon-gov-web-services@egov.com)  
**To:** [OTC Admin](#)  
**Subject:** OTC Comments  
**Date:** Tuesday, March 22, 2022 12:23:11 PM  
**Attachments:** [forms submission.csv](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

What would you like to do?	I want to comment on federal funding (Infrastructure Investment and Jobs Act).
Subject	Just Say No to Freeway Expansions
Comment	<p>Hello OTC! I am writing today to strongly urge you to not spend ANY Infrastructure Investment and Jobs Act (IIJA) money on expansion of or 'improvements' to any freeway system in Oregon. I wish to see that money prioritized for bike, pedestrian, and passenger rail projects instead. As a proudly multi-modal citizen, I find it shocking how much money is thrown at interstate projects when any 'improvement' is short-lived—a phenomenon known as induced demand. Another way of thinking about this concept is the famous line from the movie Field of Dreams: "If you build it, they will come." When you widen a car-centric interstate, more cars will come. When you instead use funds to add pedestrian infrastructure so children can have the option of walking to school, build the Salmonberry trail to the Oregon coast so families may vacation by bike, or perhaps add an I-5 rail line from Salem to Portland so many state workers can enjoy a smooth daily commute, you will see those options getting used. Bike/ped/rail projects also have more bang for the buck. As we start grappling with the realities of global warming (increased wildfires in our precious natural areas and 116° June days, for example) we absolutely need these types of projects to be built instead of staying in the cycle of constant freeway expansions, which our recent history has proved do not work. Thank you for your consideration. Heather Andrews Clackamas County</p>
Name	Heather Andrews
Email Address	wildsheepchase@yahoo.com

**Submission ID:** 001ecdfe-f709-4a85-84dd-457a5f65d008

**Record ID:** 41468

**From:** [Rep Pham](#)  
**To:** [OTC Admin](#); [- Governor's Office](#)  
**Subject:** Oregon Elected Leaders' Support for IIJA Scenario 2B "Oregon's Values"  
**Date:** Wednesday, March 23, 2022 4:11:24 PM  
**Attachments:** [March 2022 Elected Officials IIJA Sign-on Letter.pdf](#)

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This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Oregon Transportation Commissioners,

We thank the Oregon Transportation Commission for your willingness to listen to public feedback on proposals to allocate the funding from the Infrastructure Investment and Jobs Act (IIJA).

Attached, please find our Letter of Support for IIJA Scenario 2b "Oregon's Values."

Sincerely,

### **Oregon State Legislators**

Maxine Dexter, M.D., State Representative, HD 33, Portland and East Washington County

Jeff Golden, State Senator, District 3, Medford, Phoenix, Talent, Ashland, Jacksonville, Ruch and the Applegate Valley

Ken Helm, State Representative, HD 34, Beaverton, West Haven, Cedar Hills and Rock Creek

Zach Hudson, State Representative, HD 49, Troutdale, Fairview, Wood Village, Gresham, Portland

Kayse Jama, Oregon State Senator, Senate District 24, East Portland and North Clackamas

Akasha Lawrence Spence, State Senator, HD 18, Portland

Khanh Pham, State Representative, HD 46, NE and SE Portland

Lisa Reynolds, State Representative, HD 36, West Portland

### **County and Regional Officials**

Susheela Jayapal, Multnomah County Commissioner

Casey Kulla, Yamhill County Commissioner

Ariel Méndez, Board Chair, Bend Metro Park and Recreation District

Laurie Trieger, Lane County Commissioner

Caitlin Vargas, President Board of Directors, Lane Transit District

Jessica Vega Pederson, Multnomah County Commissioner

Michelle Webber, Lane Transit District Board of Directors

### **Municipal Officials**

Anthony Broadman, Bend City Councilor

Charlyn Ellis, Corvallis City Councilor, Ward Five

Mark Gamba, Mayor of Milwaukie

Randy Groves, Eugene City Councilor and (Lane County) Metropolitan Planning Committee Chair

Matt Keating, Eugene City Councilor

Melanie Kebler, Bend City Councilor

Keith Weiss, Mayor of Veneta, Oregon

**Date:** March 22, 2022

**From:** Assembled Elected Officials (Listed Below)

**To:** Oregon Transportation Commission  
Governor Kate Brown

**Subject:** Support for IIJA Scenario 2B “Oregon’s Values”

We thank the Oregon Transportation Commission for their willingness to listen to public feedback on proposals to allocate the funding from the [Infrastructure Investment and Jobs Act](#) (IIJA). This is a historic, once-in-a-generational opportunity to make meaningful investments in Oregon’s transportation system that will best meet the diverse and urgent needs facing communities across the state. We can direct federal investments towards projects that create thousands of jobs, reduce our state’s significant transportation-related carbon emissions, and provide Oregonians across the state meaningful transportation options.

We support the 2B funding scenario that offers the greatest amount of flexibility for the allocation of Oregon’s IIJA funding for the following reasons:

- There are few sources of funding for local jurisdictions to build and repair local streets, sidewalks, bike lanes, bus stops and crosswalks. Our jurisdictions all have a long list of backlogged maintenance and safety projects.
- Separate from stand-alone funding for local jurisdictions, Scenario 2B provides significant funding for road maintenance. Research conducted by *Transportation for America* shows that road repair produces 16 percent more jobs per dollar than new road construction.
- Directing infrastructure funding into maintenance directs a significantly larger percentage of federal funding to rural communities. In addition to small towns gaining safer roads and modern facilities for commerce and travel, investments in road maintenance places a higher percentage of the benefits of job creation and economic stimulus in communities eager for investment.

Our constituents are also eager to see substantial investments in both inter- and intra-city transit options. It is unfortunately very difficult to find funding for transit. It’s therefore imperative that we think strategically about investing in transit with the revenue available, and Scenario 2B ensures Oregon makes a substantial investment in transit service within and between our communities.

Thank you for your ongoing service to the state of Oregon as we work to build a more equitable transportation system for our state.

Signed,

**Oregon State Legislators**

Maxine Dexter, M.D., State Representative, HD 33, Portland and East Washington County

Jeff Golden, State Senator, District 3, Medford, Phoenix, Talent, Ashland, Jacksonville, Ruch and the Applegate Valley

Ken Helm, State Representative, HD 34, Beaverton, West Haven, Cedar Hills and Rock Creek

Zach Hudson, State Representative, HD 49, Troutdale, Fairview, Wood Village, Gresham, Portland

Kayse Jama, Oregon State Senator, Senate District 24, East Portland and North Clackamas

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Matt Keating, Eugene City Councilor

Melanie Kebler, Bend City Councilor

Keith Weiss, Mayor of Veneta, Oregon





## Department of Community Services

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### Transportation Division

March 25, 2022

Oregon Transportation Commission  
Attn: Chair Robert Van Brocklin  
355 Capitol Street NE, MS #11  
Salem, OR 97301

*Submitted via electronic mail to: [OTCAdmin@odot.state.or.us](mailto:OTCAdmin@odot.state.or.us)*

**Subject: Infrastructure Investment and Jobs Act (IIJA)**

Chair Van Brocklin, Vice-Chair Simpson, and OTC Commission:

We appreciate the opportunity to submit comments on the Transportation Commission (OTC) allocation of the Infrastructure Investment and Jobs Act (IIJA), H.R. 3684. As a ready and willing partner in managing Oregon's transportation system, we look forward to all the good that this transportation investment can do for Oregonians statewide.

Thank you for extending your decision timeline for allocating bridge funding. We appreciate having more time to engage with you in a dialogue about how we can work together to make all bridges in Oregon better serve statewide interests and the local residents who frequent them. Multnomah County would like to encourage the Commission to take a balanced approach when allocating funds from the \$268 million in one-time-only IIJA Bridge Funds between local agency bridge programs and the ODOT bridge program. Not only would an equitable distribution follow federal guidelines for those dollars, but it is also a highly fiscally responsible use of those dollars, as sub-state governments are not required to provide match funds for investments made with this money on locally owned bridges.

According to the FHWA, Oregon has 2,759 state owned bridges, 1,251 Tribal owned bridges, and 4,197 local agency owned bridges. When considering both the number of bridges and the square footage of bridge deck surface, local governments manage over 50% of bridges in our state. An equitable distribution should reflect this. Even if demand on a given bridge is low, maintaining it may be critical to emergency response, farming and business distribution needs, and local traffic. Local agencies in Oregon have many hundreds of bridges in fair or poor condition that need immediate attention to prevent vital transportation routes from being cut off. We know that the state has similar concerns, and funding state and local needs equitably would achieve an overall improvement of our statewide system.



## Department of Community Services

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### Transportation Division

Often, when one road or bridge is in much worse condition than another, demand increases for the improved road and prematurely degrades the quality. Improving all assets, including local roads and bridges, is necessary for the safety of residents and the traveling public both now and in the case of emergencies such as wildfire or seismic events. Passable bridges on the local systems are also critical for economic stability. We need safe and strong bridges to carry natural resources from our farm and forest lands in Multnomah County and a resilient system to support delivery of goods through the metro region from across the State. The longer we put off these investments, the higher the cost will be when we begin to see critical failures.

Multnomah County also strongly encourages the OTC to direct an equitable share of all new resiliency dollars, such as those from the PROTECT program, towards local agency projects to increase the seismic resilience of our state's entire transportation system. In addition to the general structural repair needs of Oregon's bridges, there is an urgent need to seismically retrofit local bridges across the state to increase the resiliency of our transportation system. In Multnomah County, we are currently working to replace the 96 year old Burnside bridge in downtown Portland with a seismically resilient bridge that will be available for use immediately after a Cascadia subduction earthquake to allow for the immediate recovery and the long term rebuilding of the Portland Metropolitan area. In addition to the Burnside project, our Willamette River Bridge Capital plan includes \$200 million in unfunded life safety seismic upgrades for our remaining three downtown Portland Bridges. These bridges see about 120,000 vehicle trips, up to 14,000 bike trips, and thousands of pedestrian trips a day. Multnomah County is just one example of the vast need for funds to make local agency bridges seismically resilient. It is not enough to focus seismic resilience dollars on the state highway system. Local agency bridges provide critical links within Oregon's transportation system that will fail during a large-scale earthquake and cut off communities from rescue and rebuilding efforts.

Finally, as the OTC considers how to allocate the \$400M in flexible funding that was created by the IJJA, we would like to encourage the Commission to direct an equitable share of the funding to local agencies so that they can address significant safety, equity, and asset management issues on our roads. Doing so would allow local agencies to complete projects that provide significant benefit to local communities and travelers who are dual high-priority populations for the state.

Thank you again for your ongoing partnership. We look forward to working with the OTC, ODOT leadership, and our federal partners, as you consider investment of these critical resources.

Sincerely,  
Jon Henrichsen, PE  
Multnomah County Transportation Division Director

## Innovative Mobility Pilot Program, DRAFT

March 23, 2022

### Background

The Oregon Transportation Commission has directed ODOT to develop a pilot Innovative Mobility Program that will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that will enhance sustainable and equitable mobility.

The Innovative Mobility Pilot Program (IMPP) would significantly expand ODOT's ability to leverage private and other public funds through partnerships with certified non-profits, local agencies, transit agencies, metropolitan planning organizations, and tribes to meet a broad range of community needs that make it easier for people to walk, roll, bike, share rides, vanpool, and take public transportation to meet daily travel needs. This program would complement and significantly expand the scope and funding of ODOT's current [Transportation Options program](#) (\$5.5 million in the 2021-2024 Statewide Transportation Improvement Program).

### Funding

ODOT anticipates dedicating \$10-20 Million over 3 years to the IMPP, with \$5-10 million from IIJA federal highway flexible funds and an additional \$5-10 million from other sources of state funding, such as the Transportation Operating Fund. The use of state funds expands project and recipient eligibility and simplifies access to and use of funding for recipients who may struggle with the strings attached to federal funds.

### ODOT's Proposed Program Approach

#### Innovative Mobility Competitive Grants

Grants may be awarded on a rolling basis as well as through an annual competitive cycle. At least \$3 million will be available through an "Immediate Opportunities" fund that will allow planning and project applications to receive funding at any time.

The annual competitive grant program will include extensive outreach and technical assistance to ensure potential applicants are aware of the funds and how they can be used. Award recommendations will be made by a selection committee, comprised of at least one member of the Oregon Transportation Commission, ODOT staff and representatives from outside the Agency including members of ODOT advisory committees, community based organizations, local agencies, and others. The Commission will approve program criteria and all grant awards. The program will be evaluated and refined to ensure it is achieving program goals and is accessible.

The Innovative Mobility grant program approach goals will include:

- Collaborate with marginalized groups and organizations that serve these communities to develop and deliver innovative multimodal transportation efforts and projects that serve marginalized groups.
- Build capacity with community-based organizations to successfully apply for and deliver transportation options programs and services.
- Build community trust with ODOT, establish, and maintain personal relationships and networks, especially in communities where historically ODOT has struggled to engage.
- Utilize public funds to leverage other public and private sector investments.
- Provide jobs and job access for members of marginalized communities.

Project selection criteria will include:

- Provide or encourage use of multimodal transportation options, with a focus on marginalized communities who lack strong multimodal access.
- Support equitable solutions and transportation options for those impacted by congestion pricing.
- Increase mode share for non-single occupancy vehicle transportation options and reduce Vehicle Miles Traveled (VMT), and related Greenhouse Gas (GHG) Emissions.

## Program Structure and Eligible Activities

The funds are proposed to be allocated as follows:

- Innovative Mobility Competitive Grants (\$5-10 million)
  - Targeted marketing to promote carpools near affordable housing locations
  - Electric bike lending library for low income communities
  - Multimodal transportation wallet for low income (eg., bus pass, bike share membership, and car sharing membership)
  - Travel training and encouragement programs (all modes)
  - Bicycle safety gear, skills and safety training, and bike racks
  - Houseless persons pedestrian and bicycle safety and security outreach
  - Incentive programs
  - Other types of services that make it safer and easier for all people, particularly communities of color and people experiencing low wages, to make trips necessary for daily life
- ODOT Convened and Partner Delivered Programs (\$5-10 million)
  - Vanpool Subsidy (Urban and Rural Programs): \$2-4 million. Incubate and launch expanded urban vanpool, including focus on mitigating impacts of tolling in Portland Metro/Clackamas County Area.
  - Transportation Management Association(s): \$1 million. Incubate and launch Transportation Management Associations, focusing first on the Portland Metro/Clackamas County Area to mitigate the impacts of congestion pricing.
  - Electric and Pedal Bikeshare Capital and Planning: \$2-5 Million. Incubate and launch pedal and electric bikeshare systems.

Both program areas would focus a portion of the funds on tolling mitigation for the I-205 Toll Project.

## ODOT and Partner Delivered Programs

### Vanpools

ODOT will work with large and small urban transit providers to implement a vanpool program for commuter vans that begin, end or pass through the Portland Metropolitan Area, to mitigate the impacts of congestion pricing. Vanpool programs around the country provide a subsidy to increase affordability and uptake of vanpools, and subsequently reduce VMT, SOV trips and GHG emissions.

The rural vanpool program could improve job access to areas like Bend/Redmond, La Pine, Medford, Hermiston, Roseburg, and others where high housing costs force low wage workers to live long distances from jobs. ODOT would develop a statewide program and contract with a vendor to manage a vanpool program in non-urban areas of Oregon.

### **Transportation Management Associations**

The Portland Metropolitan Area lacks sufficient coverage of transportation options service delivery, with Clackamas and East Multnomah County being most underserved. ODOT will work with Metro and other regional partners to expand existing and/or create new TMAs, which will also mitigate congestion pricing. While TMAs traditionally serve employers and address commute related solutions, application of additional and more flexible funding could also be targeted at equity-based solutions.

### **Interoperable Bikeshare**

ODOT would contract with a micromobility management nonprofit to create a bikeshare system that serves urban areas such as Eugene/Springfield, Corvallis, Salem/Keizer, and other interested communities. Under this scenario, ODOT would purchase electric bikes and hire a non-profit to manage a multi-city bikeshare system. The economies of scale created by the shared system would allow greater purchasing power for equipment, insurance, and operations costs. These funds would cover capital costs and planning. Programs would be started only with local partners that commit to fund ongoing operations through some combination of fares, private sponsors, and local funds.



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** October 9, 2020

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** *Agenda G – Review and approval of 2021-23 OTC/ODOT Strategic Action Plan.*

**Requested Action:**

Review and approve the 2021-23 OTC/ODOT Strategic Action Plan (SAP). Discuss and provide feedback on communication planning for informing ODOT staff and external stakeholders about the SAP.

**Background:**

In response to direction from the Oregon Transportation Commission (OTC), the Oregon Department of Transportation (ODOT) is developing a SAP to streamline and focus priorities, goals and associated outcomes to drive the agency's future performance results.

In July 2020, the OTC approved three strategic priorities—equity, modern transportation system, and sustainable and reliable funding—and fifteen strategic goals that focus the three strategic priorities. These priorities and goals will inform all of ODOT's work, guide the agency's decision-making, and become measures against which the department is held to account.

In September 2020, the OTC reviewed and provided feedback on ODOT's proposed outcomes, metrics and implementing actions for the 2021-23 timeframe of the SAP. The OTC also reviewed templates for the SAP document and Quarterly Progress Report, which serve as an accountability and management tool during execution of the SAP.

Concurrent with and to complement the agency's SAP work, the agency has developed a Key Messaging Framework, communication tools, and an overarching SAP Communications Plan.

**Next Steps:**

Upon approval of the 2021-23 SAP ODOT staff will develop Quarterly Progress Reports and begin gathering baseline data for the metrics identified in the SAP. ODOT anticipates providing the OTC with Quarterly Progress Reports for each of the SAP outcomes at the December, 2020 OTC meeting.



ODOT will also begin executing on the SAP Communications Plan. Over the next year, communications tactics will be deployed to advance the following communication objectives:

- Inform key audiences about our Strategic Action Plan.
- Show key audiences how the ODOT Strategic Action Plan benefits them.
- Garner support for the ODOT Strategic Plan.

Attachments:

- Attachment 1- *2021-23 OTC/ODOT Strategic Action Plan*

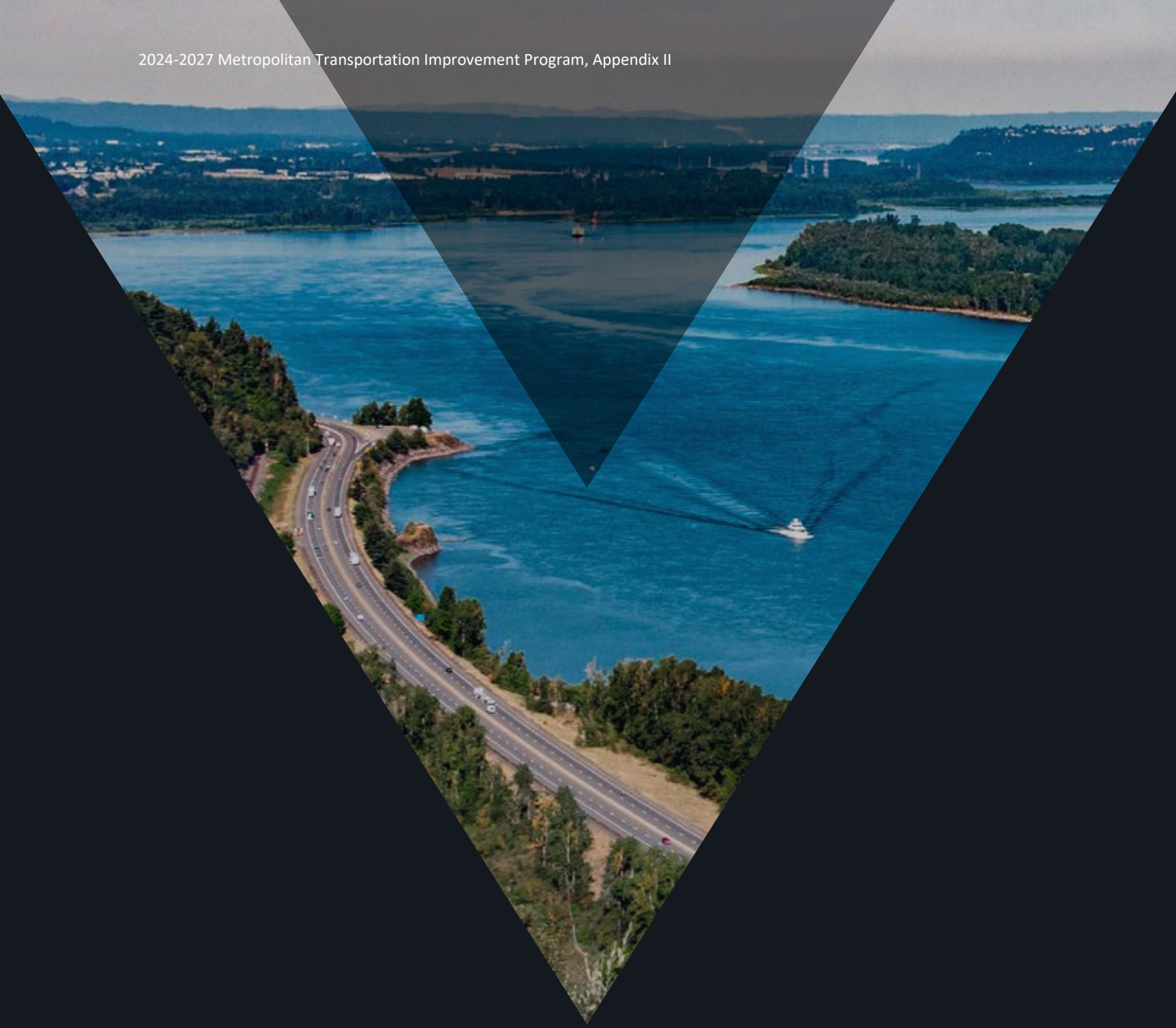
# STRATEGIC ACTION PLAN

Presented by:

Oregon Transportation Commission &  
The Oregon Department of Transportation

OCTOBER 2020





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# Message from OTC Chair and ODOT Director

The Oregon Transportation Commission and the Oregon Department of Transportation are committed to accelerating the development of a transportation system that is modern, reliable, and serves all Oregonians in an efficient, environmentally responsible, and safe manner. We seek a system that seamlessly supports daily life and a strong, diverse statewide economy. Oregon's transportation system of the future will leverage innovation and technological advancement. It will offer a wide range of mobility choices to promote a healthy environment and respond to the diverse mobility needs of those who use the transportation system, including those that the system has not served well in the past.

In order to create this system and meet the demands ahead, ODOT must evolve. An organization with the tools, ideas, and perspectives of the past is unprepared to meet the needs of the future. We seek to build an organization focused on the future, responsive to the needs of communities across the state, accountable to itself and those it serves, and responsive to a constantly changing environment. The transformation we desire can only be achieved by securing adequate federal, state, and local funding, effectively partnering with the communities we serve, and timely completion of the outcomes we identify in this Strategic Action Plan.

Transformation won't happen overnight –  
but change starts now.



**Bob Van Brocklin**  
*Chair, Oregon Transportation  
Commission*



**Kris Strickler**  
*Director, Oregon Department of  
Transportation*



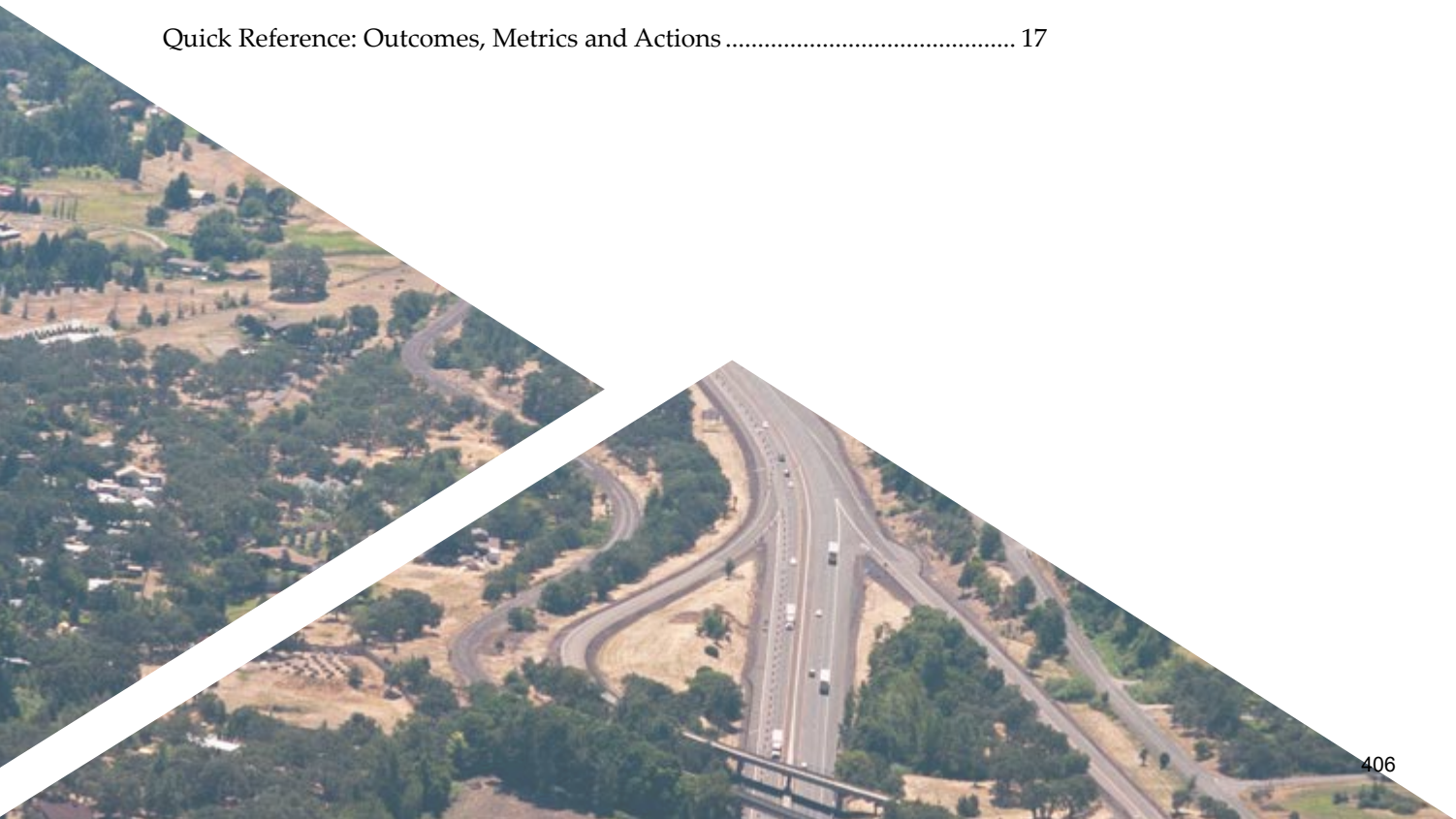
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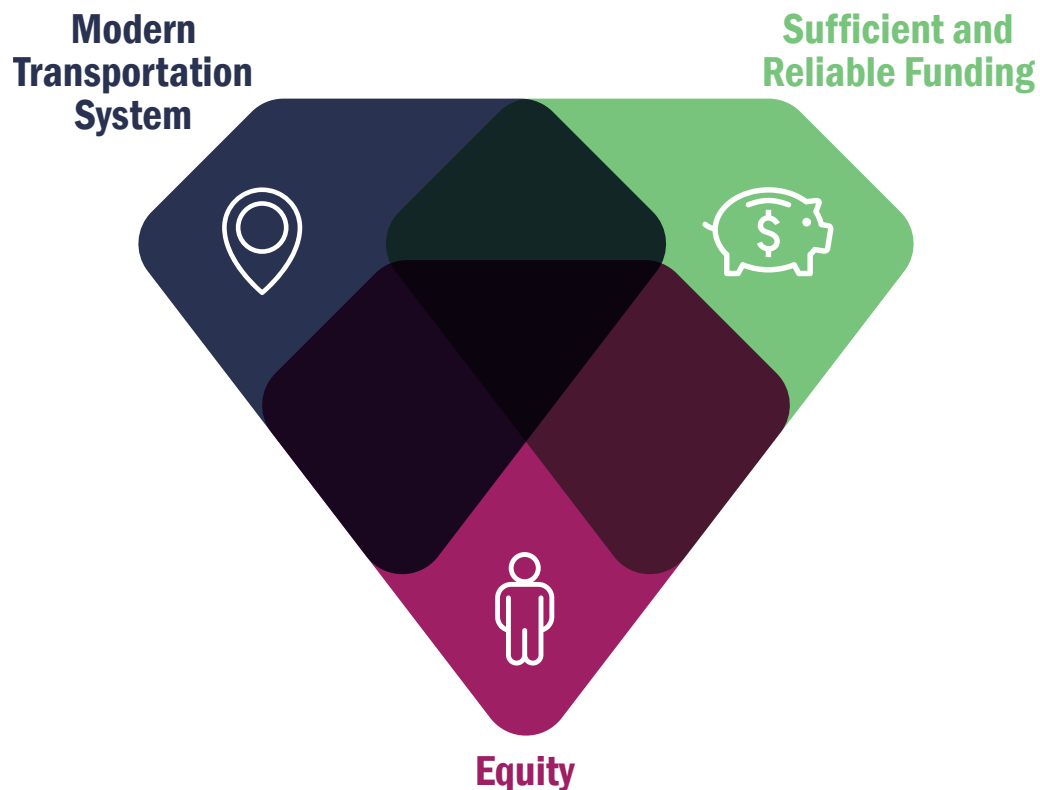
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# Priorities and Goals

Three Strategic Priorities set the overall direction for the 2021-23 Strategic Action Plan. These priorities inform our work, guide our decision-making, and are objectives against which we hold ourselves accountable. These priorities are interrelated, overlapping, and intended to identify specific actions that lead to concrete, tangible outcomes. Achieving these priorities will enable us to better serve all Oregonians.



Nested beneath each priority are goals that further focus ODOT's work. The goals are the endpoints to which we orient our actions. While each individual goal is important, it is the interrelationship among the goals that makes the whole more valuable than the sum of its parts. For example, a more robust multimodal transportation network means Oregonians have cleaner options for getting where they need to go, reducing carbon emissions, and increasing reliability and safety for everyone.

At the heart of this Strategic Action Plan are near-term strategic outcomes designed to advance not an isolated objective, but multiple goals concurrently. The goals provide a framework to deliver on our priorities simultaneously.



## Equity Priority

ODOT is committed to serving all Oregonians equitably. The voices of our customers matter and influence the work we do. A focus on equity ensures we look beyond merely improving the system to improving the quality of life of every Oregonian. We must be mindful of the benefits and burdens created by our work and ensure they are distributed equitably. Equity goals focus ODOT on workforce diversity and opportunities for advancement, expanding economic opportunities for minority groups, climate equity, and creating more representative public engagement processes.

### Goals



#### **Culture, Workforce, Operation, and Policy**

Build a diverse workforce, supported by equitable operations and policies, and establish an informed culture that delivers authentic inclusivity.



#### **Economic Opportunity**

Promote economic opportunity for Oregonians through transportation investments, including working with businesses owned by Black, Indigenous, People of Color (BIPOC), women, and others who have been historically and/or are currently marginalized.



#### **Engagement**

Utilize the viewpoints of those who reside in the communities ODOT serves and who are likely to be affected by the decisions ODOT makes.



#### **Climate Equity**

Invest in the protection of marginalized communities from environmental hazards.

## Priority:

*Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.*



## Modern Transportation System Priority

A modern transportation system ensures all Oregonians can travel safely and efficiently. Focusing on preserving state highways, while important, is not enough. In order to meet the needs of the future, we must be relentlessly committed to creating a truly multimodal transportation system where we invest in and integrate all major modes of transportation. We will focus not only on improving safety and preserving the existing system, but on improving mobility for all users, addressing climate change, investing in innovative technologies, and implementing a comprehensive congestion management plan to keep Oregonians and our economy moving.

### Goals



#### **Preservation and Stewardship**

Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.



#### **Safety**

Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.



#### **Accessibility, Mobility and Climate Change**

Provide greater transportation access and a broader range of mobility options for Oregonians while addressing climate change.



#### **Congestion Relief**

Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.



#### **Project Delivery**

Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.



#### **Innovative Technologies**

Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

### **Priority:**

*Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.*



## Sufficient and Reliable Funding Priority

Oregon's current transportation funding structure is not designed to finance a modern, multimodal transportation network. We recognize the need to diversify our revenue sources and adopt new funding options. We must change today's funding model to one that invests more money in alternative transportation options, including bikeways, pedestrian routes, and public transportation. The goals under this priority highlight the need for new revenue sources like tolling and road usage charges as well as adapting our approach to existing funding mechanisms to provide a wider range of mobility choices. As a responsible steward of public funds, we are also taking steps to ensure ODOT's long-term fiscal health.

### Goals



#### **Multimodal Funding**

Pursue sufficient and reliable funding to enhance multimodal options.



#### **Road Usage Charging**

Implement statewide road usage charging to ensure sufficient and reliable revenue to maintain and improve Oregon's transportation system.



#### **Tolling**

Establish a tolling program in the Portland metropolitan region to fund critical transportation improvements and manage traffic congestion for the benefit of all Oregonians.



#### **Department's Fiscal Health**

Ensure the long-term fiscal health of ODOT by aligning ODOT operational expenditures and revenue.



#### **Partner Funding**

Develop and maintain strong partnerships with system users, local governments, and private sector partners to enhance investment in Oregon's transportation system. Develop public private partnerships, as appropriate, including opportunities to integrate internet connectivity in Oregon's transportation system.

### Priority:

*Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.*





# 2021-23 Strategic Outcomes

Taken together the priorities and goals build upon one another. A modern transportation system is, by our definition, an equitable, future-focused, and fully funded system. With these connections in mind, we focus on ten strategic outcomes to make measurable progress toward achieving our strategic priorities.

Some of these outcomes represent ideas and actions we've not previously contemplated. Some of these outcomes flow from years of thinking with little corresponding action. These outcomes will evolve over time, but today represent the tangible results we will pursue over the next three years.

## Strategic Outcomes

### Priorities and Goals

- 1. Increase Our Workforce Diversity**
- 2. Implement a Social Equity Engagement Framework**
- 3. Reduce Our Carbon Footprint**
- 4. Electrify Oregon's Transportation System**
- 5. Improve Access to Active and Public Transportation**
- 6. Reduce Congestion in the Portland Region**
- 7. More Dollars to Black, Indigenous, People of Color and Women Owned Businesses**
- 8. Implement Transformative Technologies**
- 9. Implement Large-scale Road Usage Charging**
- 10. Achieve Sufficient Funding**

These 2021-23 strategic outcomes answer the question: what will we do in the next three years to secure the funding and take the other actions necessary to build a better transportation system and how will we track our progress? To clearly define our path forward the following section explains each strategic outcome in greater detail.

# Strategic Outcomes Implementation

## 1. Increase ODOT's Workforce Diversity

*We will build a workforce that reflects the communities we serve.*

Since 2015 the diversity of ODOT's workforce has decreased while the diversity of the state overall has increased. This trend creates a gap between who we are and who we serve – and ultimately impedes our ability to connect with and serve all Oregonians. This imbalance leads to decisions, small and large, made without full consideration of how they impact the individuals and communities we serve. A workforce that mirrors the people it serves increases the probability of insight, motivation, and likelihood that the needs of the populations we serve are integrated into the work we do and the decisions we make. We must work to close this gap by increasing ODOT's workforce diversity and cultivating a workplace where all employees thrive.

### Creating a more diverse workforce

Changes in recruitment processes, hiring practices, promotions, and workplace culture are central to diversifying our workforce. Unconscious bias (subconscious attitudes or beliefs that influence our actions and decisions) can have a negative impact on recruitment and hiring processes. As a result, fewer Black, Indigenous, and People of Color (BIPOC), women, and people who live with disabilities are invited to join ODOT's workforce. By adjusting language in job descriptions and evaluation questions, creating a universal scoring system, and training interview panel participants, we can minimize unconscious bias in our recruitment and hiring practices and increase the diversity of our workforce. As we build a system committed to equity, we employ a workforce that mirrors the communities we serve and create a workplace where BIPOC, women, and individuals who live with disabilities can thrive.

### Implementing Actions

Year	Actions
2021	Establish metric baseline and define time-bound targets.
2021	Implement new hiring practices.
2022	Train job interview panels.
2022	Strengthen ODOT training and intern programs.
2023	Adopt agency-wide engagement survey and data use practices.

### Metric:

*By the end of 2023, ODOT will materially increase the hiring and retention of minority, women, and people who live with disabilities at all levels of the organization.*



## 2. Implement a Social Equity Engagement Framework

*We will give space to community voices and honor community input.*

Transportation projects and programs consider cost, time, priority, materials, and more with a primary goal of maximizing travel and minimizing disruption. Community impacts are considered but often without adequate community engagement. Improving consistency and quality of our engagement processes and applying a social equity lens will ensure ODOT considers the needs of and minimizes harm to the communities we serve.

### Engaging the Community

Applying ODOT's Social Equity Engagement Framework means we will thoughtfully consider the needs, wants, and challenges of Oregonians and their communities. A broad cross-section of voices in the process helps ensure issues ranging from ADA accessibility to economic impact to climate justice are factored into our decision-making. Implementing a Social Equity Engagement Framework across ODOT will ensure our engagement efforts are more inclusive and efficient, resulting in more effective delivery of a modern, equitable transportation system. Concurrent with establishing a Social Equity Engagement Framework, we are also building a culture within ODOT able to understand, identify, and effectively address unconscious bias. This work will complement our efforts to engage more effectively with communities that face the most immediate and severe effects from transportation decisions.

### Implementing Actions

Year	Actions
2021	Implement social equity engagement frameworks on ten ODOT projects and programs throughout the state.
2021	Adjust frameworks to enable scaling agency-wide.
2022	Implement frameworks on fifty percent of ODOT projects and programs.
2023	Monitor framework use and make ongoing improvements to increase effectiveness and agency wide use

### Metric:

*By the end of 2023, one hundred percent of ODOT projects will apply ODOT's Social Equity Engagement Framework.*





### 3. Reduce Our Carbon Footprint

*We will select and build cleaner projects to help reach Oregon's climate goals.*

Oregon's climate is drastically changing with more frequent and severe wildfires, flooding, and landslides. These events can lead to road closures that impact freight, the economy, and people's ability to obtain critical services. Cars, trucks, and other transportation sources significantly contribute to air pollution and are the largest source of GHG emissions in Oregon, constituting some forty percent of the total. We must take substantial and swift action to reduce carbon in order to achieve a cleaner and more sustainable future. ODOT is consolidating efforts and pursuing strategic actions to reduce transportation emissions.

The *Oregon Statewide Transportation Strategy: A 2050 Vision for GHG Reduction* is the state's roadmap for reducing carbon emissions from the transportation sector. Key actions include cleaner vehicles and fuels (e.g. electric vehicles), low carbon modes (transit, bike, walk, etc.), close proximity of housing to jobs (land use), pricing (e.g. vehicle miles traveled charge), and demand management strategies (e.g. telecommuting).

ODOT is pursuing efforts within each of these categories by implementing the Governor's direction in Executive Order 20-04 and through multi-agency efforts (Every Mile Counts). Additional efforts are needed and will be identified in an ODOT Statewide Transportation Strategy Mid-Term Action Plan.

#### Cleaner Investments and Projects

Underpinning all of these efforts is determining how we spend money and how we build our projects. Most of Oregon's transportation dollars flow to or through ODOT and can be better targeted to low carbon investments. ODOT will consider GHG emission impacts and investment programs in selecting major capital projects. ODOT will support allocation to low carbon emission projects. Historic spending will be compared to future spending to calculate emission savings.

After projects are selected, emissions from building the project must also be considered. ODOT will pursue low carbon construction techniques where possible, relying on low carbon fuels and materials. We will inventory emissions, identify lower carbon options, and develop and pursue a transition plan with our construction partners.

#### Implementing Actions

Year	Actions
2021	Establish a carbon baseline for emissions from the construction of transportation projects.
2021	Identify alternative lower carbon materials and fuels and set emission reduction targets.
2021	Apply GHG emission standards in making ODOT investment decisions.
2022	Phase in lower carbon materials, fuels, and construction practices; monitor and adjust.
8 2022	Adjust investment programs to invest in lower emission projects (e.g. bike, walk, transit).

#### Metric:

*By the end of 2023, begin to reduce greenhouse gas emissions from ODOT activities.*



## 4. Electrify Oregon's Transportation System

*We will support transportation electrification to reduce carbon from every mile driven.*

One of the most effective ways to reduce pollution is to transition to more zero emission vehicles for every mile driven. Electric cars, trucks, and buses, as well as bikes and scooters offer clean alternatives to traditional vehicles. Several efforts are needed to enable broad transportation electrification, including: installing adequate charging infrastructure, incentivizing electric vehicle purchases, and raising overall awareness and acceptance of electric vehicles. Success will require partnerships with other state agencies, utilities, and the private sector to support transportation electrification and increased zero emission travel.

This action complements efforts to “Reduce Our Carbon Footprint” and is part of the ODOT Climate Office’s mission to consolidate and pursue strategic actions to reduce transportation emissions. Cleaner vehicles and fuels represent a significant level of effort needed to realize ODOT’s Statewide Transportation Strategy vision, in addition to other actions such as low carbon modes, land use, and pricing. By 2050 the Statewide Transportation Strategy calls for the majority of vehicles on Oregon’s roadways to be electric. The Governor has designated ODOT as a leader in facilitating the electrification of our transportation system.

### An Electric Transportation Future

In ODOT’s role as lead agency for transportation electrification and under Executive Order 20-04, ODOT will identify Oregon’s electric vehicle charging infrastructure gaps with a focus on equity issues and rural areas. We will then identify actions and partnerships needed to close the gaps. Our agency will convene meetings with utilities, charging companies, other state agencies, and the private sector to address barriers to overall electric vehicle use. In addition to partnerships, we will identify and pursue charging infrastructure funding and provide technical assistance.

We will also explore hydrogen, low carbon fuels, and other vehicle and fuel technologies.

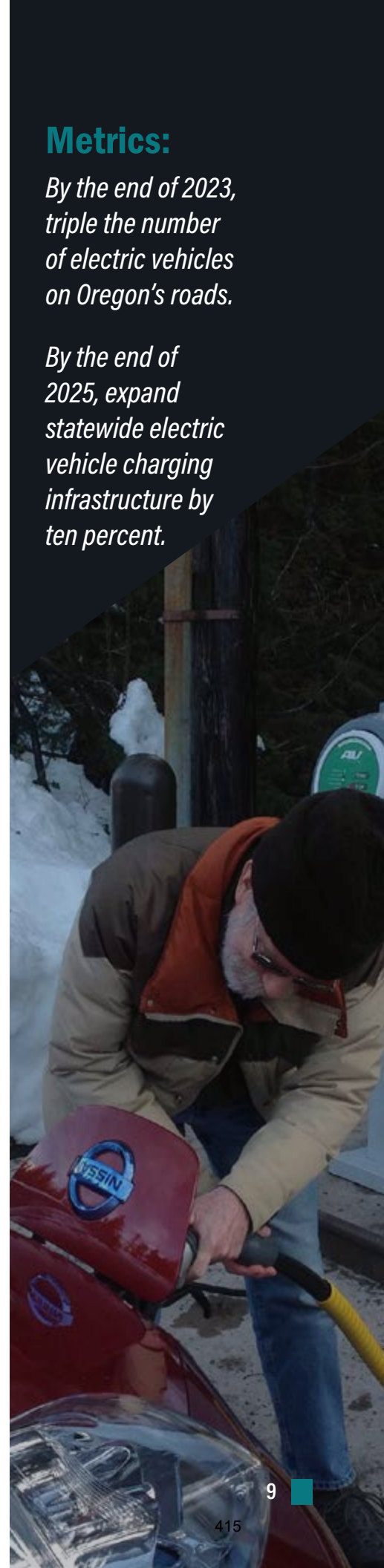
### Implementing Actions

Year	Actions
2021	Assess needs, gaps, and barriers for electric vehicle charging.
2022	Develop and pursue a plan to address electric vehicle charging infrastructure gaps.
2022	Identify funding sources to support broader transportation electrification.
2023	Provide technical assistance to support local jurisdiction charging.

### Metrics:

*By the end of 2023, triple the number of electric vehicles on Oregon’s roads.*

*By the end of 2025, expand statewide electric vehicle charging infrastructure by ten percent.*





## 5. Improve Access to Active and Public Transportation

*Create a healthy multimodal network that improves the safety and well-being of all Oregonians.*

Nearly one-third of Americans are unable to drive due to age, disability, or because they can't afford a car. They rely on walking, biking, and transit. The lack of multimodal transportation options in low income areas and communities of color contributes to higher pedestrian fatality rates, lower physical activity levels, and poorer health outcomes. Increasing equitable access to active and public transportation ensures mobility needs are met and helps ODOT achieve its greenhouse gas emission targets.

### Funding for Projects across modes of travel

Over the past 30 years, ODOT spent an average of 1.1% of state highway funds on pedestrian and bicycle improvements. Without increased funding, it will take 150 years to complete the state's pedestrian and bicycle network. ODOT can improve equitable access by increasing dedicated funding for walking, biking, and transit and better leveraging broader agency investments to include multimodal priorities. In order to leverage these investments, we must effectively prioritize needs in these areas across the state. We must also increase stand-alone investments for multimodal projects in the Statewide Transportation Improvement Program and work with local and regional partners to identify and fund the highest priority projects first.

### Implementing Actions

Year	Actions
2021	Develop baseline understanding of funding currently dedicated to walking, biking and transit.
2021	Develop and implement a funding prioritization process to existing pedestrian, bike and transit investments to improve access for marginalized communities.
2022	Define a priority multimodal network to enable more strategic and equitable selection of future projects and programs.
2023	Integrate priority multimodal network needs into existing investment programs prioritization.

### Metric:

*By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking and transit.*



## 6. Reduce Congestion in the Portland Region

*We will reduce congestion in the Portland region to improve Oregon's livability, strengthen our economy, and protect our environment.*

An efficient and reliable transportation network is a critical component to supporting healthy communities and a strong economy. Increasing congestion in the Portland region affects our climate and significantly impacts Oregon as a whole, creating challenges for individuals, businesses in the metro area, producers across the state, and those simply traveling through the Portland region. The growing demand currently placed on the regional transportation system will only increase as population in the region grows. A comprehensive, strategic, and collaborative approach to congestion management will be necessary to keep Oregon competitive and moving forward economically. In the near term, ODOT will focus congestion management planning on state highways in the Portland region.

### Comprehensive Congestion Management

ODOT is developing a comprehensive congestion management plan for the Portland region that identifies key congestion relief projects and funding for this work. This plan will integrate community design, travel information and incentives, system management and operations, emerging technologies, pricing, active transportation, transit, and existing streets and throughways. Critical to the success of this effort is building collaborative working relationships with regional and local agencies. We will also work with our partners and engage impacted communities to create an integrated communications strategy.

### Implementing Actions

Year	Actions
2021	Develop a comprehensive congestion management plan and associated communications strategies.
2021	Develop and implement Bus on Shoulder projects on segments of the I-5 and I-205 corridors in the Portland region.
2021	Start designing the I-205 Toll Project.
2022	Define a list of Active Traffic Management projects for implementation on the state highway system in the Portland region.
2023	Begin construction on the I-5 Rose Quarter Improvement Project.

### Metric:

*By 2023, begin making investments in the Portland region to reduce traffic congestion as defined by the average number of hours per day a driver experiences congestion.*



## 7. More dollars to Black, Indigenous, and People of Color and Women Owned Businesses

*We will invest equitably in the local economy by increasing opportunities for Oregon BIPOC and women owned businesses.*

ODOT spends hundreds of millions of dollars annually on projects and programs meant to improve the transportation system. These projects benefit the state's construction, engineering, and technical industries. Systemic and process barriers often make it difficult for BIPOC and women-owned businesses to compete successfully for ODOT third party contracts. While state and federal programs exist to encourage the equitable distribution of economic opportunities, we can do better.

### Supporting Local Businesses

Identifying and dismantling systemic barriers begins with reviewing current engagement with BIPOC and women led businesses, understanding why limited opportunities exist, and identifying how ODOT can best support these businesses throughout the state. As we learn more about how to effectively overcome systemic barriers, we can design programs that better engage BIPOC and women owned businesses in competitive contracting processes. We believe that awarding more contracting and consulting dollars to these businesses will make our transportation system stronger and more aligned with the needs of the communities it serves.

### Implementing Actions

Year	Actions
2021	Analyze engagement with BIPOC and women owned businesses to establish metric baseline information.
2022	Develop a comprehensive program to more effectively inform and engage BIPOC and women owned businesses.
2023	Implement programming to inform about contracting opportunities.

### Metric:

*By 2023, increase the total dollars given BIPOC and women owned businesses annually.*





## 8. Implement Transformative Technologies

*We will use technology and innovation to drive change and think differently.*

Innovative technologies are transforming how we live and play an important role in efficiently operating the transportation system, delivering transportation services, and performing the work of the agency. Technology's influence on everyday life is changing customer expectations about interacting digitally to obtain government services.

### Pursuing Innovative Technologies

We will use innovations in technology to address emerging challenges, whether tolling in the Portland region or investing in business applications that increase efficiency and provide enhanced on-line services. In the near term, ODOT will focus on effectively delivering four innovative technology projects.

- The Connected Vehicle Ecosystem project will enable implementation of large-scale road usage charging, improve driver and pedestrian safety and improve traffic management.
- Updates to legacy traffic signals enable connected vehicle technology, reduce delays for drivers, and allow for improved signal operation.
- Emerging broadband technology is a key infrastructure building block for a modern transportation system. A first step toward implementing this technology is to create overarching strategies that blend current and planned broadband initiatives.
- An Automated Permitting System will modernize the Over-Dimension permitting process which will reduce permit processing times, improve efficiency and on-line service options.

### Implementing Actions

Year	Actions
2021	Select and hire connected vehicle data consultant to support Road Usage Charging.
2022	Hire vendor to implement an automated routing permit system.
2022	Develop and implement integrated broadband strategy.
2023	Upgrade seventy-five percent of ODOT owned and maintained traffic signals.

### Metric:

*By the end of 2023, ODOT will make advancements in projects that bring transformative technology to Oregon's Transportation System.*





## 9. Implement Large-scale Road Usage Charging

*By 2027, we will stabilize funding to protect Oregon's transportation system for future generations.*

Roads take us to jobs and to visit friends and family. They bring food and supplies to local stores, and they connect us to the world around us. And like all things, roads need money for improvements and maintenance. Currently, Oregonians pay a fuel tax, 36 cents per gallon, to help fund transportation projects. As vehicles use less gas, or none at all, Oregon's natural environment will improve, but funding to repair and improve transportation facilities will diminish. To avoid a funding shortfall, a pay-per-mile system will charge Oregonians for the miles they drive, not how much fuel they consume, and help us match our climate goals with transportation funding needs.

### OReGO, Oregon's Road Usage Charging Program

In true Oregon fashion, we are pioneering new ways to fund our roads to support our state's mobility and economy. Oregon was the first state to collect a fuel tax to fund highway projects in the early 20th century, and in 2015 we became the first state to create an operational road usage charge program when we started OReGO. Since then, about 2,000 people have volunteered to join OReGO and pay for roads by the mile rather than the gallon of fuel burned. These volunteers prove the system works, and in 2017 and 2019 the Oregon Legislature took the first steps to transitioning OReGO from a pilot program to a revenue program. Further steps need to be taken to grow OReGO into a large-scale transportation funding mechanism. Between now and 2023, ODOT will build the capacity to support large-scale Road Usage Charging implementation by 2026. This will require working with stakeholders to build stronger public awareness about OReGO and the benefits associated with stabilizing funding for Oregon's transportation system. It also means partnering to develop a Connected Vehicle Ecosystem to support the OReGO Program at scale.

### Implementing Actions

Year	Actions
2021	Implement a manual reporting option for Road Usage Charging members.
2021	Continue outreach efforts to build public awareness about the need for sustainable transportation funding and to increase OReGO enrollment.
2023	Streamline point of sale enrollment at auto dealerships to facilitate expansion of road usage charging.
2023	Deploy a connected vehicle ecosystem that supports large-scale RUC implementation.

### Metric:

*By 2023, complete identified critical actions to advance large-scale Road Usage Charge capacity by 2026.*



## 10. Achieve Sufficient Funding

*We will seek sufficient and reliable funding to ensure we are developing and investing in Oregon's transportation system of the future and ensuring ODOT's long-term fiscal health.*

ODOT's primary revenue sources are State Highway Fund dollars from fuels tax, weight-mile tax, DMV fees, and federal funding. Oregon faces a number of significant transportation funding challenges. More fuel-efficient vehicles will produce declines in the State Highway Fund. Federal funds have been essentially flat for a decade. Funding for bicycle and pedestrian programs, public transportation, rail and ports consists primarily of small and inadequate revenue sources that leave these important modes deeply underfunded. Finally, ODOT's operational costs are increasing at about 6 percent annually while revenues are only growing at 2 percent. Unless we make changes to our funding mechanisms, the gap between revenues and expenditures will create a \$720 million budget deficit by 2027.

### Developing New and Increased Funding

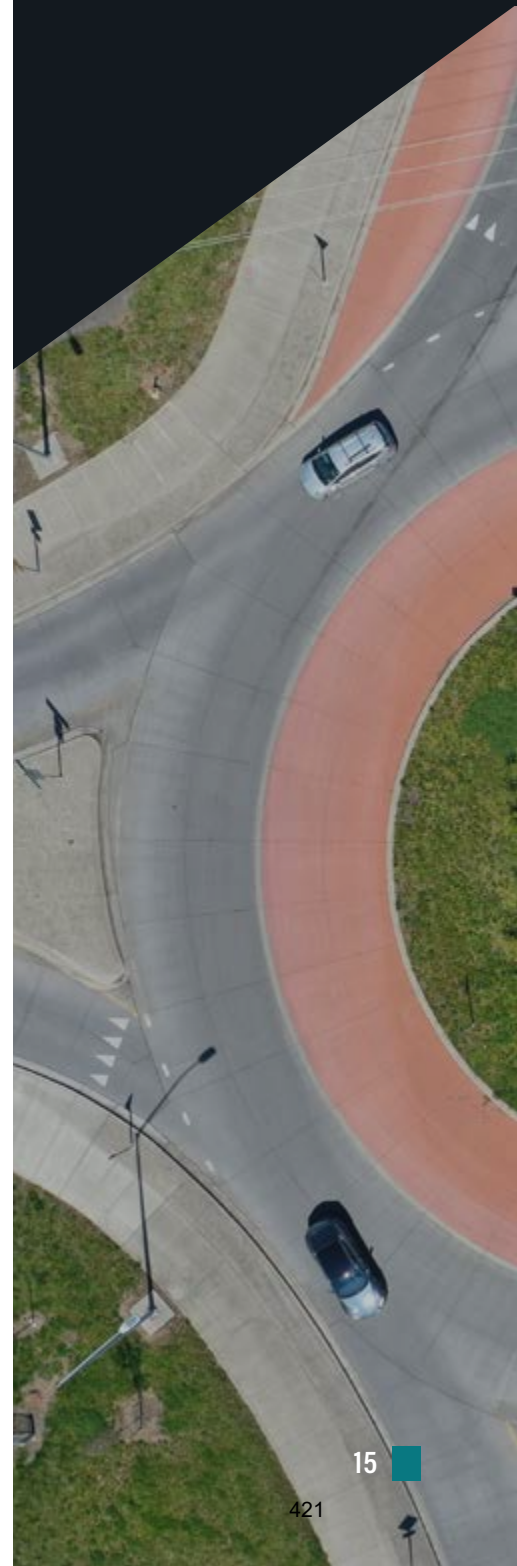
To ensure sufficient and reliable funding for all modes of the transportation system and for the agency, Oregon will need to bring more stability to ODOT's funding model by diversifying the revenue portfolio. Strategies such as implementing tolling as a new revenue source to pay for major projects and manage demand and implementing per-mile road usage charging are important first steps. We also must work to expand existing non-highway funding sources, develop new revenue streams for projects that use multiple transportation modes, and engage Oregon's congressional delegation to rekindle the federal/state partnership to ensure more robust federal funding. Finally, ODOT must become more efficient and develop plans to address its increasing operational budget gap. This can only happen as we partner with those with a stake in creating a more stable financial future for our transportation system.

### Implementing Actions

Year	Actions
2021	Develop a plan to close ODOT's budget gap by \$140 million in the 2021-23 biennium.
2022	Work with stakeholders to identify new transportation revenue options to propose to the 2023 Oregon Legislature.
2022	Create a road map for closing the \$720 million budget gap through 2027.

### Metric:

*By the end of 2025, increase total funding for all modes of Oregon's transportation system.*





# Looking to the Future

This plan describes a dynamic beginning, not a permanent end. It describes what we'll accomplish in a three-year horizon knowing that this is simply a first phase that must continue thereafter. We anticipate successive plans of this kind after 2023, to ensure we are building a better transportation system for Oregon in this decade and those that follow. Change is a constant, but whatever the future brings we are committed to providing Oregonians with a safe, equitable, modern, and well-funded transportation system to serve all current and future Oregonians. We ask you to join us in advancing this vision.

# Quick Reference:

## Outcomes, Metrics and Actions

Strategic Outcomes and Metrics	Completion Year	Implementing Actions
<b>1. Increase Our Workforce Diversity</b>  <i>Metric:</i> By the end of 2023, ODOT will materially increase the hiring and retention, of minority, women, and people who live with disabilities at all levels of the organization.	2021	Establish metric baseline and define time-bound targets.
	2021	Implement new hiring practices.
	2022	Train job interview panels.
	2022	Strengthen ODOT training and intern programs.
	2023	Adopt agency wide engagement survey and data use practices.
<b>2. Implement a Social Equity Engagement Framework</b>  <i>Metric:</i> By the end of 2023, one hundred percent of ODOT projects will apply ODOT's Social Equity Engagement Framework.	2021	Implement social equity engagement frameworks on ten ODOT projects and programs throughout the state.
	2021	Adjust frameworks to enable scaling agency wide.
	2022	Implement frameworks on fifty percent of ODOT projects and programs.
	2023	Monitor framework use and make ongoing improvements to increase effectiveness and agency wide use.
<b>3. Reduce Our Carbon Footprint</b>  <i>Metric:</i> By the end of 2023, begin to reduce greenhouse gas emissions from ODOT activities.	2021	Establish a carbon baseline for emissions from the construction of transportation projects.
	2021	Identify alternative lower carbon materials and fuels and set emission reduction targets.
	2021	Apply GHG emission standards in making ODOT investment decisions.
	2022	Phase in lower carbon materials, fuels, and construction practices; monitor and adjust.
	2022	Adjust investment programs to invest in lower emission projects (e.g. bike, walk, transit).

Strategic Outcomes and Metrics	Completion Year	Implementing Actions
<b>4. Electrify Oregon's Transportation System</b>  <i>Metric:</i> By the end of 2023, triple the number of electric vehicles on Oregon's roads.  By the end of 2025, expand Statewide electric vehicle charging infrastructure by ten percent.	2021	Assess needs, gaps, and barriers for electric vehicle charging.
	2022	Develop and pursue a plan to address electric vehicle charging infrastructure gaps.
	2022	Identify funding sources to support broader transportation electrification.
	2023	Provide technical assistance to support local jurisdiction charging.
<b>5. Improve Access to Active and Public Transportation</b>  <i>Metric:</i> By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking and transit.	2021	Develop baseline understanding of funding currently dedicated to walking, biking and transit.
	2021	Develop and implement a funding prioritization process to existing pedestrian, bike and transit investments to improve access for marginalized communities.
	2022	Define a priority multimodal network to enable more strategic and equitable selection of future projects and programs.
	2023	Integrate priority multimodal network needs into existing investment programs prioritization.
<b>6. Reduce Congestion in the Portland Region</b>  <i>Metric:</i> By 2023, begin making investments in the Portland region to reduce traffic congestion as defined by the average number of hours per day a driver experiences congestion.	2021	Develop a comprehensive congestion management plan and associated communications strategies.
	2021	Develop and implement Bus on Shoulder projects on segments of the I-5 and I-205 corridors in the Portland region.
	2021	Start designing the I-205 Toll Project.
	2022	Define a list of Active Traffic Management projects for implementation on the state highway system in the Portland region.
	2023	Begin construction on the I-5 Rose Quarter Improvement Project.

Strategic Outcomes and Metrics	Completion Year	Implementing Actions
<b>7. More dollars to Black, Indigenous, and People of Color and Women Owned Businesses</b>  <i>Metrics:</i> By 2023, increase the total dollars given BIPOC and women owned businesses annually.	2021	Analyze engagement with BIPOC and women owned businesses to establish metric baseline information.
	2022	Develop a comprehensive program to more effectively inform and engage BIPOC and women owned businesses.
	2023	Implement programming to inform about contracting opportunities.
<b>8. Implement Transformative Technologies</b>  <i>Metric:</i> By the end of 2023, ODOT will make advancements in projects that bring transformative technology to Oregon's Transportation System.	2021	Select and hire connected vehicle data consultant to support Road Usage Charging.
	2022	Hire vendor to implement an automated routing permit system.
	2022	Develop and implement integrated broadband strategy.
	2023	Upgrade seventy-five percent of ODOT owned and maintained traffic signals.
<b>9. Implement Large-scale Road Usage Charging</b>  <i>Metric:</i> By 2023, complete identified critical actions to advance large-scale Road Usage Charge capacity by 2026.	2021	Implement a manual reporting option for Road Usage Charging members.
	2021	Continue outreach efforts to build public awareness about the need for sustainable transportation funding and to increase OReGo enrollment.
	2023	Streamline point of sale enrollment at auto dealerships to facilitate expansion of road usage charging.
	2023	Deploy a connected vehicle ecosystem that supports large-scale RUC implementation.
<b>10. Achieve Sufficient Funding</b>  <i>Metric:</i> By the end of 2025, increase total funding for all modes of Oregon's transportation system.	2021	Develop a plan to close ODOT's budget gap by \$140 million in the 2021-23 biennium.
	2022	Work with stakeholders to identify new transportation revenue options to propose to the 2023 Oregon Legislature.
	2023	Create a road map for closing the \$720 million budget gap through 2027.





# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 27, 2023

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item F** -- Approve Release of the Draft 2024-2027 Statewide Transportation Improvement Program (STIP) for Public Review and Comment

### **Requested Action:**

Request approval to release the 2024-2027 Statewide Transportation Improvement Program (STIP) to the public for review and comment: approve the list of projects to advance to begin delivery.

### **Background:**

The *Draft 2024-2027 STIP* [Attachment 1] is the Department's short-term capital improvement program required by federal regulations that outlines project funding and scheduling information for the Department and the state's metropolitan planning organizations.

In January of 2021, the OTC (Oregon Transportation Commission) approved the [funding allocation for the Draft 2024-2027 STIP](#). The Commission allocated additional federal funds from the Infrastructure Investment and Jobs Act in March 2022. The draft STIP now includes nearly \$3 billion in Federal Highway Administration and State Highway Fund resources that the Commission helps allocate, as well as Federal Transit Administration funds that flow to transit agencies.

The 2024-2027 STIP includes:

- A major investment in repairing and replacing deteriorating bridges.
- A significant increase for public and active transportation to help people get around without a car.
- Increased funding for projects that improve safety on state highways and local roads.
- More money for local governments to invest in their priorities.
- A major investment in ADA curb ramps to help people with disabilities.

Allocation of these funds allowed ODOT to undertake project selection for these investment areas.

During this time period, ODOT has worked with the various regional ACTs and stakeholders to seek comments and input into the projects selected.

In addition to the approval for the Draft STIP to go to public comment, the agency is requesting to advance specific phases from projects selected for the 2024-2027 STIP to begin work. The projects and

phases are listed in [Attachment 2]. This request will allow projects to begin work and allow construction to be delivered earlier.

Executive Order 20-04 directed ODOT to develop and apply a process for evaluating the GHG emissions implications of transportation projects as part of its regular capital planning and STIP.

**Next Steps:**

With OTC approval, the *Draft 2024-2027 STIP* will be released for formal public review. The public review timeline is March 9 to April 30, 2023. During that time, the Department will seek and review comments from the public and other stakeholders. After the public comment period, a number of technical steps must be completed before the preparation of the Final 2024-2027 STIP.

In July of 2023, ODOT will return for OTC approval to release the Final 2024-2027 STIP for federal approval from Federal Highway Administration (FHWA) and Federal Transit Agency (FTA). At this meeting the Commission will also receive a summary of the public comments.

Final approval from FHWA and FTA is expected in September 2023.

**Attachments:**

- Attachment 01 - Draft 2024-2027 STIP
- Attachment 02 - List of Project Phases Advancing

Agenda Item F, Attachment 01

■ O R E G O N   D E P A R T M E N T   O F   T R A N S P O R T A T I O N ■

# ***STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM***

*Draft*  
**2024-2027 STIP**

**UPDATED**  
**as of 2/22/2023**

*To view or comment on this document, please visit*  
<https://www.oregon.gov/odot/STIP/Pages/Current-Future-STIP.aspx>

■ O R E G O N   D E P A R T M E N T   O F   T R A N S P O R T A T I O N ■

Name: OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)

Key: 20329

Description

Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oak Drive. Install a new traffic signal at OR43 and Hidden Springs (connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. These improvements will provide a safe and critical link for bicycle riders and pedestrians along this section of roadway.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF WEST LINN

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
8.35 to 9.00		0.65	OR-43		OSWEGO HIGHWAY			REGION 1 ACT		CLACKAMAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2021		2023		2024			
Total		\$2,208,203.00		\$844,779.00		\$50,000.00		\$3,935,221.00			\$7,038,203.00
Fund 1		OTH0	\$987,075.36	OTH0	\$386,353.82	OTH0	\$25,320.41	Y400	\$2,570,792.26		
Match									\$294,238.68		
Fund 2		Z301	\$805,303.95	Z301	\$294,695.91	Y400	\$22,145.00	OTH0	\$1,070,190.06		
Match			\$92,170.64		\$33,729.27		\$2,534.59				
Fund 3		Z400	\$245,548.88	Z400	\$116,649.00						
Match			\$28,104.17		\$13,351.00						
Fund 4		Z40E	\$44,865.00								
Match			\$5,135.00								

Footnote: Current funding: \$1,100,000 fed MTEP and \$3,000,000 fed CMAQ

Name: Transportation system Mgmt & operations/ITS (2020)

Key: 20885

Description

Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$517,684.00	\$517,684.00
Fund 1						Y230 \$464,517.85	
Match						\$53,166.15	

Footnote: 07/2021 \$1,510,851.31 fed STBG //Past funding: \$1,744,598 fed STBG

Name: Transportation system Mgmt & operations/ITS (2021)

Key: 20886

DescriptionFunding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Intelligent Transportation System (ITS)

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,008,055.00	\$2,008,055.00
Fund 1						Y230 \$1,801,827.75	
Match						\$206,227.25	

Footnote: Current funding: \$1,801,828 fed STBG

Name: OR224: SE 17th Ave - SE Rusk Road

Key: 21598

DescriptionResurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. The work includes bridge paving and joint replacement. Improve or install curb ramps to current standards.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bridge, Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
-0.01 to 0.08		0.09		CLACKAMAS		REGION 1 ACT		CLACKAMAS		
-0.01 to 0.26		0.27		CLACKAMAS		REGION 1 ACT		CLACKAMAS		
0.09 to 2.59		2.50	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
0.11 to 0.11		0.00	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
0.27 to 0.27		0.00	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
0.27 to 0.50		0.23	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
0.38 to 0.38		0.00	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
2.00 to 2.59		0.59	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
2.59 to 2.71		0.12	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
2.64 to 2.64		0.00	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
2.72 to 2.72		0.00	OR-224	CLACKAMAS		REGION 1 ACT		CLACKAMAS		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2021		2024		2025		2025		
Total		\$3,441,788.00		\$274,000.00		\$94,000.00		\$19,431,907.00		\$23,241,695.00
Fund 1		Z0E1	\$2,263,649.22	Y001	\$160,616.70	Y001	\$84,346.20	Y240	\$16,775,375.24	
Match			\$259,084.78							
Fund 2		Y240	\$732,742.36	Z001	\$85,243.50	S070	\$9,653.80	S070	\$1,995,656.85	
Match					\$9,756.50					
Fund 3		S070	\$94,386.84	S070	\$18,383.30			Y001	\$660,874.91	
Match										
Fund 4		Y001	\$91,924.80							
Match										

Footnote: \$20,854,772.92 in federal funds

Name: Portland Metro and surrounding areas variable message signs

Key: 21601

DescriptionReplacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Region: 1

Work Type: Intelligent Transportation System (ITS)

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2024		
Total		\$328,437.00			\$266,572.00		\$595,009.00
Fund 1		Z240 \$294,706.52			Y240 \$239,195.06		
Match		\$33,730.48			\$27,376.94		

Footnote: Current funding: \$595,009 R1 Operations

Name: OR224 at SE Monroe St

Key: 21606

DescriptionFull signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

MPO: Portland Metro MPO

Applicant: ODOT

Region: 1

Work Type: Signs, Signals, Illumination, Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.78 to 0.78	0.00	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2021				2024			
Total		\$932,747.00				\$3,077,537.00			\$4,010,284.00
Fund 1		ACP0	\$599,828.00			Z001	\$1,927,718.94		
Match							\$220,636.06		
Fund 2		YS32	\$307,017.90			ACP0	\$833,755.01		
Match			\$25,901.10				\$95,426.99		

Footnote: Current funding: \$2,481,274 R1 Operations, \$3,076,643 Safety Leverage



Name: Portland Metro and surrounding areas operations					Key: 21611		
Description Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.							Region: 1
MPO: Non-MPO				Work Type: Intelligent Transportation System (ITS)			
Applicant: ODOT				Status: BUCKET OF FUNDS			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$67,155.00	\$67,155.00
Fund 1						Z240 \$60,258.18	
Match						\$6,896.82	

Footnote: Current funding: \$67,155 R1 Operations

Name: S Redland Rd: OR213 - Springwater Rd (Clackamas County)					Key: 21621		
Description Install high friction surface treatment (HFST), signs and edgeline/fog line markings on curves to improve driver control in this area.							Region: 1
MPO: Portland Metro MPO				Work Type: Safety			
Applicant: CLACKAMAS COUNTY				Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						REGION 1 ACT	CLACKAMAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2024		
Total		\$38,080.00				\$296,278.00		\$334,358.00
Fund 1		ZS30	\$35,117.38			ZS30	\$273,227.57	
Match			\$2,962.62			\$23,050.43		

Footnote: Current funding: \$308,344.95 fed ARTS

Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)					Key: 21636		
Description Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.							Region: 1
MPO: Portland Metro MPO				Work Type: Safety			
Applicant: CLACKAMAS COUNTY				Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							REGION 1 ACT	CLACKAMAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2021		2023			2024		
Total		\$555,000.00		\$609,620.00			\$1,321,000.00		\$2,485,620.00
Fund 1		ZSE2	\$511,821.00	ZS30	\$562,191.56		ZS30 \$396,423.44		
Match			\$43,179.00		\$47,428.44		\$924,576.56		

Footnote: Current funding: \$1,490,436.02 fed ARTS

Name: <b>OR35: US26 overcrossing bridge</b>			Key: <b>21711</b>		
Description <b>Repair contaminated concrete decking, replace with a new structural overlay, and upgrade bridge railing to meet current standards.</b>					Region: <b>1</b>
MPO: <b>Non-MPO</b>			Work Type: <b>Bridge, Bridge rail retrofit</b>		
Applicant: <b>ODOT</b>			Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
57.57 to 57.59		0.02	OR-35	MT HOOD	REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$613,496.00			\$2,537,377.00		\$3,150,873.00
Fund 1		Z0E1 \$550,489.96			Z001 \$2,276,788.38		
Match		\$63,006.04			\$260,588.62		

Footnote:

Name: <b>Portland Metro and surrounding areas safety reserve</b>		Key: <b>21715</b>	
Description	<b>Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</b>		Region: <b>1</b>
MPO: <b>Non-MPO</b>	Work Type: <b>Safety</b>		
Applicant: <b>ODOT</b>	Status: <b>BUCKET OF FUNDS</b>		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$572,952.00		\$572,952.00
Fund 1					ZS30 \$515,656.80		
Match					\$57,295.20		

Footnote:

Name: <b>Clackamas County Regional Freight ITS - Phase 2B</b>		Key: <b>22129</b>
Description	<b>Complete Freight Intelligent Transportation Systems (ITS) Action Plan improvements, including installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer. These measures will improve freight mobility in the Clackamas and Wilsonville industrial areas.</b>	Region: <b>1</b>
MPO:	<b>Portland Metro MPO</b>	Work Type: <b>Intelligent Transportation System (ITS)</b>
Applicant:	<b>CLACKAMAS COUNTY</b>	Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023			2024		
Total		\$222,891.00			\$1,547,509.00		\$1,770,400.00
Fund 1		Z230 \$200,000.09			Z230 \$840,354.65		
Match		\$22,890.91			\$96,182.35		
Fund 2					OTH0 \$610,972.00		
Match							

Footnote: Current funding: \$1,219,815 fed STBG

Name: Courtney Ave Complete Street: River Rd - OR99E

Key: 22131

Description On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management rain gardens, curb ramps, and crosswalk enhancements to improve safety and accessibility.

MPO: Portland Metro MPO

Applicant: CLACKAMAS COUNTY

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		CLACKAMAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024		2026			
Total		\$1,027,320.00		\$678,500.00		\$100,000.00		\$3,855,600.00			\$5,661,420.00
Fund 1		Z40E	\$921,814.24	Z400	\$608,818.05	Z400	\$89,730.00	Y400	\$3,459,629.88		
Match			\$105,505.76		\$69,681.95		\$10,270.00		\$395,970.12		

Footnote: Current funding: \$1,620,362 fed CMAQ

Name: Washington/Monroe Street: SE 37th - SE Linwood Ave

Key: 22141

Description Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.

MPO: Portland Metro MPO

Applicant: CITY OF MILWAUKIE

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
								REGION 1 ACT			CLACKAMAS		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2024				2026		2026			
Total		\$1,655,156.00		\$671,000.00				\$3,508,750.00		\$100,000.00		\$5,934,906.00	
Fund 1		OTH0	\$861,233.00	OTH0	\$671,000.00			Y230	\$3,148,401.38	OTH0	\$100,000.00		
Match								\$360,348.62					
Fund 2		Z301	\$712,387.11										
Match		\$81,535.89											

Footnote: Current 24-27 funding: \$3,148,401 fed STBG

Name: Freight and Economic Development Planning (FFY 2023)

Key: 22146

Description Regional planning to support freight systems planning and economic development planning activities.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 1

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
						REGION 1 ACT		CLACKAMAS	
						REGION 1 ACT		MULTNOMAH	
						REGION 1 ACT		WASHINGTON	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other		Project Total
Year	2025								
Total	\$85,246.00								\$85,246.00
Fund 1	Y230	\$76,491.24							
Match	\$8,754.76								

Footnote: \$76,491 in fed STBG funds

Name: Freight and Economic Development Planning (FFY 2024)

Key: 22147

DescriptionRegional planning to support freight systems planning and economic development planning activities.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$87,803.00						\$87,803.00
Fund 1	Y230	\$78,785.63					
Match	\$9,017.37						

Footnote: \$78,786 in fed STBG funds

Name: HCT and Project Development Bond Payment (FFY 2024)

Key: 22150

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$24,295,107.00	\$24,295,107.00
Fund 1						Z400 \$12,999,999.85	
Match						\$1,487,908.15	
Fund 2						Z230 \$8,799,999.66	
Match						\$1,007,199.34	

Footnote:

Name: Regional MPO Planning (FFY 2023)

Key: 22152

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,607,817.00						\$1,607,817.00
Fund 1	Y230	\$1,442,694.19					
Match	\$165,122.81						

Footnote:

Name: Regional MPO Planning (FFY 2024)

Key: 22153

Description Funding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,656,051.00						\$1,656,051.00
Fund 1	Y230 \$1,485,974.56						
Match	\$170,076.44						

Footnote:

\$1,485,975 in fed STBG

Name: Next Corridor Planning (FFY 2022)

Key: 22154

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$173,194.00						\$173,194.00
Fund 1	Y230 \$155,406.98						
Match	\$17,787.02						

Footnote:

Name: Next Corridor Planning (FFY 2023)

Key: 22155

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$675,190.00						\$675,190.00
Fund 1	Y230 \$605,847.99						
Match	\$69,342.01						

Footnote:

Name: Next Corridor Planning (FFY 2024)

Key: 22156

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$695,446.00						\$695,446.00
Fund 1	Y230	\$624,023.70					
Match	\$71,422.30						

Footnote: \$624,024 in fed STBG funds.

Name: Regional Travel Options (RTO) program (FFY 2022)

Key: 22157

Description The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,072,213.00	\$3,072,213.00
Fund 1						Y230 \$2,756,696.72	
Match						\$315,516.28	

Footnote:

Name: Regional Travel Options (RTO) program (FFY 2024)

Key: 22159

Description The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,259,311.00	\$3,259,311.00
Fund 1						Y230 \$2,924,579.76	
Match						\$334,731.24	

Footnote: \$2,924,580 in fed STBG funds



Name: Safe Routes to Schools program (FFY 2024)

Key: 22162

Description

Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$627,164.00	\$627,164.00
Fund 1						Y230 \$562,754.26	
Match						\$64,409.74	

Footnote: \$562,754 in fed STBG funds

Name: TriMet Preventive Maintenance (2024) Support

Key: 22165

Description

Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. This project will be flexed to FTA under the 5307 program.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,132,825.00	\$4,132,825.00
Fund 1						Y230 \$3,708,383.87	
Match						\$424,441.13	

Footnote: \$3,708,384 in fed STBG funds. 2022-24 RFFA TOD Allocation.

Name: TSMO Program Sub-allocation Funds (Remaining 2022-2024)

Key: 22168

Description

Regional Transportation System Management & Operations remaining funding from 2022-24 allocation cycles which support Metro awarded TSMO/ITS capital & operations projects to increase highway system operational efficiency & motorist safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,742,803.00	\$5,742,803.00
Fund 1						Y230 \$5,153,017.13	
Match						\$589,785.87	

Footnote: \$1,768,688 in fed STBG funds

Name: TSMO Administration (FFY 2024)

Key: 22171

DescriptionAdministration of the regional Transportation System Management & Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$223,114.00	\$223,114.00
Fund 1						Y230 \$200,200.19	
Match						\$22,913.81	

Footnote:

Name: TriMet Bus Purchase (2024)

Key: 22176

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,043,186.00	\$4,043,186.00
Fund 1						5339 \$3,234,549.00	
Match						\$808,637.00	

Footnote: FTA program 5339. TriMet is a direct recipient.

Name: TriMet Bus and Rail Preventive Maintenance (2024) (5307)

Key: 22179

DescriptionCapital maintenance for bus and rail to ensure continued service.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$68,866,206.00	\$68,866,206.00
Fund 1						5307 \$55,092,964.80	
Match						\$13,773,241.20	

Footnote: FTA program 5307. TriMet is a direct recipient.

Name: <b>TriMet Rail Preventive Maintenance (2024)</b>						Key: <b>22182</b>	
Description <b>Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2024.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>				Work Type: <b>Transit</b>			
Applicant: <b>TRIMET</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$50,657,419.00	\$50,657,419.00
Fund 1						5337 \$40,525,935.20	
Match						\$10,131,483.80	
Footnote: <b>FTA program 5337. TriMet is a direct recipient.</b>							

Name: Enhanced seniors mobility/persons w/disabilities (2024) 5310						Key: 22185	
Description Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.						Region: 1	
MPO: Portland Metro MPO				Work Type: Transit			
Applicant: TRIMET				Status: NON-CONSTRUCTION PROJECT			
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,825,220.00	\$2,825,220.00
Fund 1						5310 \$2,081,177.00	
Match						\$744,043.00	
Footnote: FTA program 5310. TriMet is a direct recipient.							

Name: <b>SMART Bus and Bus Facilities (Capital) (2023)</b>						Key: <b>22194</b>	
Description <b>Bus and bus facility upgrades to ensure continued service.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>				Work Type: <b>Transit</b>			
Applicant: <b>SMART</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$62,190.00	\$62,190.00
Fund 1						5339 \$50,000.00	
Match						\$12,190.00	
Footnote: <b>FTA program 5339. SMART is a direct recipient.</b>							

Name: SMART Senior and Disabled Program (2024)

Key: 22196

DescriptionServices and facility improvements for elderly and disabled customers.

MPO: Portland Metro MPO

Applicant: SMART

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$51,250.00	\$51,250.00
Fund 1						5310 \$41,000.00	
Match						\$10,250.00	

Footnote: FTA program 5310. SMART is a direct recipient.

Name: SMART 5339 Bus and Bus Facilities (Capital) (2024)

Key: 22197

DescriptionCapital projects to replace, rehabilitate and purchase buses, vans, and related equipment, including technological changes or innovations to modify low or no emission vehicles.

MPO: Portland Metro MPO

Applicant: SMART

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$65,000.00	\$65,000.00
Fund 1						5339 \$52,000.00	
Match						\$13,000.00	

Footnote: FTA program 5339. SMART is a direct recipient.

Name: SMART 5307 Bus Purchase, Prevent. Maintenance &Tech (2024)

Key: 22198

DescriptionBus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.

MPO: Portland Metro MPO

Applicant: SMART

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$606,250.00	\$606,250.00
Fund 1						5307 \$485,000.00	
Match						\$121,250.00	

Footnote: FTA program 5307. SMART is a direct recipient.

Name: Oregon Transportation Network - TriMet FFY24

Key: 22323

DescriptionPublic transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

MPO: Portland Metro MPO

Applicant: ODOT TRANSIT SECTION

Region: 1

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,162,951.00	\$4,162,951.00
Fund 1						Y240 \$3,735,416.00	
Match						\$427,535.00	

Footnote:

Name: I-205: OR213 - Stafford Rd variable rate tolling project

Key: 22507

DescriptionComplete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvement projects from approximately OR213 to Stafford Rd.

MPO: Portland Metro MPO

Applicant: ODOT

Region: 1

Work Type: Operations

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-												
Mileposts		Length	Route	Highway				ACT			County(s)	
3.15 to 5.15		2.00	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
3.16 to 5.17		2.01	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
5.16 to 9.12		3.96	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
5.18 to 9.11		3.93	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
9.12 to 9.50		0.38	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
9.13 to 9.49		0.36	I-205	EAST PORTLAND FREEWAY				REGION 1 ACT			CLACKAMAS	
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2022		2024		2024		2024		2024		
Total		\$27,257,890.00		\$500,000.00		\$500,000.00		\$55,500,000.00		\$500,000.00		\$84,257,890.00
Fund 1		Y001	\$21,806,312.00	S090	\$400,000.00	S090	\$400,000.00	S090	\$44,400,000.00	S090	\$400,000.00	
Match			\$5,451,578.00		\$100,000.00		\$100,000.00		\$11,100,000.00		\$100,000.00	

Footnote: \$21,806,312.00 in federal funds. Project is illustrative.

Name: I-5: Capitol Highway - OR217

Key: 22719

DescriptionInstall electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
291.00 to 291.22	0.22	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.00 to 293.42	2.42	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.23 to 292.07	0.84	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.08 to 292.27	0.19	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.28 to 292.42	0.14	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
293.43 to 296.00	2.57	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2026		
Total		\$4,052,000.00			\$11,865,009.00		\$15,917,009.00
Fund 1		Y240 \$3,736,754.40			Y240 \$10,941,911.30		
Match		\$315,245.60			\$923,097.70		

Footnote: \$14,678,665.70 in federal funds

Name: I-205: from I-5 to the Glenn Jackson Bridge

Key: 22738

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Glenn Jackson Bridge, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	WASHINGTON

Current Project Estimate										
Planning			Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2023		2024				2024			
Total	\$236,000.00		\$530,000.00				\$1,170,000.00			\$1,936,000.00
Fund 1	Y130	\$188,800.00	Y130	\$424,000.00			Y130	\$936,000.00		
Match	\$47,200.00		\$106,000.00				\$234,000.00			

Footnote:



Name: OR224 at OR211 and SE Burnett Rd

Key: 22771

DescriptionDesign, right-of-way and utility relocation for a roundabout, including lighting, sidewalks, signing to improve safety.

Region: 1

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
-0.23 to 0.09		0.32	OR-211		EAGLE CREEK/SANDY			REGION 1 ACT		CLACKAMAS	
17.72 to 17.91		0.19	OR-224		CLACKAMAS			REGION 1 ACT		CLACKAMAS	
17.92 to 18.14		0.22	OR-211		CLACKAMAS			REGION 1 ACT		CLACKAMAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2026		2026			2027		
Total		\$2,000,000.00		\$700,000.00		\$100,000.00			\$4,074,041.00		\$6,874,041.00
Fund 1		YS30	\$1,800,000.00	YS30	\$630,000.00	YS30	\$90,000.00		YS30	\$3,666,637.00	
Match											
Fund 2		S070	\$200,000.00	S070	\$70,000.00	S070	\$10,000.00		S070	\$407,404.00	
Match											
Footnote:	\$6,048,721.80 in federal funds										

Name: I-205: Columbia River - SE 82nd Drive

Key: 22772

DescriptionDesign and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
11.07 to 11.59		0.52	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		CLACKAMAS	
11.60 to 16.57		4.97	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		CLACKAMAS	
16.58 to 17.49		0.91	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
16.58 to 23.07		6.49	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
17.51 to 22.76		5.25	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
22.77 to 22.93		0.16	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
22.94 to 23.05		0.11	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
23.06 to 23.24		0.18	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
23.08 to 23.28		0.20	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
23.26 to 23.26		0.00	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
23.27 to 25.79		2.52	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
23.29 to 25.49		2.20	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
25.51 to 25.79		0.28	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT		MULTNOMAH	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$1,051,000.00		\$13,000.00					\$1,064,000.00
Fund 1		YS30	\$969,232.20	YS30	\$11,988.60				
Match									
Fund 2		S070	\$81,767.80	S070	\$1,011.40				
Match									
Footnote:	\$981,220.80 in federal ARTS funds.								

Name: Lake Oswego Signals Visibility Upgrades

Key: 22829

DescriptionSignal upgrades to improve visibility and safety at various locations. Install leading pedestrian intervals and changes from permissive-only green left turn signals to flashing yellow arrows.

MPO: Portland Metro MPO

Applicant: CITY OF LAKE OSWEGO

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
							REGION 1 ACT	CLACKAMAS		
							REGION 1 ACT	MULTNOMAH		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2025		2025		
Total		\$576,463.00		\$5,000.00		\$5,000.00		\$1,203,537.00		\$1,790,000.00
Fund 1		YS30	\$518,816.70	YS30	\$4,500.00	YS30	\$4,500.00	YS30	\$1,083,183.30	
Match			\$57,646.30		\$500.00		\$500.00		\$120,353.70	

Footnote:

Name: Portland Metro planning SFY26

Key: 22839

DescriptionPlanning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$4,196,754.77						\$4,196,754.77
Fund 1	Y450	\$2,736,168.64					
Match		\$313,166.74					
Fund 2	21MP	\$1,029,579.42					
Match		\$117,839.97					

Footnote:

Name: Portland Metro planning SFY27

Key: 22841

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$4,243,806.42						\$4,243,806.42
Fund 1	Y450	\$2,734,621.66					
Match		\$312,989.68					
Fund 2	21MP	\$1,073,345.84					
Match		\$122,849.24					

Footnote:

Name: I-205: I-5 to OR213 Phase 2

Key: 22862

DescriptionWiden highway by an additional lane in each direction. Reconstruct bridges to seismic standards, resurface pavement, and construct new sign structures and sound walls.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
2.73 to 9.99	7.26	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
2.73 to 10.11	7.38	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
2.86 to 2.86	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
3.81 to 3.81	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
3.82 to 3.82	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
4.08 to 4.08	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
4.10 to 4.10	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
5.14 to 5.14	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
5.19 to 5.19	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
5.84 to 5.84	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
5.90 to 5.90	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
6.40 to 6.40	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
6.42 to 6.42	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
6.64 to 6.64	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
8.52 to 8.52	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.03 to 9.03	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.51 to 9.51	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.60 to 9.60	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.69 to 9.69	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.71 to 9.71	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
10.00 to 10.00	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
10.01 to 10.11	0.10	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$315,000,000.00		\$315,000,000.00
Fund 1					S090 \$252,000,000.0		
Match					\$63,000,000.00		

Footnote:

Name: OR99E: McLoughlin Blvd at W Arlington St and River Rd

Key: 22864

DescriptionReplace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 1

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
11.02 to 11.02	0.00	OR-99E	PACIFIC HWY EAST	REGION 1 ACT	CLACKAMAS		

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024	2025	2025			
Total		\$1,349,000.00	\$254,000.00	\$64,000.00			\$1,667,000.00
Fund 1		Y240 \$1,210,457.70	Y240 \$227,914.20	Y240 \$57,427.20			
Match		\$138,542.30	\$26,085.80	\$6,572.80			

Footnote: \$1,495,799.10 in total federal funds.

Name: OR99E Canemah Rockfall Phase 2

Key: 22865

DescriptionDesign to reduce rockfall hazard by removing loose rocks and vegetation and installing rockfall countermeasures.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Slides and Rockfalls

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
13.82 to 14.13		0.31	OR-99E	PACIFIC HWY EAST	REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$469,000.00					\$469,000.00
Fund 1		Y240	\$420,833.70				
Match			\$48,166.30				

Footnote: \$420,833.70 in total federal funds.

Name: Portland Metro and surrounding areas signal upgrades

Key: 22866

DescriptionReplace and upgrade older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024			2025		
Total			\$500,000.00			\$800,000.00		\$1,300,000.00
Fund 1			Y240	\$448,650.00		Y240	\$717,840.00	
Match				\$51,350.00			\$82,160.00	

Footnote: \$1,166,490 in federal funds.

Name: Portland Metro and Surrounding Areas Operations Upgrades

Key: 22867

DescriptionReplace and upgrade traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations. Restripe and update road markings and raised pavement markers to improve visibility. Priority pavement marking to improve visibility.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024			2025		
Total			\$350,000.00			\$1,550,000.00		\$1,900,000.00
Fund 1			Y240 \$314,055.00			Y240 \$1,390,815.00		
Match			\$35,945.00			\$159,185.00		

Footnote: \$1,704,870 in federal funds.

Name: <b>Portland Metro and Surrounding Area Safety Construction</b>										Key: <b>22906</b>			
Description <b>Construction funding for safety (ARTS) projects.</b>												Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>						Work Type: <b>Safety</b>							
Applicant: <b>ODOT</b>						Status: <b>BUCKET OF FUNDS</b>							

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		WASHINGTON	

Current Project Estimate								
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$6,260,000.00			\$6,260,000.00
Fund 1					YS30	\$5,634,000.00		
Match								
Fund 2					S070	\$626,000.00		
Match								

Footnote: \$6,260,000 in total funds.

Name: <b>OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St</b>										Key: <b>22953</b>			
Description <b>Construct sidewalks to fill the gaps on this section of McLoughlin Blvd and a crosswalk at the intersection of SE Risley Ave and SE Meldrum Ave. Investigate restricting traffic at SE Mildred St. This project should improve safety for vulnerable users.</b>												Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>						Work Type: <b>Safety, Bicycle/Pedestrian</b>							
Applicant: <b>ODOT</b>						Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>							

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
8.15 to 10.45		2.30	OR-99E	PACIFIC HWY EAST		REGION 1 ACT		CLACKAMAS	

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025			2027				
Total		\$3,136,000.00		\$848,000.00			\$5,693,000.00			\$9,677,000.00	
Fund 1		Y240	\$2,145,444.30	Y240	\$548,250.30		Y240	\$3,652,908.30			
Match											
Fund 2		YS30	\$670,500.00	YS30	\$213,300.00		YS30	\$1,459,800.00			
Match											
Fund 3		S080	\$245,555.70	S080	\$62,749.70		S080	\$418,091.70			
Match											
Fund 4		S070	\$74,500.00	S070	\$23,700.00		S070	\$162,200.00			
Match											

Footnote:



Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2

Key: 22990

DescriptionDesign for curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 1

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY25

Key: 23015

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Portland Metro MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:

Name: Enhanced Mobility E&D - TriCounty Area FY26

Key: 23026

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Portland Metro MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY27					Key: 23042				
Description Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.								Region: 1	
MPO: Portland Metro MPO				Work Type: Transit					
Applicant: ODOT TRANSIT SECTION				Status: NON-CONSTRUCTION PROJECT					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:

Name: US26: E Salmon River Rd - E Lolo Pass Rd					Key: 23049				
Description Design and acquire right-of-way to construct a multi-use path to enable safe pedestrian access to this area.								Region: 1	
MPO: Non-MPO				Work Type: Bicycle/Pedestrian					
Applicant: ODOT				Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION					

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
41.45 to 41.59		0.14	US-26		MT HOOD		REGION 1 ACT	CLACKAMAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2026		2027					
Total		\$735,000.00		\$149,000.00					\$884,000.00
Fund 1		Y240	\$593,563.95	Y240	\$133,697.70				
Match			\$65,951.55						
Fund 2		S080	\$75,484.50	S080	\$15,302.30				
Match									

Footnote:

Name: US26: Cedar Creek Bridge					Key: 23064				
Description Replace the existing aging structure with a new single span bridge to provide improved fish passage and earthquake resilience.								Region: 1	
MPO: Non-MPO				Work Type: Bridge					
Applicant: ODOT				Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION					

Location(s)-									
Mileposts		Length	Route		Highway	ACT	County(s)		
30.13 to 30.13		0.00	US-26		MT HOOD	REGION 1 ACT	CLACKAMAS		
Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$3,345,000.00		\$273,000.00					\$3,618,000.00
Fund 1		Y001	\$3,001,468.50	Y001	\$244,962.90				
Match									
Fund 2		S070	\$343,531.50	S070	\$28,037.10				
Match									

Footnote: \$3,246,431.40 in federal funds

Name: I-205: Clackamas River southbound bridge

Key: 23068

Description

Bridge deck resurfacing, replacement of joint seals and installation of steel railing on the barrier to increase safety and prolong the bridge lifespan.

Region: 1

MPO: Portland Metro MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
10.66 to 10.82	0.16	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$1,451,000.00						\$1,451,000.00
Fund 1		Y001	\$1,338,112.20					
Match								
Fund 2		S070	\$112,887.80					
Match								

Footnote: \$1,338,112.20 in federal funds

Name: S Holly Lane: Abernethy Creek Bridge

Key: 23083

Description

Replace the existing bridge with a new single-span bridge to ensure continued connectivity.

Region: 1

MPO: Portland Metro MPO

Work Type: Bridge

Applicant: CLACKAMAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2025		2025		2025		2027		
Total		\$1,145,200.00		\$126,700.00		\$12,700.00		\$8,112,900.00		\$9,397,500.00
Fund 1		Y240	\$1,027,587.96	Y240	\$113,687.91	Y240	\$11,395.71	Y240	\$7,279,705.17	
Match			\$117,612.04		\$13,012.09		\$1,304.29		\$833,194.83	

Footnote: \$8,432,376.75 in federal funds.

Name: SE Lusted Road: Sandy River Bridge

Key: 23084

Description

Design for a project to replace the existing bridge with a new single-span bridge to ensure continued connectivity.

Region: 1

MPO: Non-MPO

Work Type: Bridge

Applicant: CLACKAMAS COUNTY

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$2,533,700.00					\$2,533,700.00
Fund 1		Y240 \$2,273,489.01					
Match		\$260,210.99					

Footnote:

Name: Portland Metro and Surrounding Area Safety Reserve (FFY25)

Key: 23107

DescriptionFunds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,000,000.00		\$1,000,000.00
Fund 1					ACP0 \$900,000.00		
Match					\$100,000.00		

Footnote: \$900,000 in federal funds

Name: Portland Metro and Surrounding Area Safety Reserve (FFY26)

Key: 23108

DescriptionFunds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$697,981.00		\$697,981.00
Fund 1					ACP0 \$628,182.90		
Match					\$69,798.10		

Footnote: \$628,182.90 in federal funds

Name: Portland metropolitan area operations construction reserve

Key: 23109

Description Construction funding for Operations projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: BUCKET OF FUNDS

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,734,000.00		\$7,734,000.00
Fund 1					Y240 \$6,939,718.20		
Match					\$794,281.80		

Footnote: \$6,939,718.20 in federal funds

Name: Portland metropolitan area ped & bike construction reserve

Key: 23110

Description Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,579,846.00		\$7,579,846.00
Fund 1					Y240 \$6,801,395.82		
Match							
Fund 2					S080 \$778,450.18		
Match							

Footnote: \$9,006,061.92 in federal funds

Name: Portland metro Safe Routes to School construction reserve

Key: 23111

Description Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant:

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$2,457,000.00		\$2,457,000.00
Fund 1					Y240 \$2,204,666.10		
Match							
Fund 2					S080 \$252,333.90		
Match							

Footnote: \$2,204,666.10 in federal funds

Name: SMART 5307 bus purchase, prevent. maintenance & tech (2025)

Key: 23150

Description Bus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$625,625.00	\$625,625.00
Fund 1						5307 \$500,500.00	
Match						\$125,125.00	

Footnote: \$500,500 in federal FTA 5307

Name: SMART 5339 Bus Purchase (2025)

Key: 23151

Description Contribution to support one replacement bus purchase for upgraded transit services

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$66,875.00	\$66,875.00
Fund 1						5339 \$53,500.00	
Match						\$13,375.00	

Footnote: \$53,500 FTA 5339 federal funds



Name: SMART 5307 bus purchase, prevent, maintenance & tech (2026)

Key: 23152

DescriptionBus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$643,750.00	\$643,750.00
Fund 1						5307 \$515,000.00	
Match						\$128,750.00	

Footnote:

\$515,000 in federal FTA 5307 funds

Name: SMART 5339 bus and bus facilities (2026)

Key: 23153

DescriptionContribution for one replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$68,750.00	\$68,750.00
Fund 1						5339 \$55,000.00	
Match						\$13,750.00	

Footnote:

\$55,000 in 5339 FTA federal funds

Name: SMART 5307 bus purchase, prevent, maintenance & tech (2027)

Key: 23154

DescriptionBus purchases of up to four vehicles, labor and materials to support preventive maintenance, and technology and software to support efficient operations.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$663,125.00	\$663,125.00
Fund 1						5307 \$530,500.00	
Match						\$132,625.00	

Footnote:

\$530,500 in 5307 FTA federal funds

Name: SMART 5339 bus and bus facilities (2027)

Key: 23155

Description

Contribution for one replacement bus purchase and related equipment, including technological changes or innovations to modify low or no emission vehicles.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$70,625.00	\$70,625.00
Fund 1						5339 \$56,500.00	
Match						\$14,125.00	

Footnote: \$56,500 in federal FTA 5339 funds

Name: SMART yard expansion capital project (2025)

Key: 23156

Description

Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: SMART

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					OTH0 \$5,000,000.00		
Match							

Footnote:

Name: HCT and project development bond payment (FFY 2025)

Key: 23172

Description

Payment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$24,272,818.00	\$24,272,818.00
Fund 1						5307 \$21,780,000.00	
Match						\$2,492,818.00	

Footnote:

Name: HCT and project development bond payment (FFY 2026)

Key: 23174

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit, Congestion Mitigation and Air Quality (CMAQ) improvement

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$24,250,529.00	\$24,250,529.00
Fund 1						5307 \$21,760,000.00	
Match						\$2,490,529.00	

Footnote:

Name: HCT and project development bond payment (FFY 2027)

Key: 23175

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$24,228,240.00	\$24,228,240.00
Fund 1						5307 \$21,740,000.00	
Match						\$2,488,240.00	

Footnote:

Name: TriMet bus purchase (2025)

Key: 23176

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,164,483.00	\$4,164,483.00
Fund 1						5339 \$3,331,586.00	
Match						\$832,897.00	

Footnote: \$3,331,586 in Fed 5339

Name: TriMet bus purchase (2026)

Key: 23177

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,289,416.00	\$4,289,416.00
Fund 1						5339 \$3,431,533.00	
Match						\$857,883.00	

Footnote:

Name: TriMet bus purchase (2027)

Key: 23178

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,418,099.00	\$4,418,099.00
Fund 1						5339 \$3,534,479.00	
Match						\$883,620.00	

Footnote:

Name: TriMet rail preventive maintenance (2025)

Key: 23179

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$52,177,141.00	\$52,177,141.00
Fund 1						5337 \$41,741,713.00	
Match						\$10,435,428.00	

Footnote:

Name: TriMet rail preventive maintenance (2026)

Key: 23180

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$53,742,455.00	\$53,742,455.00
Fund 1						5337 \$42,993,964.00	
Match						\$10,748,491.00	

Footnote:

Name: TriMet rail preventive maintenance (2027)

Key: 23181

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$55,354,729.00	\$55,354,729.00
Fund 1						5337 \$44,283,783.00	
Match						\$11,070,946.00	

Footnote:

Name: TriMet Preventative Maintenance Support (2025)

Key: 23182

DescriptionThe federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2025 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,256,809.00	\$4,256,809.00
Fund 1						Y230 \$3,819,634.72	
Match						\$437,174.28	

Footnote:

Name: TriMet Preventative Maintenance Support (2026)

Key: 23183

DescriptionThe federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2026 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,384,514.00	\$4,384,514.00
Fund 1						Y230 \$3,934,224.41	
Match						\$450,289.59	

Footnote:

Name: TriMet Preventative Maintenance Support (2027)

Key: 23184

DescriptionThe federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,516,049.00	\$4,516,049.00
Fund 1						Y230 \$4,052,250.77	
Match						\$463,798.23	

Footnote:

Name: TriMet bus and rail preventive maintenance (2025)

Key: 23185

DescriptionCapital preventive maintenance for bus and rail in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$70,932,193.00	\$70,932,193.00
Fund 1						5307 \$56,745,754.00	
Match						\$14,186,439.00	

Footnote:



Name: TriMet bus and rail preventive maintenance (2026)

Key: 23186

DescriptionCapital preventive maintenance for bus and rail in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$73,060,159.00	\$73,060,159.00
Fund 1						5307	\$58,448,127.00
Match							\$14,612,032.00

Footnote:

Name: TriMet bus and rail preventive maintenance (2027)

Key: 23187

DescriptionCapital preventive maintenance for bus and rail in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$75,251,964.00	\$75,251,964.00
Fund 1						5307 \$60,201,571.00	
Match						\$15,050,393.00	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2025)

Key: 23188

DescriptionSupports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,909,976.00	\$2,909,976.00
Fund 1						5310 \$2,143,612.00	
Match						\$766,364.00	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2026)

Key: 23189

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,997,276.00	\$2,997,276.00
Fund 1						5310 \$2,397,820.80	
Match						\$599,455.20	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2027)

Key: 23203

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,087,194.00	\$3,087,194.00
Fund 1						5310 \$2,469,755.20	
Match						\$617,438.80	

Footnote:

Name: TriMet bus preventive maintenance (2024)

Key: 23204

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$32,061.00	\$32,061.00
Fund 1						5337 \$25,649.00	
Match						\$6,412.00	

Footnote:

Name: TriMet bus preventive maintenance (2025)

Key: 23205

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$33,024.00	\$33,024.00
Fund 1						5337 \$26,419.00	
Match						\$6,605.00	

Footnote:

Name: TriMet bus preventive maintenance (2026)

Key: 23206

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$34,014.00	\$34,014.00
Fund 1						5337 \$27,211.00	
Match						\$6,803.00	

Footnote:

Name: TriMet bus preventive maintenance (2027)

Key: 23207

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$35,034.00	\$35,034.00
Fund 1						5337 \$28,027.00	
Match						\$7,007.00	

Footnote:

Name: TSMO program sub-allocation funds (FFY 2025-27)

Key: 23209

DescriptionRegional Transportation System Management & Operations (TSMO) program for capital and system improvements during federal fiscal years 2025-2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$7,027,939.00	\$7,027,939.00
Fund 1						Y230 \$6,306,169.66	
Match						\$721,769.34	

Footnote: RFFA Step 1 FFY 2025-27 allocation years

Name: TSMO administration (FFY 2025)

Key: 23211

DescriptionAdministration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$229,807.00	\$229,807.00
Fund 1						Y230 \$206,205.82	
Match						\$23,601.18	

Footnote: FY2025 allocation year

Name: Regional Travel Options (RTO) program (FFY 2025-27)

Key: 23215

DescriptionThe Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$10,376,432.00	\$10,376,432.00
Fund 1						Y230 \$9,310,772.43	
Match						\$1,065,659.57	

Footnote: FY 2025-27 UPWP allocation years

Name: Safe Routes to School program (FFY 2025-27)

Key: 23218

DescriptionPromotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.

MPO:Portland Metro MPO

Applicant:METRO

Work Type:Transportation Demand Management

Status:NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,996,657.00	\$1,996,657.00
Fund 1						Y230 \$1,791,600.33	
Match						\$205,056.67	

Footnote: FY 2025-27 allocation years

Name: Next corridor planning (FFY 2025-27)

Key: 23219

DescriptionFunds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

MPO:Portland Metro MPO

Applicant:METRO

Work Type:Planning

Status:PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$2,214,041.00						\$2,214,041.00
Fund 1	Y230	\$1,986,658.99					
Match	\$227,382.01						

Footnote: FY 2025-27 UPWP allocation years

Name: Freight and economic development planning (FFY 2025-27)

Key: 23221

DescriptionRegional planning to support freight systems planning and economic development planning activities.

MPO:Portland Metro MPO

Applicant:METRO

Work Type:Planning

Status:PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$279,532.00						\$279,532.00
Fund 1	Y230	\$250,824.06					
Match	\$28,707.94						

Footnote: FY 2025-27 UPWP allocation years

Name: <b>Regional MPO planning (FFY 2025)</b>						Key: <b>23224</b>		
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>						Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>					
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>					
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					REGION 1 ACT		CLACKAMAS	
					REGION 1 ACT		MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025							
Total	\$1,705,733.00							\$1,705,733.00
Fund 1	Y230	\$1,530,554.22						
Match	\$175,178.78							
Footnote:		FY2025 UPWP allocation year						

Name: <b>Regional MPO planning (FFY 2026)</b>					Key: <b>23226</b>	
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>					Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>			
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>			
Location(s)-						
Mileposts		Length	Route	Highway	ACT	County(s)
					REGION 1 ACT	CLACKAMAS
					REGION 1 ACT	MULTNOMAH
					REGION 1 ACT	WASHINGTON
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year	2026					
Total	\$1,756,904.00					\$1,756,904.00
Fund 1	Y230	\$1,576,469.96				
Match	\$180,434.04					
Footnote: <b>FY2026 UPWP allocation year</b>						

Name: <b>Regional MPO planning (FFY 2027)</b>					Key: <b>23228</b>		
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>					Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>				
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	CLACKAMAS	
					REGION 1 ACT	MULTNOMAH	
					REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$1,809,611.00						\$1,809,611.00
Fund 1	Y230	\$1,623,763.95					
Match	\$185,847.05						
Footnote: <b>FY2027 UPWP allocation year</b>							



Name: Transit corridor development (FFY 2026)					Key: 23229		
Description Study and evaluate the development of future transit transportation corridors in the Metro region.					Region: 1		
MPO: Portland Metro MPO			Work Type: Planning				
Applicant: METRO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	CLACKAMAS	
					REGION 1 ACT	MULTNOMAH	
					REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$2,786,136.00						\$2,786,136.00
Fund 1	Y230	\$2,499,999.83					
Match	\$286,136.17						
Footnote:		Metro UPWP RFFA Step 1 funds					

Name: Metro federal grant application support (UPWP)					Key: 23232	
Description Assist local jurisdictions seek and complete federal transportation grant applications in support of RTP goals and strategies					Region: 1	
MPO: Portland Metro MPO			Work Type: Planning			
Applicant: METRO			Status: PLANNING ACTIVITY			
Location(s)-						
Mileposts		Length	Route	Highway	ACT	County(s)
					REGION 1 ACT	CLACKAMAS
					REGION 1 ACT	MULTNOMAH
					REGION 1 ACT	WASHINGTON
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year	2026					
Total	\$557,227.00					\$557,227.00
Fund 1	Y230	\$499,999.79				
Match		\$57,227.21				
Footnote: Metro UPWP RFFA Step1 funds						

Name: Metro aerial photo and LIDAR support (UPWP)						Key: 23233		
Description Assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies.						Region: 1		
MPO: Portland Metro MPO				Work Type: Planning				
Applicant: METRO				Status: PLANNING ACTIVITY				
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					REGION 1 ACT		CLACKAMAS	
					REGION 1 ACT		MULTNOMAH	
					REGION 1 ACT		WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026							
Total	\$334,336.00							\$334,336.00
Fund 1	Y230	\$299,999.69						
Match	\$34,336.31							
Footnote:		Metro UPWP RFFA Step1 funds						

Name: TSMO administration (FFY 2026)

Key: 23234

DescriptionAdministration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Operations

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$236,590.00	\$236,590.00
Fund 1						Y230 \$212,292.21	
Match						\$24,297.79	

Footnote: FY 026 allocation year

Name: TSMO administration (FFY 2027)

Key: 23235

DescriptionAdministration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Operations

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$243,803.00	\$243,803.00
Fund 1						Y230 \$218,764.43	
Match						\$25,038.57	

Footnote: FY2027 allocation year

Name: I-205 Multi-user path alternatives development study

Key: 23236

DescriptionThe study will assess up to three route alternatives and develop design concepts for evaluation leading to a preferred alignment selected through an alternative analysis process.

MPO: Portland Metro MPO

Applicant: CLACKAMAS

Work Type: Bicycle/Pedestrian

Status: PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,220,169.00						\$1,220,169.00
Fund 1	Y230	\$1,094,857.64					
Match	\$125,311.36						

Footnote:

Name: Carbon reduction program reserve

Key: 23239

Description Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

Region: 1

MPO: Portland Metro MPO

Work Type: OP-CARBON

Applicant: METRO

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$20,995,445.00		\$20,995,445.00
Fund 1					Y601 \$18,839,212.80		
Match					\$2,156,232.20		

Footnote:

Name: Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades

Key: 23242

Description Install grade separated bike facilities, pedestrian crossings, bus stops and access to transit facility, and intersection treatments prioritizing pedestrian visibility and protection.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF WEST LINN

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-								
Mileposts		Length	Route		Highway	ACT	County(s)	
						REGION 1 ACT	CLACKAMAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025		2027				
Total		\$647,669.00		\$400,000.00				\$1,047,669.00
Fund 1		Y230	\$581,153.39	Y230	\$358,920.00			
Match			\$66,515.61		\$41,080.00			

Footnote:

Name: I-205 Abernethy Bridge, Ground Improvements

Key: 23328

Description

Complete the seismic retrofits to the Abernethy Bridge by constructing ground stabilization. These ground stabilizations include deep soil mixing and jet grouting near the bridge foundations.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
8.30 to 9.11	0.81	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
8.30 to 9.12	0.82	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.12 to 9.15	0.03	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.13 to 9.16	0.03	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.16 to 9.99	0.83	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
9.17 to 10.76	1.59	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
10.01 to 10.77	0.76	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
10.77 to 11.09	0.32	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
10.78 to 11.09	0.31	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$50,000,000.00		\$50,000,000.00
Fund 1					ACPO \$46,110,000.00		
Match					\$3,890,000.00		

Footnote:

Name: May Street elevated sidewalk replacement					Key: 20331				
Description		Construct a sidewalk and bike lane between 13th Street and Katie's Lane to address a deteriorating elevated sidewalk, subsiding sidewalk and street, and lack of curb ramps at the intersections to improve safety for pedestrians and cyclists.							Region: 1
MPO: Non-MPO		Work Type: Bicycle/Pedestrian							
Applicant: CITY OF HOOD RIVER		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		HOOD RIVER	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2022				2024			
Total		\$635,000.00		\$75,000.00				\$1,508,856.00			\$2,218,856.00
Fund 1		Z302	\$448,650.00	Z300	\$67,297.50			Z302	\$867,492.00		
Match			\$51,350.00		\$7,702.50				\$99,288.34		
Fund 2		Y307	\$121,135.50					OTH0	\$542,075.66		
Match			\$13,864.50								

Footnote: Current funding: \$1,504,575 fed Enhance

Name: OR281 at Orchard Rd (Hood River)					Key: 21537				
Description		Make intersection improvements at OR281 and Orchard Rd to improve safety for all users and to allow for improved navigation for large trucks.							Region: 1
MPO: Non-MPO		Work Type: Signs, Signals, Illumination							
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
2.35 to 2.35		0.00	OR-281		HOOD RIVER			REGION 1 ACT			HOOD RIVER		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2020		2022		2023		2024		2024			
Total		\$851,397.00		\$82,000.00		\$50,000.00		\$1,406,859.14		\$132,217.00		\$2,522,473.14	
Fund 1		Z231	\$763,958.53	Y237	\$73,578.60	Y236	\$44,865.00	Y236	\$1,262,374.71	Y236	\$118,638.31		
Match			\$87,438.47		\$8,421.40		\$5,135.00		\$144,484.43		\$13,578.69		

Footnote:

Name: Portland Metro and surrounding areas variable message signs					Key: 21601				
Description		Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.							Region: 1
MPO: Non-MPO, Portland Metro MPO		Work Type: Intelligent Transportation System (ITS)							
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		WASHINGTON	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2024			
Total		\$328,437.00				\$266,572.00			\$595,009.00
Fund 1		Z240	\$294,706.52			Y240	\$239,195.06		
Match			\$33,730.48				\$27,376.94		

Footnote: Current funding: \$595,009 R1 Operations

Name: Portland Metro and surrounding areas operations					Key: 21611				
Description		Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.							Region: 1
MPO: Non-MPO		Work Type: Intelligent Transportation System (ITS)							
Applicant: ODOT		Status: BUCKET OF FUNDS							

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$67,155.00	\$67,155.00
Fund 1						Z240 \$60,258.18	
Match						\$6,896.82	

Footnote: Current funding: \$67,155 R1 Operations

Name: US30: Sandy River - OR35					Key: 21613				
Description		Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.							Region: 1
MPO: Non-MPO, Portland Metro MPO		Work Type: Safety							
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
0.00 to 22.25		22.25	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH
29.72 to 51.53		21.81	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2023		2024	2024	
Total		\$121,967.00	\$7,093.00		\$371,130.00	\$7,944.00	\$508,134.00
Fund 1		ZS3E \$121,967.00	ZS30 \$6,541.16		ZS30 \$342,256.09	ZS30 \$7,325.96	
Match			\$551.84		\$28,873.91	\$618.04	

Footnote: Current funding: \$577,497 R1 ARTS

Name: I-84 (Westbound): Union Pacific Railroad bridge (Hood River)					Key: 21683				
Description		Study to determine if the bridge driving surface needs repair or if the entire structure should be replaced due to the need for continuous repair to this structure and driving surface. This study will investigate the most appropriate and cost effective method to either restore or replace this bridge.							Region: 1
MPO: Non-MPO		Work Type: Bridge							
Applicant: ODOT		Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION							

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
63.35 to 63.47		0.12	I-84		COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year	2021		2023		2024				
Total	\$575,000.00		\$15,000,000.00		\$5,000,000.00				\$20,575,000.00
Fund 1	M001	\$461,100.00	ACP0	\$15,000,000.00	ACP0	\$4,486,500.00			
Match		\$38,900.00				\$513,500.00			
Fund 2	M0E1	\$69,165.00							
Match		\$5,835.00							

Footnote:



Name: Portland Metro and surrounding areas safety reserve

Key: 21715

DescriptionFunds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						REGION 1 ACT	CLACKAMAS
						REGION 1 ACT	HOOD RIVER
						REGION 1 ACT	MULTNOMAH
						REGION 1 ACT	WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$572,952.00		\$572,952.00
Fund 1					ZS30 \$515,656.80		
Match					\$57,295.20		

Footnote:

Name: I-84: Columbia River Hwy Culverts phase 2

Key: 21757

DescriptionRepair/replace poor and failing culverts on I-84 to make sure there are functioning culverts in the future.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
64.43 to 64.44		0.01	I-84	COLUMBIA RIVER	NORTH WEST OREGON ACT	HOOD RIVER	
64.44 to 67.72		3.28	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER	
67.73 to 114.58		46.85	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	SHERMAN	
114.59 to 149.50		34.91	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	GILLIAM	
149.51 to 159.30		9.79	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2026		
Total		\$425,000.00			\$2,000,000.00		\$2,425,000.00
Fund 1		Z240 \$381,352.50			Y001 \$1,794,600.00		
Match		\$43,647.50			\$205,400.00		

Footnote:

Name: I-84: Ruckel Creek Culvert

Key: 21781

Description Repair culvert to extend the life of this structure and prevent further damage.

Region: 1

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
42.20 to 42.20		0.00	I-84		COLUMBIA RIVER		REGION 1 ACT		HOOD RIVER		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2022				2024			
Total		\$376,507.00		\$24,269.00				\$909,648.00			\$1,310,424.00
Fund 1		M001	\$186,232.76	Y001	\$22,380.87			Y001	\$838,877.39		
Match			\$15,711.24		\$1,888.13				\$70,770.61		
Fund 2		Y002	\$160,982.00								
Match			\$13,581.00								

Footnote: Current funding: \$1,381,051 Culverts

Name: US30 curb ramps (Hood River)

Key: 22621

Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 1

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
49.07 to 50.12		1.05	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER
50.88 to 50.98		0.10	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2023		2024		
Total			\$837,054.00		\$4,317,943.00		\$5,154,997.00
Fund 1			Y237 \$751,088.55		Y237 \$3,874,490.25		
Match			\$85,965.45		\$443,452.75		

Footnote: The design phase of this project was completed under key 22204 in the 2018-2021 STIP. \$4,625,578.80 in federal funds.

Name: I-84: I-5 - Hood River

Key: 22773

Description Design and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

Region: 1

MPO: Non-MPO, Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
0.41 to 42.07		41.66	I-84	COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH		
0.41 to 43.51		43.10	I-84	COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH		
42.08 to 64.43		22.35	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
42.08 to 64.44		22.36	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
64.44 to 64.44		0.00	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$704,000.00		\$13,000.00					\$717,000.00
Fund 1		YS30	\$649,228.80	YS30	\$11,988.60				
Match									
Fund 2		S070	\$54,771.20	S070	\$1,011.40				
Match									

Footnote: \$661,217.40 in federal ARTS funds.

Name: <b>Portland Metro and surrounding areas signal upgrades</b>										Key: <b>22866</b>		
Description <b>Replace and upgrade older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings.</b>												Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>						Work Type: <b>Signs, Signals, Illumination</b>						
Applicant: <b>ODOT</b>						Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>						

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		WASHINGTON	

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2025			
Total		\$500,000.00				\$800,000.00			\$1,300,000.00
Fund 1		Y240	\$448,650.00			Y240	\$717,840.00		
Match			\$51,350.00				\$82,160.00		

Footnote: \$1,166,490 in federal funds.

Name: <b>Portland Metro and Surrounding Areas Operations Upgrades</b>										Key: <b>22867</b>			
Description <b>Replace and upgrade traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations. Restripe and update road markings and raised pavement markers to improve visibility. Priority pavement marking to improve visibility.</b>												Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>						Work Type: <b>Signs, Signals, Illumination</b>							
Applicant: <b>ODOT</b>						Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>							

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT		WASHINGTON	

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2025			
Total		\$350,000.00				\$1,550,000.00			\$1,900,000.00
Fund 1		Y240	\$314,055.00			Y240	\$1,390,815.00		
Match			\$35,945.00				\$159,185.00		

Footnote: \$1,704,870 in federal funds.

Name: Portland Metro and Surrounding Area Safety Construction

Key: 22906

Description Construction funding for safety (ARTS) projects.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$6,260,000.00		\$6,260,000.00
Fund 1					YS30 \$5,634,000.00		
Match							
Fund 2					S070 \$626,000.00		
Match							

Footnote: \$6,260,000 in total funds.

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2

Key: 22990

Description Design for curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 1

MPO: Non-MPO, Portland Metro MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

Name: Evans Creek Culvert

Key: 23057

Description Replace the existing culvert with a larger structure to restore fish access to upstream locations.

Region: 1

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							REGION 1 ACT	HOOD RIVER	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2026		2027					
Total		\$1,728,000.00		\$82,000.00					\$1,810,000.00
Fund 1		Y001	\$1,550,534.40	Y001	\$73,578.60				
Match									
Fund 2		S070	\$177,465.60	S070	\$8,421.40				
Match									

Footnote: \$1,810,000 in Culvert funds.

Name: Portland Metro and Surrounding Area Safety Reserve (FFY25)

Key: 23107

Description Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,000,000.00		\$1,000,000.00
Fund 1					ACP0 \$900,000.00		
Match					\$100,000.00		

Footnote: \$900,000 in federal funds

Name: Portland Metro and Surrounding Area Safety Reserve (FFY26)

Key: 23108

Description Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$697,981.00		\$697,981.00
Fund 1					ACPO \$628,182.90		
Match					\$69,798.10		

Footnote: \$628,182.90 in federal funds

Name: Portland metropolitan area operations construction reserve

Key: 23109

Description Construction funding for Operations projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,734,000.00		\$7,734,000.00
Fund 1					Y240 \$6,939,718.20		
Match					\$794,281.80		

Footnote: \$6,939,718.20 in federal funds

Name: Portland metropolitan area ped & bike construction reserve

Key: 23110

Description Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,579,846.00		\$7,579,846.00
Fund 1					Y240 \$6,801,395.82		
Match							
Fund 2					S080 \$778,450.18		
Match							

Footnote: \$9,006,061.92 in federal funds



Name: Portland metro Safe Routes to School construction reserve

Key: 23111

Description Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant:

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$2,457,000.00		\$2,457,000.00
Fund 1					Y240 \$2,204,666.10		
Match							
Fund 2					S080 \$252,333.90		
Match							

Footnote: \$2,204,666.10 in federal funds

Name: NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave

Key: 16986

Description

Extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include sidewalks, curb ramps and bike lanes. These improvements will increase safety and accessibility, and fill significant gaps in the active transportation network along NW Division St.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian, Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: CITY OF GRESHAM

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2013		2022		2023		2024			
Total		\$1,094,090.00		\$810,863.00		\$100,000.00		\$4,466,670.00			\$6,471,623.00
Fund 1		Z400	\$712,536.96	Z40E	\$727,587.37	Z400	\$89,730.00	Z400	\$3,710,905.29		
Match			\$81,553.04		\$83,275.63		\$10,270.00		\$424,729.71		
Fund 2		L68E	\$179,460.00					OTH0	\$331,035.00		
Match			\$20,540.00								
Fund 3		OTH0	\$100,000.00								
Match											

Footnote: Current funding: \$179,460 fed TCSP + \$5,240,760 fed CMAQ

Name: Willamette Greenway Trail: Columbia Blvd Bridge								Key: 18832						
Description		Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.							Region: 1					
MPO: Portland Metro MPO				Work Type: Bicycle/Pedestrian										
Applicant: CITY OF PORTLAND BUR OF PKS/REC				Status: PROJECT SCHEDULED FOR CONSTRUCTION										
Location(s)-														
Mileposts		Length	Route		Highway			ACT		County(s)				
			Various		VARIOUS HIGHWAYS			REGION 1 ACT		MULTNOMAH				
Current Project Estimate														
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total		
Year			2016				2024		2025					
Total			\$1,485,231.00				\$305,325.00		\$5,872,256.00				\$7,662,812.00	
Fund 1			Z240	\$866,101.78				Z240	\$265,705.78	OTH0	\$5,872,256.00			
Match			\$99,129.22				\$30,411.22							
Fund 2			M3E1	\$275,361.40				OTH0	\$9,208.00					
Match			\$31,516.34											
Fund 3			M23E	\$191,234.60										
Match			\$21,887.66											

Footnote: \$1,580,511 MTEP Award.

Name: NE Columbia Blvd: Cully Blvd & Alderwood Rd

Key: 18837

Description

Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian, Modernization

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2017		2024		2018		2024			
Total		\$1,879,514.00		\$1,595,017.00		\$100,000.00		\$5,331,069.00			\$8,905,600.00
Fund 1		Z24E	\$1,018,868.00	Z240	\$1,237,904.31	Z240	\$44,865.00	Z240	\$2,585,775.43		
Match			\$116,614.00		\$141,683.69		\$5,135.00		\$295,953.57		
Fund 2		M240	\$667,619.91	Z230	\$193,304.44	Z24E	\$44,865.00	Z230	\$2,179,846.78		
Match			\$76,412.09		\$22,124.56		\$5,135.00		\$249,493.22		
Fund 3								OTH0	\$20,000.00		
Match											

Footnote: \$4,538,856 MTEP Federal award

Name: City of Portland safety project

Key: 20304

Description

Intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length		Route		Highway				ACT		County(s)	
										REGION 1 ACT		MULTNOMAH	
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2019		2023		2024		2024					
Total		\$1,344,400.00		\$121,000.00		\$62,000.00		\$5,759,350.00				\$7,286,750.00	
Fund 1		ZS30	\$1,122,259.30	YS30	\$111,586.20	YS30	\$57,176.40	YS30	\$5,311,272.57				
Match			\$94,677.70		\$9,413.80		\$4,823.60		\$448,077.43				
Fund 2		MS32	\$75,552.97										
Match			\$6,373.91										
Fund 3		ZS32	\$41,993.41										
Match			\$3,542.71										

Footnote: Current funding: \$6,719,840.85 fed ARTS

Name: I-205 Overcrossing at NE Halsey					Key: 20332				
Description		Provide safe access across I-205 for pedestrians and bicyclists by improving local street corridors on the west and east sides of I-205 and modifying the NE Halsey Street Viaduct over I-205.							Region: 1
MPO: Portland Metro MPO					Work Type: Bicycle/Pedestrian				
Applicant: CITY OF PORTLAND					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							REGION 1 ACT		MULTNOMAH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2023				2024			
Total		\$962,209.00		\$107,900.00				\$2,520,081.00			\$3,590,190.00
Fund 1		OTH0	\$962,209.00	OTH0	\$107,900.00			Z001	\$1,682,468.01		
Match									\$192,565.99		
Fund 2								OTH0	\$645,047.00		
Match											

Footnote: Current funding: \$1,682,468 fed Enhance

Name: NE Cleveland Ave: SE Stark ST - NE Burnside					Key: 20808				
Description		Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.							Region: 1
MPO: Portland Metro MPO					Work Type: Modernization				
Applicant: CITY OF GRESHAM					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							REGION 1 ACT		MULTNOMAH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2021				2024			
Total		\$503,166.00		\$1,407,318.00				\$3,525,000.00			\$5,435,484.00
Fund 1		Z230	\$451,490.85	OTH0	\$987,649.00			Z400	\$2,313,095.83		
Match			\$51,675.15						\$264,744.17		
Fund 2				Z40E	\$376,568.99			OTH0	\$947,160.00		
Match					\$43,100.01						

Footnote: Current funding: \$451,490.85 fed STBG, \$2,689,664.82 fed CMAQ

Name: NE Halsey Street bike/ped/transit improvements					Key: 20813				
Description		Signal and bus stop improvements, intersection redesigns, and high-priority crossings on NE Halsey between 65th and 92nd. Install a bikeway on Halsey from 65th to 92nd, and a multi-use path connection from 82nd to improve access.							Region: 1
MPO: Portland Metro MPO					Work Type: Safety, Bicycle/Pedestrian				
Applicant: CITY OF PORTLAND					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Location(s)-													
Mileposts		Length		Route		Highway				ACT		County(s)	
										REGION 1 ACT		MULTNOMAH	
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2019		2022		2022		2024					
Total		\$1,395,000.00		\$354,812.00		\$100,000.00		\$3,959,019.00				\$5,808,831.00	
Fund 1		M23E	\$839,055.36	OTH0	\$190,631.00	OTH0	\$50,000.00	OTH0	\$2,485,309.00				
Match			\$96,033.64										
Fund 2		OTH0	\$459,911.00	Z230	\$147,319.61	Z3E1	\$44,865.00	Z230	\$1,071,762.04				
Match					\$16,861.39		\$5,135.00		\$122,667.96				
Fund 3								Z301	\$250,597.94				
Match									\$28,682.06				

Footnote: Current funding: \$2,103,002.01 fed STBG; \$250,597.94 fed TAP

Name: Transportation system Mgmt & operations/ITS (2020)					Key: 20885				
Description		Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.							Region: 1
MPO: Portland Metro MPO					Work Type: Intelligent Transportation System (ITS)				
Applicant: METRO					Status: NON-CONSTRUCTION PROJECT				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$517,684.00	\$517,684.00
Fund 1						Y230 \$464,517.85	
Match						\$53,166.15	

Footnote: 07/2021 \$1,510,851.31 fed STBG //Past funding: \$1,744,598 fed STBG

Name: Transportation system Mgmt & operations/ITS (2021)					Key: 20886				
Description		Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.							Region: 1
MPO: Portland Metro MPO					Work Type: Intelligent Transportation System (ITS)				
Applicant: METRO					Status: NON-CONSTRUCTION PROJECT				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,008,055.00	\$2,008,055.00
Fund 1						Y230 \$1,801,827.75	
Match						\$206,227.25	

Footnote: Current funding: \$1,801,828 fed STBG

Name: US30: Watson Rd - Hoge Ave					Key: 21128				
Description		Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.							Region: 1
MPO: Non-MPO, Portland Metro MPO					Work Type: Culvert				
Applicant: ODOT					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
18.37 to 7.80		(10.57)	US-30	LOWER COLUMBIA RIVER			REGION 1 ACT		MULTNOMAH	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2017		2023				2024		
Total		\$653,200.00		\$70,000.00				\$1,066,800.00		\$1,790,000.00
Fund 1		Z03E	\$410,245.56	Y001	\$62,811.00			Y001	\$957,239.64	
Match			\$46,954.44		\$7,189.00				\$109,560.36	
Fund 2		M040	\$175,870.80							
Match			\$20,129.20							

Footnote: \$1,606,167.20 in federal funds

Name: US26/OR213 curb ramps

Key: 21255

DescriptionDesign and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards to improve access for people with disabilities.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
5.24 to 5.24		0.00	OR-213	CASCADE NORTH				REGION 1 ACT		MULTNOMAH	
5.59 to 5.59		0.00	US-26	MT HOOD				REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2023		2023		2024			
Total		\$605,095.00		\$105,000.00		\$10,000.00		\$1,115,000.00			\$1,835,095.00
Fund 1		M001	\$336,487.50	Z240	\$94,216.50	Z240	\$8,973.00	Z240	\$1,000,489.50		
Match			\$38,512.50		\$10,783.50		\$1,027.00		\$114,510.50		
Fund 2		Z001	\$206,464.24								
Match			\$23,630.76								

Footnote:

Name: Portland Metro and surrounding areas variable message signs

Key: 21601

DescriptionReplacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Intelligent Transportation System (ITS)

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2024		
Total		\$328,437.00			\$266,572.00		\$595,009.00
Fund 1		Z240	\$294,706.52		Y240	\$239,195.06	
Match			\$33,730.48			\$27,376.94	

Footnote: Current funding: \$595,009 R1 Operations



Name: I-5: Marquam Bridge - Capitol Highway

Key: 21602

Description Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

Region: 1

MPO: Portland Metro MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
296.00 to 297.74	1.74	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH
296.00 to 297.79	1.79	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH
297.75 to 299.70	1.95	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH
297.80 to 299.70	1.90	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2024		2024		2024		2023	
Total		\$2,256,955.00		\$20,108.00		\$67,025.00		\$6,384,550.00		\$514,000.00	\$9,242,638.00
Fund 1		Z240	\$1,811,208.18	Z001	\$18,543.60	Y001	\$61,810.46	Z001	\$5,887,832.01	Y001	\$474,010.80
Match			\$152,799.82		\$1,564.40		\$5,214.54		\$496,717.99		\$39,989.20
Fund 2		Y030	\$262,861.34								
Match			\$30,085.66								

Footnote: Current funding: \$7,151,104 R1 Operations, \$2,091,534 Hwy Leverage

Name: OR213 at NE Glisan St and NE Davis St

Key: 21607

Description Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian, Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
2.75 to 2.75	0.00	OR-213	CASCADE NORTH	REGION 1 ACT	MULTNOMAH
2.87 to 2.87	0.00	OR-213	CASCADE NORTH	REGION 1 ACT	MULTNOMAH

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2024		2024		2024		2024	
Total		\$784,463.00		\$495,275.00		\$118,592.00		\$3,411,299.00		\$27,311.00	\$4,836,940.00
Fund 1		Z0E1	\$703,898.65	Z001	\$444,410.26	Z001	\$106,412.60	Z001	\$3,060,958.59	Z001	\$24,506.16
Match			\$80,564.35		\$50,864.74		\$12,179.40		\$350,340.41		\$2,804.84

Footnote: Current funding: \$3,549,440 R1 Operations, \$1,287,500 AT Leverage

Name: Portland Metro and surrounding areas operations

Key: 21611

Description

Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

Region: 1

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$67,155.00	\$67,155.00
Fund 1						Z240 \$60,258.18	
Match						\$6,896.82	

Footnote: Current funding: \$67,155 R1 Operations

Name: US30: Sandy River - OR35

Key: 21613

Description

Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.

Region: 1

MPO: Non-MPO, Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
0.00 to 22.25		22.25	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH		
29.72 to 51.53		21.81	US-30	HISTORIC COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year		2022		2023		2024			
Total		\$121,967.00		\$7,093.00		\$371,130.00		\$7,944.00	\$508,134.00
Fund 1		ZS3E	\$121,967.00	ZS30	\$6,541.16	ZS30	\$342,256.09	ZS30	\$7,325.96
Match				\$551.84		\$28,873.91	\$618.04		

Footnote: Current funding: \$577,497 R1 ARTS

Name: OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th Ave

Key: 21616

Description Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route	Highway		ACT	County(s)				
-5.20 to -4.75		0.45	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH				
-0.44 to -0.38		0.06		PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH				
-0.37 to -0.29		0.08		PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH				
1.24 to 7.61		6.37	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH				
5.52 to 14.53		9.01	US-30B	NORTHEAST PORTLAND		REGION 1 ACT	MULTNOMAH				
7.62 to 15.95		8.33	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	WASHINGTON				
14.70 to 5.60		(9.10)	US-30BY	NORTHEAST PORTLAND		REGION 1 ACT	MULTNOMAH				
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$466,124.00		\$75,749.00		\$12,671.00		\$1,916,253.00			\$2,470,797.00
Fund 1		ZS30	\$429,859.55	ZS30	\$69,855.73	ZS30	\$11,685.20	ZS30	\$1,724,627.70		
Match			\$36,264.45		\$5,893.27		\$985.80		\$191,625.30		

Footnote: Current funding: \$2,495,797 R1 ARTS

Name: SE Division St: 148th Ave - 174th Ave (Portland)							Key: 21629	
Description Convert existing two-way left turn lane to a raised median to improve safety on this section.							Region: 1	
MPO: Portland Metro MPO				Work Type: Safety				
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2023			2024		
Total			\$482,415.00			\$2,113,472.00		\$2,595,887.00
Fund 1			ZS30 \$444,883.11			ZS30 \$1,949,043.88		
Match			\$37,531.89			\$164,428.12		
Footnote:		Current funding: \$2,393,926.99 fed ARTS						

Footnote: Current funding: \$2,393,926.99 fed ARTS

Name: SE Stark St: 148th Ave - 162nd Ave (Portland)						Key: 21630		
Description Convert existing two-way left turn lane to a raised median to improve safety on this section.						Region: 1		
MPO: Portland Metro MPO				Work Type: Safety				
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					REGION 1 ACT		MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2023			2024		
Total			\$261,782.00			\$1,146,873.00		\$1,408,655.00
Fund 1			ZS30 \$241,415.36			ZS30 \$1,057,646.28		
Match			\$20,366.64			\$89,226.72		
Footnote:		Current funding: \$1,299,061.64 fed ARTS						

Footnote: Current funding: \$1,299,061.64 fed ARTS

Name: SW Shattuck Rd at OR10 (Portland)					Key: 21633				
Description Rebuild traffic signal to increase visibility and accommodate left turn signal heads and phases on Shattuck Road to improve safety at this intersection.								Region: 1	
MPO: Portland Metro MPO				Work Type: Safety					
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION					

Location(s)-										
Mileposts		Length	Route		Highway		ACT		County(s)	
							REGION 1 ACT		MULTNOMAH	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$195,896.00		\$36,612.00				\$904,243.00		\$1,136,751.00
Fund 1		ZS3E	\$180,655.29	ZS30	\$33,763.59			ZS30	\$833,892.89	
Match		\$15,240.71		\$2,848.41				\$70,350.11		

Footnote: Current funding: \$1,048,311.77 fed ARTS

Name: US30B: Bridge over private driveway (Portland)					Key: 21704				
Description Repairs to prevent concrete fragments breaking off and falling from the structure. Repair bridge driving surface to restore the travel surface and extend the life of the structure.								Region: 1	
MPO: Portland Metro MPO				Work Type: Bridge					
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION					

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
0.25 to 0.29		0.04	US-30BY		NORTHEAST PORTLAND		REGION 1 ACT		MULTNOMAH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$265,399.00		\$13,382.00				\$1,665,255.00			\$1,944,036.00
Fund 1		Z24E	\$238,142.52	Z240	\$12,007.67			Z240	\$1,494,233.31		
Match		\$27,256.48		\$1,374.33				\$171,021.69			

Footnote:

Name: US30: Bridal Veil Falls Bridge					Key: 21706				
Description Bridge repairs to cracking and exposed rebar to extend the life of this 100 year old structure.								Region: 1	
MPO: Non-MPO				Work Type: Bridge					
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
14.16 to 14.18		0.02	US-30	HISTORIC COLUMBIA RIVER	REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$165,193.00			\$930,762.00		\$1,095,955.00
Fund 1		Z2E2	\$148,227.68		Z240	\$835,172.74	
Match			\$16,965.32			\$95,589.26	

Footnote:

Name: OR120: Columbia Slough Bridge (Portland)

Key: 21709

DescriptionStudy to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bridge

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.35 to 0.41	0.06	OR-120	SWIFT	REGION 1 ACT	MULTNOMAH

Current Project Estimate										
	Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year	2021		2024		2025					
Total	\$500,000.00		\$13,000,000.00		\$4,000,000.00					\$17,500,000.00
Fund 1	Z240	\$448,650.00	ACP0	\$11,664,900.00	ACP0	\$3,589,200.00				
Match	\$51,350.00		\$1,335,100.00		\$410,800.00					

Footnote: \$15,705,750 in federal funds

Name: US30: Troutdale (Sandy River) Bridge

Key: 21710

DescriptionRepair bridge footing erosion to protect the structure from further damage.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
-0.01 to 0.03	0.04	US-30	HISTORIC COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH

Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2020		2023			2024		2023	
Total		\$571,377.00		\$39,304.00			\$4,143,071.00		\$115,302.00	\$4,869,054.00
Fund 1		Z240	\$512,696.58	Y240	\$35,267.48		Y240	\$3,717,577.61	Z240	\$103,460.48
Match			\$58,680.42		\$4,036.52			\$425,493.39		\$11,841.52

Footnote:

Name: Portland Metro and surrounding areas safety reserve

Key: 21715

DescriptionFunds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate								
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2024			
Total					\$572,952.00			\$572,952.00
Fund 1					ZS30	\$515,656.80		
Match						\$57,295.20		

Footnote:

Name: I-84 EB McCord Creek Bridge Replacement

Key: 21766

DescriptionReplace McCord Creek Bridge with a new structure requiring significantly less maintenance and more likely to survive a seismic event.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation, Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-													
Mileposts		Length	Route		Highway				ACT			County(s)	
37.30 to 38.20		0.90	US-30		COLUMBIA RIVER				REGION 1 ACT			MULTNOMAH	
37.83 to 37.83		0.00	US-30		COLUMBIA RIVER				REGION 1 ACT			MULTNOMAH	
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2020		2023		2023		2024		2023			
Total		\$3,557,717.00		\$63,124.00		\$139,679.00		\$27,374,106.00		\$148,060.00		\$31,282,686.00	
Fund 1		ACP0	\$3,320,460.02	ACP0	\$58,212.95	ACP0	\$128,811.97	ACP0	\$24,038,336.33	ACP0	\$136,540.93		
Match					\$4,911.05		\$10,867.03		\$2,027,957.67		\$11,519.07		
Fund 2		Z001	\$218,798.38					Y001	\$1,206,064.23				
Match			\$18,458.60						\$101,747.77				

Footnote:

Name: Hawthorne Bridge Ramp to OR99E (Portland)

Key: 21882

DescriptionReplace the bridge driving surface and repair the joints on the east and west approaches to repair vehicle damage.

MPO: Portland Metro MPO

Applicant: MULTNOMAH COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-												
Mileposts		Length	Route	Highway				ACT		County(s)		
								REGION 1 ACT		MULTNOMAH		
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2021						2024				
Total		\$1,620,457.00						\$7,933,533.00				\$9,553,990.00
Fund 1		Z240	\$1,454,036.07					Z240	\$7,118,759.16			
Match			\$166,420.93						\$814,773.84			

Footnote:

Name: Morrison St: Morrison (Willamette River) Bridge (Portland)

Key: 21884

DescriptionStrengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads.

MPO: Portland Metro MPO

Applicant: MULTNOMAH COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-												
Mileposts		Length	Route	Highway				ACT		County(s)		
								REGION 1 ACT		MULTNOMAH		
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2023						2024				
Total		\$1,788,620.00						\$7,218,909.00				\$9,007,529.00
Fund 1		Z240	\$1,604,928.73					Z240	\$6,477,527.05			
Match			\$183,691.27						\$741,381.95			

Footnote:



Name: N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave		Key: 22133
Description	Construct and enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida, and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.	Region: 1
MPO:	Portland Metro MPO	Work Type: Bicycle/Pedestrian
Applicant:	CITY OF PORTLAND	Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024		2026			
Total		\$1,321,000.00		\$50,000.00		\$50,000.00		\$4,689,621.00			\$6,110,621.00
Fund 1		Z230	\$1,185,333.30	Z230	\$44,865.00	Z230	\$44,865.00	Y230	\$3,185,083.00		
Match			\$135,666.70		\$5,135.00		\$5,135.00		\$364,547.00		
Fund 2								OTH0	\$1,139,991.00		
Match											

Footnote: Current STIP funding: \$1,275,063 fed STBG; Approved funding including future Construction phase: \$4,456,000 fed STBG

Name: NE 122nd Ave Safety & Access: Beech St - Wasco St			Key: 22134			
Description	Construct new enhanced & marked crossings on NE 122nd Avenue near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco Street/ NE Multnomah Street to improve safety and accessibility.					Region: 1
MPO:	Portland Metro MPO		Work Type: Bicycle/Pedestrian			
Applicant:	CITY OF PORTLAND		Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-													
Mileposts		Length		Route		Highway				ACT		County(s)	
										REGION 1 ACT		MULTNOMAH	
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2024		2024		2026					
Total		\$1,666,376.00		\$160,000.00		\$100,000.00		\$4,504,340.00				\$6,430,716.00	
Fund 1		Y230	\$854,901.68	Z230	\$143,568.00	Z230	\$89,730.00	Y230	\$3,545,229.61				
Match			\$97,847.32		\$16,432.00		\$10,270.00		\$405,767.39				
Fund 2		OTH0	\$713,627.00					OTH0	\$553,343.00				
Match													

Footnote: Current 24-27 funding: \$3,778,528 in fed STBG

Name: NE MLK Blvd Safety & Access to Transit: Cook - Highland		Key: 22135
Description	Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.	Region: 1
MPO:	Portland Metro MPO	Work Type: Bicycle/Pedestrian
Applicant:	CITY OF PORTLAND	Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024		2026			
Total		\$1,100,000.00		\$87,000.00		\$50,000.00		\$3,401,000.00			\$4,638,000.00
Fund 1		Z230	\$987,030.00	Z230	\$78,065.10	Z230	\$44,865.00	OTH0	\$1,799,786.00		
Match			\$112,970.00		\$8,934.90		\$5,135.00				
Fund 2								Y230	\$1,436,769.32		
Match									\$164,444.68		

Footnote: Current 24-27 funding: \$1,559,699 fed STBG

Name: Stark & Washington Safety: SE 92nd Ave - SE 109th Ave					Key: 22138	
Description Construct protected bike lanes, protected signal phasing for pedestrians and bicyclists, pedestrian crossing, transit islands to improve transit operations and comfort, pedestrian islands to shorten crossing distance, paving, and signal controller upgrades to better manage speeds and traffic flow.						Region: 1
MPO: Portland Metro MPO			Work Type: Bicycle/Pedestrian			
Applicant: CITY OF PORTLAND			Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024		2026			
Total		\$2,000,000.00		\$800,000.00		\$100,000.00		\$8,542,000.00			\$11,442,000.00
Fund 1		OTH0	\$1,348,000.00	Z230	\$404,682.30	OTH0	\$50,000.00	Y230	\$4,177,413.35		
Match					\$46,317.70				\$478,123.65		
Fund 2		Y230	\$585,039.60	OTH0	\$349,000.00	Z230	\$44,865.00	OTH0	\$3,886,463.00		
Match			\$66,960.40				\$5,135.00				

Footnote: Current 24-27 funding: \$4,626,960 fed STBG

Name: Freight and Economic Development Planning (FFY 2023)					Key: 22146	
Description Regional planning to support freight systems planning and economic development planning activities.						Region: 1
MPO: Portland Metro MPO			Work Type: Planning			
Applicant: METRO			Status: PLANNING ACTIVITY			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$85,246.00						\$85,246.00
Fund 1	Y230	\$76,491.24					
Match	\$8,754.76						

Footnote: \$76,491 in fed STBG funds

Name: Freight and Economic Development Planning (FFY 2024)					Key: 22147	
Description Regional planning to support freight systems planning and economic development planning activities.						Region: 1
MPO: Portland Metro MPO			Work Type: Planning			
Applicant: METRO			Status: PLANNING ACTIVITY			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$87,803.00						\$87,803.00
Fund 1	Y230	\$78,785.63					
Match	\$9,017.37						

Footnote: \$78,786 in fed STBG funds

Name: HCT and Project Development Bond Payment (FFY 2024)

Key: 22150

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$24,295,107.00	\$24,295,107.00
Fund 1						Z400 \$12,999,999.85	
Match						\$1,487,908.15	
Fund 2						Z230 \$8,799,999.66	
Match						\$1,007,199.34	

Footnote:

Name: Regional MPO Planning (FFY 2023)

Key: 22152

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,607,817.00						\$1,607,817.00
Fund 1	Y230 \$1,442,694.19						
Match	\$165,122.81						

Footnote:

Name: Regional MPO Planning (FFY 2024)

Key: 22153

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,656,051.00						\$1,656,051.00
Fund 1	Y230 \$1,485,974.56						
Match	\$170,076.44						

Footnote: \$1,485,975 in fed STBG

Name: Next Corridor Planning (FFY 2022)

Key: 22154

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$173,194.00						\$173,194.00
Fund 1	Y230	\$155,406.98					
Match	\$17,787.02						

Footnote:

Name: Next Corridor Planning (FFY 2023)

Key: 22155

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$675,190.00						\$675,190.00
Fund 1	Y230	\$605,847.99					
Match	\$69,342.01						

Footnote:

Name: Next Corridor Planning (FFY 2024)

Key: 22156

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$695,446.00						\$695,446.00
Fund 1	Y230	\$624,023.70					
Match	\$71,422.30						

Footnote: \$624,024 in fed STBG funds.

Name: Regional Travel Options (RTO) program (FFY 2022)				Key: 22157			
Description	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						Region: 1
MPO:	Portland Metro MPO			Work Type: Transportation Demand Management			
Applicant:	METRO			Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,072,213.00	\$3,072,213.00
Fund 1						Y230 \$2,756,696.72	
Match						\$315,516.28	

Footnote:

Name: Regional Travel Options (RTO) program (FFY 2024)				Key: 22159			
Description	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						Region: 1
MPO:	Portland Metro MPO			Work Type: Transportation Demand Management			
Applicant:	METRO			Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,259,311.00	\$3,259,311.00
Fund 1						Y230 \$2,924,579.76	
Match						\$334,731.24	

Footnote: \$2,924,580 in fed STBG funds

Name: Safe Routes to Schools program (FFY 2024)				Key: 22162			
Description	Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						Region: 1
MPO:	Portland Metro MPO			Work Type: Transportation Demand Management			
Applicant:	METRO			Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$627,164.00	\$627,164.00
Fund 1						Y230 \$562,754.26	
Match						\$64,409.74	

Footnote: \$562,754 in fed STBG funds

Name: TriMet Preventive Maintenance (2024) Support

Key: 22165

Description Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. This project will be flexed to FTA under the 5307 program.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,132,825.00	\$4,132,825.00
Fund 1						Y230 \$3,708,383.87	
Match						\$424,441.13	
Footnote:	\$3,708,384 in fed STBG funds. 2022-24 RFFA TOD Allocation.						

Name: TSMO Program Sub-allocation Funds (Remaining 2022-2024)

Key: 22168

Description Regional Transportation System Management & Operations remaining funding from 2022-24 allocation cycles which support Metro awarded TSMO/ITS capital & operations projects to increase highway system operational efficiency & motorist safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Name: <b>TSMO Administration (FFY 2024)</b>				Key: <b>22171</b>	
Description	<b>Administration of the regional Transportation System Management &amp; Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee.</b>				Region: <b>1</b>
MPO:	<b>Portland Metro MPO</b>		Work Type: <b>Operations</b>		
Applicant:	<b>METRO</b>		Status: <b>NON-CONSTRUCTION PROJECT</b>		
Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Name: TSMO Administration (FFY 2024)

Key: 22171

Description Administration of the regional Transportation System Management & Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$223,114.00	\$223,114.00
Fund 1						Y230 \$200,200.19	
Match						\$22,913.81	
Footnote:							



Name: TriMet Bus Purchase (2024)

Key: 22176

Description Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,043,186.00	\$4,043,186.00
Fund 1						5339 \$3,234,549.00	
Match						\$808,637.00	

Footnote: FTA program 5339. TriMet is a direct recipient.

Name: TriMet Bus and Rail Preventive Maintenance (2024) (5307)

Key: 22179

Description Capital maintenance for bus and rail to ensure continued service.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$68,866,206.00	\$68,866,206.00
Fund 1						5307 \$55,092,964.80	
Match						\$13,773,241.20	

Footnote: FTA program 5307. TriMet is a direct recipient.

Name: TriMet Rail Preventive Maintenance (2024)

Key: 22182

Description Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2024.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$50,657,419.00	\$50,657,419.00
Fund 1						5337 \$40,525,935.20	
Match						\$10,131,483.80	

Footnote: FTA program 5337. TriMet is a direct recipient.

Name: Enhanced seniors mobility/persons w/disabilities (2024) 5310

Key: 22185

Description Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,825,220.00	\$2,825,220.00
Fund 1						5310 \$2,081,177.00	
Match						\$744,043.00	

Footnote: FTA program 5310. TriMet is a direct recipient.

Name: Oregon Transportation Network - TriMet FFY24

Key: 22323

Description Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

MPO: Portland Metro MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,162,951.00	\$4,162,951.00
Fund 1						Y240 \$3,735,416.00	
Match						\$427,535.00	

Footnote:

Name: Cornelius Pass Hwy: US26 to US30 ITS improvements

Key: 22421

Description Upgrade and install signing, striping, and signal equipment as well as install new (intelligent transportation system (ITS) devices such as cameras and variable message signs for safety, traveler information, and overall corridor operations and management.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Intelligent Transportation System (ITS)

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
							REGION 1 ACT	MULTNOMAH		
							REGION 1 ACT	WASHINGTON		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2021		2024		2024		2024		
Total		\$1,321,617.00		\$147,418.00		\$60,000.00		\$3,143,965.00		\$4,673,000.00
Fund 1		Z24E	\$1,185,886.93	Z240	\$132,278.17	Z240	\$53,838.00	Z240	\$2,821,079.79	
Match			\$135,730.07		\$15,139.83		\$6,162.00		\$322,885.21	

Footnote:

Name: I-84: Corbett Interchange - Multnomah Falls Phase 2

Key: 22504

DescriptionRehabilitation and replacement of culverts to repair damage and prevent road deterioration.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
20.00 to 20.27		0.27	US-30	COLUMBIA RIVER			REGION 1 ACT		MULTNOMAH		
20.28 to 20.28		0.00	US-30	COLUMBIA RIVER			REGION 1 ACT		MULTNOMAH		
20.29 to 32.00		11.71	US-30	COLUMBIA RIVER			REGION 1 ACT		MULTNOMAH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024					
Total		\$1,186,422.00		\$133,000.00		\$2,227,226.00					\$3,546,648.00
Fund 1		ACP0	\$1,186,422.00	ACP0	\$122,652.60			ACP0	\$1,206,919.11		
Match				\$10,347.40				\$101,819.89			
Fund 2								Z001	\$847,028.71		
Match								\$71,458.29			

Footnote: Phase 1 completed under project key 20363.

Name: US26: SE Powell Blvd & SE 36th Ave

Key: 22551

DescriptionDesign and construct a flashing light traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road safety audit.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-												
Mileposts		Length	Route		Highway		ACT		County(s)			
2.70 to 2.77		0.07	US-26		MT HOOD		REGION 1 ACT		MULTNOMAH			
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year			2022		2023				2024			
Total			\$175,000.00		\$90,000.00				\$485,000.00		\$750,000.00	
Fund 1			S070	\$175,000.00	S070	\$90,000.00			S070	\$485,000.00		
Match												

Footnote: \$0 federal funds

Name: I-405 Fremont bridge (Willamette River) West ramps

Key: 22603

DescriptionRepaint the west bridge ramps to prevent corrosion of the steel structures.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Bridge

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH
			LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
1.24 to 1.24	0.00	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
1.26 to 1.26	0.00	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
2.84 to 2.84	0.00	I-405	STADIUM FREEWAY	REGION 1 ACT	MULTNOMAH
3.10 to 3.10	0.00	I-405	STADIUM FREEWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate										
	Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2024						
Total		\$11,632,000.00		\$127,000.00						\$11,759,000.00
Fund 1		Z001	\$10,727,030.40	Z001	\$113,957.10					
Match										
Fund 2		S070	\$904,969.60	S070	\$13,042.90					
Match										

Footnote: CN planned for FFY25.

Name: I-5: Capitol Highway - OR217

Key: 22719

DescriptionInstall electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
291.00 to 291.22	0.22	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.00 to 293.42	2.42	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.23 to 292.07	0.84	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.08 to 292.27	0.19	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.28 to 292.42	0.14	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
293.43 to 296.00	2.57	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2026		
Total		\$4,052,000.00				\$11,865,009.00		\$15,917,009.00
Fund 1		Y240	\$3,736,754.40			Y240	\$10,941,911.30	
Match			\$315,245.60				\$923,097.70	

Footnote: \$14,678,665.70 in federal funds

Name: I-205: from I-5 to the Glenn Jackson Bridge

Key: 22738

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Glenn Jackson Bridge, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 1

MPO: Portland Metro MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
25.00 to 0.00		(25.00)	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT	CLACKAMAS	
25.00 to 0.00		(25.00)	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT	MULTNOMAH	
25.00 to 0.00		(25.00)	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023		2024			2024		
Total	\$236,000.00		\$530,000.00			\$1,170,000.00		\$1,936,000.00
Fund 1	Y130	\$188,800.00	Y130	\$424,000.00		Y130 \$936,000.00		
Match	\$47,200.00		\$106,000.00			\$234,000.00		

Footnote:

Name: US30B: (N Lombard St) at Peninsula Crossing Trail

Key: 22770

Description

Design and right-of-way to install a crosswalk with advance pedestrian warming signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
2.35 to 2.47		0.12	US-30BY		NORTHEAST PORTLAND		REGION 1 ACT	MULTNOMAH	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$657,000.00		\$154,000.00					\$811,000.00
Fund 1		Y230	\$591,300.00	Y230	\$138,600.00				
Match									
Fund 2		S070	\$65,700.00	S070	\$15,400.00				
Match									

Footnote: \$729,900 in federal ARTS funds.

Name: I-205: Columbia River - SE 82nd Drive

Key: 22772

DescriptionDesign and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
11.07 to 11.59	0.52	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
11.60 to 16.57	4.97	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
16.58 to 17.49	0.91	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
16.58 to 23.07	6.49	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
17.51 to 22.76	5.25	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
22.77 to 22.93	0.16	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
22.94 to 23.05	0.11	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
23.06 to 23.24	0.18	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
23.08 to 23.28	0.20	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
23.26 to 23.26	0.00	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
23.27 to 25.79	2.52	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
23.29 to 25.49	2.20	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
25.51 to 25.79	0.28	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2025									
Total		\$1,051,000.00		\$13,000.00								\$1,064,000.00	
Fund 1		YS30	\$969,232.20	YS30	\$11,988.60								
Match													
Fund 2		S070	\$81,767.80	S070	\$1,011.40								
Match													

Footnote: \$981,220.80 in federal ARTS funds.

Name: I-84: I-5 - Hood River

Key: 22773

DescriptionDesign and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.41 to 42.07	41.66	I-84	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
0.41 to 43.51	43.10	I-84	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
42.08 to 64.43	22.35	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER
42.08 to 64.44	22.36	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER
64.44 to 64.44	0.00	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2025									
Total		\$704,000.00		\$13,000.00								\$717,000.00	
Fund 1		YS30	\$649,228.80	YS30	\$11,988.60								
Match													
Fund 2		S070	\$54,771.20	S070	\$1,011.40								
Match													

Footnote: \$661,217.40 in federal ARTS funds.



Name: SE Cesar Chavez Blvd: Lafayette Ct - Shiller St (Portland)

Key: 22825

Description

Reduce this section from 4 to 3 lanes (one in each direction and a center turn lane). Add north-south left-turn lanes on SE Chavez at SE Raymond St. Rebuild the signal at SE Holgate to protect left turns. Relocate the bus stop at SE Holgate St closer to the crosswalk.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						REGION 1 ACT	MULTNOMAH		
Current Project Estimate									
Planning		Prelim. Engineering	Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024	2025		2025		2026		
Total		\$545,000.00	\$20,000.00		\$3,000.00		\$1,664,000.00		\$2,232,000.00
Fund 1		YS30	\$490,500.00	YS30	\$18,000.00	YS30	\$2,700.00	YS30	\$1,497,600.00
Match			\$54,500.00		\$2,000.00		\$300.00		\$166,400.00

Footnote: \$2,008,800 in federal funds

Name: 92nd Ave, E Burnside St and N Basin Ave (Portland)

Key: 22827

Description

Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2026		2026		2027			
Total		\$1,059,000.00		\$29,000.00		\$5,000.00		\$2,563,000.00			\$3,656,000.00
Fund 1		YS30	\$953,100.00	YS30	\$26,100.00	YS30	\$4,500.00	YS30	\$2,306,700.00		
Match			\$105,900.00		\$2,900.00		\$500.00		\$256,300.00		

Footnote: \$3,290,400 total federal funds

Name: SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)

Key: 22828

Description

Install adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CLACKAMAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length	Route	Highway		ACT		County(s)					
						REGION 1 ACT		MULTNOMAH					
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2025		2026		2026					
Total		\$499,095.00		\$5,000.00		\$5,000.00		\$1,500,905.00				\$2,010,000.00	
Fund 1		YS30	\$449,185.50	YS30	\$4,500.00	YS30	\$4,500.00	YS30	\$1,350,814.50				
Match			\$49,909.50		\$500.00		\$500.00		\$150,090.50				

Footnote: \$1,809,000 in federal funds

Name: Lake Oswego Signals Visibility Upgrades

Key: 22829

DescriptionSignal upgrades to improve visibility and safety at various locations. Install leading pedestrian intervals and changes from permissive-only green left turn signals to flashing yellow arrows.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF LAKE OSWEGO

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
						REGION 1 ACT		CLACKAMAS		
						REGION 1 ACT		MULTNOMAH		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2025		2025		
Total		\$576,463.00		\$5,000.00		\$5,000.00		\$1,203,537.00		\$1,790,000.00
Fund 1		YS30	\$518,816.70	YS30	\$4,500.00	YS30	\$4,500.00	YS30	\$1,083,183.30	
Match			\$57,646.30		\$500.00		\$500.00		\$120,353.70	

Footnote:

Name: N Basin Ave: N Leverman St - N Emerson St (Portland)

Key: 22830

DescriptionInstall a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2026		2026		2027			
Total		\$197,000.00		\$18,000.00		\$3,000.00		\$478,000.00			\$696,000.00
Fund 1		YS30	\$177,300.00	YS30	\$16,200.00	YS30	\$2,700.00	YS30	\$430,200.00		
Match			\$19,700.00		\$1,800.00		\$300.00		\$47,800.00		

Footnote:

Name: SE Foster Rd: 101st Ave - 136th Ave

Key: 22831

DescriptionInstall speed feedback signs, additional lighting and raised pavement markers to improve safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: CITY OF PORTLAND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway				ACT		County(s)
									REGION 1 ACT		MULTNOMAH
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025		2025		2026			
Total		\$505,000.00		\$12,000.00		\$10,000.00		\$1,225,000.00			\$1,752,000.00
Fund 1		YS30	\$454,500.00	YS30	\$10,800.00	YS30	\$9,000.00	YS30	\$1,102,500.00		
Match			\$50,500.00		\$1,200.00		\$1,000.00		\$122,500.00		

Footnote:

Name: Gresham Pedestrian Improvements

Key: 22832

DescriptionInstall crosswalks with flashing lights, stop bars and signs to improve safety. Install curb ramps to meet current standards.

MPO: Portland Metro MPO

Applicant: GRESHAM

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							REGION 1 ACT		MULTNOMAH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2026			
Total		\$946,607.00		\$20,000.00				\$1,961,393.00			\$2,928,000.00
Fund 1		YS30	\$851,946.30	YS30	\$18,000.00			YS30	\$1,765,253.70		
Match			\$94,660.70		\$2,000.00				\$196,139.30		

Footnote:

Name: Portland Metro planning SFY26

Key: 22839

DescriptionPlanning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$4,196,754.77						\$4,196,754.77
Fund 1	Y450	\$2,736,168.64					
Match		\$313,166.74					
Fund 2	21MP	\$1,029,579.42					
Match		\$117,839.97					

Footnote:

Name: Portland Metro planning SFY27

Key: 22841

DescriptionPlanning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$4,243,806.42						\$4,243,806.42
Fund 1	Y450	\$2,734,621.66					
Match		\$312,989.68					
Fund 2	21MP	\$1,073,345.84					
Match		\$122,849.24					

Footnote:

Name: Portland Metro planning SFY28

Key: 22842

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$4,292,421.58						\$4,292,421.58
Fund 1	Y450	\$2,733,060.67					
Match		\$312,811.02					
Fund 2	21MP	\$1,118,529.21					
Match		\$128,020.68					

Footnote:

Name: Portland Metro and surrounding areas signal upgrades

Key: 22866

Description

Replace and upgrade older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings.

Region: 1

MPO: Portland Metro MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	CLACKAMAS
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	HOOD RIVER
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	MULTNOMAH
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$500,000.00			\$800,000.00		\$1,300,000.00
Fund 1		Y240	\$448,650.00		Y240	\$717,840.00	
Match			\$51,350.00			\$82,160.00	

Footnote: \$1,166,490 in federal funds.

Name: Portland Metro and Surrounding Areas Operations Upgrades				Key: 22867	
Description	Replace and upgrade traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations. Restripe and update road markings and raised pavement markers to improve visibility. Priority pavement marking to improve visibility.				Region: 1
MPO: Portland Metro MPO		Work Type: Signs, Signals, Illumination			
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$350,000.00			\$1,550,000.00		\$1,900,000.00
Fund 1		Y240	\$314,055.00		Y240	\$1,390,815.00	
Match			\$35,945.00			\$159,185.00	

Footnote: \$1,704,870 in federal funds.

Name: US26 Active Traffic Management				Key: 22869	
Description	Design for a project to install variable advisory speed, variable message , queue warning and advanced directional signage to help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve operations.				Region: 1
MPO: Portland Metro MPO		Work Type: Intelligent Transportation System (ITS)			
Applicant: ODOT		Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
63.00 to 64.26		1.26	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
63.00 to 64.29		1.29	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
64.27 to 70.92		6.65	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
64.30 to 68.99		4.69	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
69.01 to 70.92		1.91	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
70.93 to 71.00		0.07	US-26	SUNSET	REGION 1 ACT	MULTNOMAH	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$3,159,613.00					\$3,159,613.00
Fund 1		Y240 \$2,835,120.74					
Match		\$324,492.26					

Footnote: \$2,825,250.44 in federal funds

Name: Portland Metro and Surrounding Area Safety Construction

Key: 22906

Description Construction funding for safety (ARTS) projects.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		CLACKAMAS	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		HOOD RIVER	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		MULTNOMAH	
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$6,260,000.00			\$6,260,000.00
Fund 1					YS30	\$5,634,000.00		
Match								
Fund 2					S070	\$626,000.00		
Match								

Footnote: \$6,260,000 in total funds.

Name: I-405: I-5 to N Kerby Ave

Key: 22957

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at intervals along I-405 between I-5 and North Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 1

MPO: Portland Metro MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway	ACT		County(s)		
0.00 to 4.00		4.00	I-405	STADIUM FREEWAY	REGION 1 ACT		MULTNOMAH		
Current Project Estimate									
	Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025				2025		
Total	\$44,000.00		\$265,000.00				\$585,000.00		\$894,000.00
Fund 1	Y130	\$35,200.00	Y130	\$212,000.00			Y130 \$468,000.00		
Match	\$8,800.00		\$53,000.00				\$117,000.00		

Footnote:

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2

Key: 22990

Description Design for curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 1

MPO: Non-MPO, Portland Metro MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0	\$9,780,000.00				
Match							

Footnote:



Name: <b>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY25</b>					Key: <b>23015</b>		
Description		<b>Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.</b>				Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Transit</b>					
Applicant: <b>ODOT TRANSIT SECTION</b>		Status: <b>NON-CONSTRUCTION PROJECT</b>					
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
<b>Current Project Estimate</b>							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	
<b>Footnote:</b>							

Name: Enhanced Mobility E&D - TriCounty Area FY26						Key: 23026	
Description Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.						Region: 1	
MPO: Portland Metro MPO			Work Type: Transit				
Applicant: ODOT TRANSIT SECTION			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	
Footnote:							

Name: <b>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY27</b>						Key: <b>23042</b>	
Description		<b>Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.</b>					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Transit</b>					
Applicant: <b>ODOT TRANSIT SECTION</b>		Status: <b>NON-CONSTRUCTION PROJECT</b>					
Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	
Footnote:							

Name: OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave

Key: 23051

DescriptionInstall a crosswalk with rapid flashing lights and sidewalk infill as required to improve safety for pedestrians and other vulnerable road users.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
4.87 to 5.45	0.58	OR-99W	PACIFIC HWY WEST	REGION 1 ACT	MULTNOMAH

Current Project Estimate											
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2025		2026		2027					
Total		\$1,348,000.00		\$415,000.00		\$134,000.00					\$1,897,000.00
Fund 1		Y240	\$1,209,560.40	Y240	\$372,379.50	Y240	\$120,238.20				
Match											
Fund 2		S080	\$138,439.60	S080	\$42,620.50	S080	\$13,761.80				
Match											

Footnote: \$1,702,178.10 in federal funds

Name: I-84: Moffett Creek westbound bridge

Key: 23065

DescriptionPlanning for a project to remove contaminated concrete and replace with a new concrete surface to extend the life of the bridge.

Region: 1

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
38.98 to 38.98	0.00	I-84	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH

Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024							
Total	\$2,136,000.00							\$2,136,000.00
Fund 1	Y001	\$1,969,819.20						
Match								
Fund 2	S070	\$166,180.80						
Match								

Footnote: \$1,969,819.20 in federal funds

Name: I-5: Northbound Interstate Bridge

Key: 23066

DescriptionPavement resurfacing and joint repair to prevent damage to the existing structure. Extensive repairs are not planned due to the proposed future replacement of this structure.

Region: 1

MPO: Portland Metro MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
308.38 to 308.38	0.00	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2026				2027			
Total		\$3,478,000.00		\$36,000.00				\$14,620,000.00			\$18,134,000.00
Fund 1		OTH0	\$1,739,000.00	OTH0	\$18,000.00			OTH0	\$7,310,000.00		
Match											
Fund 2		Y001	\$1,603,705.80	Y001	\$16,599.60			Y001	\$6,741,282.00		
Match											
Fund 3		S070	\$135,294.20	S070	\$1,400.40			S070	\$568,718.00		
Match											

Footnote: \$8,361,587.40 in federal bridge funds.

Name: I-205: Glenn Jackson Bridge (Columbia River)

Key: 23067

Description Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.

Region: 1

MPO: Portland Metro MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
26.32 to 26.32		0.00	I-205	EAST PORTLAND FREEWAY		REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2027		
Total		\$2,202,000.00				\$8,042,000.00		\$10,244,000.00
Fund 1		OTH0	\$1,101,000.00			OTH0 \$4,021,000.00		
Match								
Fund 2		Y001	\$1,015,342.20			Y001 \$3,708,166.20		
Match								
Fund 3		S070	\$85,657.80			S070 \$312,833.80		
Match								

Footnote: \$4,726,508.40 in federal bridge funds

Name: US30B: (NE Lombard St) NE Lombard PI - NE 11th Ave

Key: 23090

Description Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025					
Total			\$1,882,000.00					\$1,882,000.00
Fund 1			YS40 \$1,882,000.00					
Match								

Footnote: \$1,882,000 in federal funds

Name: Portland Metro and Surrounding Area Safety Reserve (FFY25)

Key: 23107

Description Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,000,000.00		\$1,000,000.00
Fund 1					ACP0 \$900,000.00		
Match					\$100,000.00		

Footnote: \$900,000 in federal funds

Name: Portland Metro and Surrounding Area Safety Reserve (FFY26)

Key: 23108

DescriptionFunds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$697,981.00		\$697,981.00
Fund 1					ACPO \$628,182.90		
Match					\$69,798.10		

Footnote: \$628,182.90 in federal funds

Name: Portland metropolitan area operations construction reserve

Key: 23109

DescriptionConstruction funding for Operations projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,734,000.00		\$7,734,000.00
Fund 1					Y240 \$6,939,718.20		
Match					\$794,281.80		

Footnote: \$6,939,718.20 in federal funds

Name: Portland metropolitan area ped & bike construction reserve

Key: 23110

Description Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,579,846.00		\$7,579,846.00
Fund 1					Y240 \$6,801,395.82		
Match							
Fund 2					S080 \$778,450.18		
Match							

Footnote: \$9,006,061.92 in federal funds

Name: Portland metro Safe Routes to School construction reserve

Key: 23111

Description Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant:

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					REGION 1 ACT		CLACKAMAS	
					REGION 1 ACT		HOOD RIVER	
					REGION 1 ACT		MULTNOMAH	
					REGION 1 ACT		WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$2,457,000.00			\$2,457,000.00
Fund 1					Y240	\$2,204,666.10		
Match								
Fund 2					S080	\$252,333.90		
Match								

Footnote: \$2,204,666.10 in federal funds

Name: OR213: 82nd Ave Improvements

Key: 23112

Description Funding for upgrades to road elements using safety, bikeped, operations, and preservation funds for improvements for all modes of travel.

MPO: Portland Metro MPO

Applicant: CITY OF PORTLAND

Work Type: Bicycle/Pedestrian, Pavement Preservation, Signs, Signals, Illumination, Safety

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
-0.14 to 2.24		2.38	OR-213	CASCADE NORTH	REGION 1 ACT		MULTNOMAH
2.26 to 7.23		4.97	OR-213	CASCADE NORTH	REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$13,400,000.00	\$13,400,000.00
Fund 1						Y240 \$6,151,610.64	
Match						\$704,079.36	
Fund 2						YS30 \$5,400,000.00	
Match							
Fund 3						S070 \$836,210.00	
Match							
Fund 4						S080 \$308,100.00	
Match							

Footnote: \$12,040,020 in federal funds

Name: HCT and project development bond payment (FFY 2025)

Key: 23172

Description Payment to a high capacity transit (HCT) and project development bond administered by TriMet.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$24,272,818.00	\$24,272,818.00
Fund 1						5307 \$21,780,000.00	
Match						\$2,492,818.00	

Footnote:



Name: HCT and project development bond payment (FFY 2026)

Key: 23174

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit, Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$24,250,529.00	\$24,250,529.00
Fund 1						5307 \$21,760,000.00	
Match						\$2,490,529.00	

Footnote:

Name: HCT and project development bond payment (FFY 2027)

Key: 23175

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$24,228,240.00	\$24,228,240.00
Fund 1						5307 \$21,740,000.00	
Match						\$2,488,240.00	

Footnote:

Name: TriMet bus purchase (2025)

Key: 23176

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,164,483.00	\$4,164,483.00
Fund 1						5339 \$3,331,586.00	
Match						\$832,897.00	

Footnote: \$3,331,586 in Fed 5339

Name: TriMet bus purchase (2026)

Key: 23177

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,289,416.00	\$4,289,416.00
Fund 1						5339 \$3,431,533.00	
Match						\$857,883.00	

Footnote:

Name: TriMet bus purchase (2027)

Key: 23178

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,418,099.00	\$4,418,099.00
Fund 1						5339 \$3,534,479.00	
Match						\$883,620.00	

Footnote:

Name: TriMet rail preventive maintenance (2025)

Key: 23179

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$52,177,141.00	\$52,177,141.00
Fund 1						5337 \$41,741,713.00	
Match						\$10,435,428.00	

Footnote:

Name: TriMet rail preventive maintenance (2026)

Key: 23180

Description Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$53,742,455.00	\$53,742,455.00
Fund 1						5337 \$42,993,964.00	
Match						\$10,748,491.00	

Footnote:

Name: TriMet rail preventive maintenance (2027)

Key: 23181

Description Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$55,354,729.00	\$55,354,729.00
Fund 1						5337 \$44,283,783.00	
Match						\$11,070,946.00	

Footnote:

Name: TriMet Preventative Maintenance Support (2025)

Key: 23182

Description The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2025 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,256,809.00	\$4,256,809.00
Fund 1						Y230 \$3,819,634.72	
Match						\$437,174.28	

Footnote:

Name: TriMet Preventative Maintenance Support (2026)

Key: 23183

DescriptionThe federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2026 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,384,514.00	\$4,384,514.00
Fund 1						Y230 \$3,934,224.41	
Match						\$450,289.59	

Footnote:

Name: TriMet Preventative Maintenance Support (2027)

Key: 23184

DescriptionThe federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,516,049.00	\$4,516,049.00
Fund 1						Y230 \$4,052,250.77	
Match						\$463,798.23	

Footnote:

Name: TriMet bus and rail preventive maintenance (2025)

Key: 23185

DescriptionCapital preventive maintenance for bus and rail in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$70,932,193.00	\$70,932,193.00
Fund 1						5307 \$56,745,754.00	
Match						\$14,186,439.00	

Footnote:

Name: TriMet bus and rail preventive maintenance (2026)

Key: 23186

Description Capital preventive maintenance for bus and rail in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$73,060,159.00	\$73,060,159.00
Fund 1						5307 \$58,448,127.00	
Match						\$14,612,032.00	

Footnote:

Name: TriMet bus and rail preventive maintenance (2027)

Key: 23187

Description Capital preventive maintenance for bus and rail in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2025)					Key: 23188	
Description	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.					Region: 1
MPO: Portland Metro MPO			Work Type: Transit			
Applicant: TRIMET			Status: NON-CONSTRUCTION PROJECT			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2025)

Key: 23188

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	CLACKAMAS	
					REGION 1 ACT	MULTNOMAH	
					REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,909,976.00	\$2,909,976.00
Fund 1						5310 \$2,143,612.00	
Match						\$766,364.00	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2026)

Key: 23189

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,997,276.00	\$2,997,276.00
Fund 1						5310 \$2,397,820.80	
Match						\$599,455.20	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2027)

Key: 23203

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,087,194.00	\$3,087,194.00
Fund 1						5310 \$2,469,755.20	
Match						\$617,438.80	

Footnote:

Name: TriMet bus preventive maintenance (2024)

Key: 23204

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$32,061.00	\$32,061.00
Fund 1						5337 \$25,649.00	
Match						\$6,412.00	

Footnote:



Name: TriMet bus preventive maintenance (2025)

Key: 23205

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$33,024.00	\$33,024.00
Fund 1						5337 \$26,419.00	
Match						\$6,605.00	

Footnote:

Name: TriMet bus preventive maintenance (2026)

Key: 23206

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$34,014.00	\$34,014.00
Fund 1						5337 \$27,211.00	
Match						\$6,803.00	

Footnote:

Name: TriMet bus preventive maintenance (2027)

Key: 23207

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$35,034.00	\$35,034.00
Fund 1						5337 \$28,027.00	
Match						\$7,007.00	

Footnote:

Name: TSMO program sub-allocation funds (FFY 2025-27)				Key: 23209			
Description Regional Transportation System Management & Operations (TSMO) program for capital and system improvements during federal fiscal years 2025-2027.							Region: 1
MPO: Portland Metro MPO				Work Type: Operations			
Applicant: METRO				Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$7,027,939.00	\$7,027,939.00
Fund 1						Y230 \$6,306,169.66	
Match						\$721,769.34	

Footnote: RFFA Step 1 FFY 2025-27 allocation years

Name: TSMO administration (FFY 2025)				Key: 23211			
Description Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.							Region: 1
MPO: Portland Metro MPO				Work Type: Operations			
Applicant: METRO				Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$229,807.00	\$229,807.00
Fund 1						Y230 \$206,205.82	
Match						\$23,601.18	

Footnote: FY2025 allocation year

Name: Regional Travel Options (RTO) program (FFY 2025-27)				Key: 23215			
Description The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.							Region: 1
MPO: Portland Metro MPO				Work Type: Transportation Demand Management			
Applicant: METRO				Status: NON-CONSTRUCTION PROJECT			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$10,376,432.00	\$10,376,432.00
Fund 1						Y230 \$9,310,772.43	
Match						\$1,065,659.57	

Footnote: FY 2025-27 UPWP allocation years

Name: <b>Safe Routes to School program (FFY 2025-27)</b>			Key: <b>23218</b>		
Description	<b>Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.</b>				Region: <b>1</b>
MPO:	<b>Portland Metro MPO</b>		Work Type:	<b>Transportation Demand Management</b>	
Applicant:	<b>METRO</b>		Status:	<b>NON-CONSTRUCTION PROJECT</b>	

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,996,657.00	\$1,996,657.00
Fund 1						Y230 \$1,791,600.33	
Match						\$205,056.67	

Footnote: FY 2025-27 allocation years

Name: <b>Next corridor planning (FFY 2025-27)</b>			Key: <b>23219</b>		
Description <b>Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.</b>			Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Planning</b>			
Applicant: <b>METRO</b>		Status: <b>PLANNING ACTIVITY</b>			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$2,214,041.00						\$2,214,041.00
Fund 1	Y230	\$1,986,658.99					
Match	\$227,382.01						

Footnote: FY 2025-27 UPWP allocation years

Name: <b>Freight and economic development planning (FFY 2025-27)</b>			Key: <b>23221</b>		
Description <b>Regional planning to support freight systems planning and economic development planning activities.</b>			Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Planning</b>			
Applicant: <b>METRO</b>		Status: <b>PLANNING ACTIVITY</b>			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$279,532.00						\$279,532.00
Fund 1	Y230	\$250,824.06					
Match	\$28,707.94						

Footnote: FY 2025-27 UPWP allocation years

Name: <b>Regional MPO planning (FFY 2025)</b>						Key: <b>23224</b>	
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>				
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,705,733.00						\$1,705,733.00
Fund 1	Y230	\$1,530,554.22					
Match	\$175,178.78						
Footnote: <b>FY2025 UPWP allocation year</b>							

Name: <b>Regional MPO planning (FFY 2026)</b>					Key: <b>23226</b>	
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>					Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>			
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>			
Location(s)-						
Mileposts		Length	Route	Highway	ACT	County(s)
					<b>REGION 1 ACT</b>	<b>CLACKAMAS</b>
					<b>REGION 1 ACT</b>	<b>MULTNOMAH</b>
					<b>REGION 1 ACT</b>	<b>WASHINGTON</b>
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year	<b>2026</b>					
Total	<b>\$1,756,904.00</b>					<b>\$1,756,904.00</b>
Fund 1	Y230	\$1,576,469.96				
Match	\$180,434.04					
Footnote: <b>FY2026 UPWP allocation year</b>						

Name: <b>Regional MPO planning (FFY 2027)</b>					Key: <b>23228</b>		
Description <b>Funding to support transportation planning activities and maintain compliance with federal planning regulations.</b>					Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>				
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$1,809,611.00						\$1,809,611.00
Fund 1	Y230	\$1,623,763.95					
Match	\$185,847.05						
Footnote: <b>FY2027 UPWP allocation year</b>							

Name: Transit corridor development (FFY 2026)										Key: 23229					
Description Study and evaluate the development of future transit transportation corridors in the Metro region.												Region: 1			
MPO: Portland Metro MPO						Work Type: Planning									
Applicant: METRO						Status: PLANNING ACTIVITY									
Location(s)-															
Mileposts		Length	Route		Highway				ACT		County(s)				
									REGION 1 ACT		CLACKAMAS				
									REGION 1 ACT		MULTNOMAH				
									REGION 1 ACT		WASHINGTON				
Current Project Estimate															
Planning			Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total		
Year	2026														
Total	\$2,786,136.00												\$2,786,136.00		
Fund 1	Y230	\$2,499,999.83													
Match	\$286,136.17														
Footnote:	Metro UPWP RFFA Step 1 funds														

Name: Metro federal grant application support (UPWP)					Key: 23232		
Description Assist local jurisdictions seek and complete federal transportation grant applications in support of RTP goals and strategies					Region: 1		
MPO: Portland Metro MPO			Work Type: Planning				
Applicant: METRO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	CLACKAMAS	
					REGION 1 ACT	MULTNOMAH	
					REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$557,227.00						\$557,227.00
Fund 1	Y230	\$499,999.79					
Match	\$57,227.21						
Footnote:		Metro UPWP RFFA Step1 funds					

Name: Metro aerial photo and LIDAR support (UPWP)					Key: 23233	
Description Assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies.					Region: 1	
MPO: Portland Metro MPO			Work Type: Planning			
Applicant: METRO			Status: PLANNING ACTIVITY			
Location(s)-						
Mileposts		Length	Route	Highway	ACT	County(s)
					REGION 1 ACT	CLACKAMAS
					REGION 1 ACT	MULTNOMAH
					REGION 1 ACT	WASHINGTON
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year	2026					
Total	\$334,336.00					\$334,336.00
Fund 1	Y230	\$299,999.69				
Match	\$34,336.31					
Footnote: Metro UPWP RFFA Step1 funds						

Name: TSMO administration (FFY 2026)					Key: 23234		
Description		Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.					Region: 1
MPO: Portland Metro MPO		Work Type: Operations					
Applicant: METRO		Status: NON-CONSTRUCTION PROJECT					
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$236,590.00	\$236,590.00
Fund 1						Y230 \$212,292.21	
Match						\$24,297.79	
Footnote:		FY 026 allocation year					

Name: TSMO administration (FFY 2027)					Key: 23235		
Description		Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.					Region: 1
MPO: Portland Metro MPO		Work Type: Operations					
Applicant: METRO		Status: NON-CONSTRUCTION PROJECT					
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$243,803.00	\$243,803.00
Fund 1						Y230 \$218,764.43	
Match						\$25,038.57	
Footnote:		FY2027 allocation year					

Name: <b>Carbon reduction program reserve</b>						Key: <b>23239</b>	
Description <b>Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>				Work Type: <b>OP-CARBON</b>			
Applicant: <b>METRO</b>				Status: <b>BUCKET OF FUNDS</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$20,995,445.00		\$20,995,445.00
Fund 1					Y601 \$18,839,212.80		
Match					\$2,156,232.20		
Footnote:							



Name: 162nd Ave ped/bike upgrades: NE Glisan to NE Halsey

Key: 23245

Description

Complete street safety elements including arterial rehabilitation, ADA ramps, and crossings, pedestrian sidewalk and buffered bike lane construction to 162nd Ave from NE Glisan St north to NE Halsey St for increased pedestrian and bicyclist safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: GRESHAM

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025		2027				
Total		\$241,093.00		\$239,112.00				\$480,205.00
Fund 1		Y230	\$216,332.75	Y230	\$214,555.20			
Match			\$24,760.25		\$24,556.80			

Footnote:

Name: NE Sandy Blvd: NE 201st Ave to Quail Hollow mobile home park

Key: 23246

Description

Construct and install bicycle facilities, sidewalks & pedestrian crossings, plus transit access amenities to increase comfort, safety, and access for all modes.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: MULTNOMAH COUNTY

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						REGION 1 ACT	MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2027				
Total			\$434,999.00				\$434,999.00
Fund 1			Y230 \$390,324.60				
Match			\$44,674.40				

Footnote:

Name: 148th Ave safety & access to transit: SE Powell to NE Halsey

Key: 23247

Description

Complete ped/bike elements such as adding buffered/protected bike lanes, constructing enhanced pedestrian crossings, completing signal modifications and lighting upgrades to improve comfort and access for people walking, biking, and taking transit.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF PORTLAND

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2027					
Total	\$180,000.00		\$1,562,500.00					\$1,742,500.00
Fund 1	Y230	\$161,514.00	Y230	\$1,402,031.25				
Match	\$18,486.00		\$160,468.75					

Footnote:

Name: 57th Ave/Cully Blvd ped/bike upgrades: Klickitat-Prescott

Key: 23250

DescriptionComplete ped/bike elements including sidewalk infills, reconstruct curbs, street channelization, add protected bike lanes & pedestrian crossings, construct transit islands, signal rebuild, and Shaver St repaving to provide increase safety and access.

MPO: Portland Metro MPO

Applicant: CITY OF PORTLAND

Work Type: Bicycle/Pedestrian

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 1

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						REGION 1 ACT	MULTNOMAH		
Current Project Estimate									
	Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2027						
Total	\$150,000.00		\$1,767,873.00						\$1,917,873.00
Fund 1	Y230	\$134,595.00	Y230	\$1,586,312.44					
Match	\$15,405.00		\$181,560.56						

Footnote:

Name: North Portland Greenway: Columbia Blvd to Cathedral Park

Key: 23251

DescriptionProvides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting, greenway, way-finding, and place-making elements for added safety.

MPO: Portland Metro MPO

Applicant: CITY OF PORTLAND

Work Type: Bicycle/Pedestrian

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 1

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						REGION 1 ACT	MULTNOMAH		
Current Project Estimate									
	Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2027						
Total	\$289,931.00		\$788,763.00						\$1,078,694.00
Fund 1	Y301	\$260,155.09	Y301	\$707,757.04					
Match	\$29,775.91		\$81,005.96						

Footnote:

Name: NW Naito Parkway Rail Crossing (Portland)

Key: 23293

DescriptionRelocate the crossing light and gate, and upgrade bicycle/pedestrian facilities to provide a safer experience for the traveling public.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-														
Mileposts		Length	Route	Highway		ACT		County(s)						
						REGION 1 ACT		MULTNOMAH						
Current Project Estimate														
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total		
Year			2024				2025		2025					
Total			\$258,000.00				\$40,000.00		\$2,102,000.00				\$2,400,000.00	
Fund 1			YS40	\$258,000.00			YS40	\$40,000.00	YS40	\$2,102,000.00				
Match														

Footnote:

Name: Portland Transportation Demand Management Activities

Key: 23388

Description

Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$278,735.00	\$278,735.00
Fund 1						Y230 \$250,108.92	
Match						\$28,626.08	

Footnote:

Name: I-84: NE Martin Luther King Jr Blvd - I-205

Key: 23410

Description

Design for pavement resurfacing to repair ruts and surface wear.

Region: 1

MPO: Portland Metro MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
0.40 to 7.12		6.72	I-84	COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$1,871,000.00						\$1,871,000.00
Fund 1		Y002	\$1,725,436.20					
Match								
Fund 2		S070	\$145,563.80					
Match								

Footnote:

Name: OR8: SW Hocken Ave - SW Short St

Key: 18758

Description

Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW Hocken Ave and SW Short St. Upgrade or replace signals, improve access for pedestrians, and provide streetscape enhancements. Upgrade City of Beaverton water line near the intersection of SW Hocken Ave and Canyon Rd.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety, Operations, Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-												
Mileposts		Length		Route		Highway			ACT		County(s)	
3.22 to 4.07		0.85		OR-8		TUALATIN VALLEY HIGHWAY			REGION 1 ACT		WASHINGTON	
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2015		2020				2024				
Total		\$1,499,999.99		\$1,800,000.00				\$7,901,395.09				\$11,201,395.08
Fund 1		Z230	\$1,111,395.78	ZS30	\$1,588,221.00			OTH0	\$3,900,000.00			
Match		\$127,204.22		\$181,779.00								
Fund 2		M040	\$86,499.72	S010	\$30,000.00			Z230	\$1,974,954.61			
Match		\$9,900.28						\$226,042.39				
Fund 3		LZ20	\$50,344.16					Z240	\$1,615,497.21			
Match		\$5,762.11						\$184,900.88				
Fund 4		M03E	\$39,376.37									
Match		\$4,506.80										
Fund 5		H240	\$32,882.01									
Match		\$3,763.49										
Fund 6		Q760	\$25,451.96									
Match		\$2,913.09										

Footnote:

Name: Beaverton Creek Trail:Westside Trail-SW Hocken Ave											Key: 19357				
Description	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.											Region: 1			
MPO: Portland Metro MPO					Work Type: Bicycle/Pedestrian										
Applicant: TUALATIN HILLS PARK & REC DIST					Status: PROJECT SCHEDULED FOR CONSTRUCTION										
Location(s)-															
Mileposts		Length		Route		Highway			ACT			County(s)			
									REGION 1 ACT			WASHINGTON			
Current Project Estimate															
Planning			Prelim. Engineering			Right of Way		Utility Relocation		Construction		Other		Project Total	
Year	2016		2023		2025				2027		2026				
Total	\$891,563.58		\$854,704.00		\$782,999.00				\$5,627,000.00		\$150,000.00		\$8,306,266.58		
Fund 1	M3E1	\$800,000.00	Z301	\$766,925.90	Y230	\$702,585.00			Y230	\$4,144,754.32	Y230	\$134,595.00			
Match	\$91,563.58		\$87,778.10		\$80,414.00				\$474,385.68		\$15,405.00				
Fund 2									OTH0	\$1,007,860.00					
Match															

Footnote: \$6,548,859 in total Federal STP allocation.

Name: Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd

Key: 19358

DescriptionConstruct a new arterial roadway providing industrial freight access in the Basalt Creek planning area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600ft long bridge.

MPO: Portland Metro MPO

Applicant: WASHINGTON COUNTY

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
							REGION 1 ACT	WASHINGTON		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2016		2024				2026		
Total		\$6,259,574.94		\$4,001,000.00				\$28,173,000.00		\$38,433,574.94
Fund 1		YS30	\$2,805,878.63	OTH0	\$4,001,000.00			OTH0 \$28,173,000.00		
Match			\$321,145.37							
Fund 2		Z230	\$2,756,999.96							
Match			\$315,550.98							
Fund 3		OTH0	\$60,000.00							
Match										

Footnote: Current funding: \$5,562,878.60 fed STBG

Name: OR8 corridor safety & access to transit II

Key: 20328

DescriptionImprove safety and access to transit for pedestrians and cyclists along OR8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr, pedestrian crossings, and separated walkway and bike lane across Rock Creek Bridge.

MPO: Portland Metro MPO

Applicant: WASHINGTON COUNTY

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
3.20 to 10.80		7.60	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020		2023		2024		
Total		\$1,304,817.00		\$100,000.00		\$2,338,085.00		\$3,742,902.00
Fund 1		M040	\$1,170,812.29	Z001	\$89,730.00	Z001	\$2,097,963.67	
Match			\$134,004.71		\$10,270.00		\$240,121.33	

Footnote: Current funding: \$3,358,506 fed Enhance

Name: Transportation system Mgmt & operations/ITS (2020)

Key: 20885

DescriptionFunding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Intelligent Transportation System (ITS)

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$517,684.00	\$517,684.00
Fund 1						Y230 \$464,517.85	
Match						\$53,166.15	

Footnote: 07/2021 \$1,510,851.31 fed STBG //Past funding: \$1,744,598 fed STBG

Name: Transportation system Mgmt & operations/ITS (2021)

Key: 20886

Description Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Intelligent Transportation System (ITS)

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,008,055.00	\$2,008,055.00
Fund 1						Y230 \$1,801,827.75	
Match						\$206,227.25	

Footnote: Current funding: \$1,801,828 fed STBG

Name: US26: Glencoe Rd - Cornelius Pass Rd

Key: 21597

Description Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Bridge, Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
57.05 to 58.41	1.36	US-26	SUNSET	NORTH WEST OREGON ACT	WASHINGTON		
57.05 to 58.42	1.37	US-26	SUNSET	NORTH WEST OREGON ACT	WASHINGTON		
57.84 to 57.86	0.02	US-26	SUNSET	NORTH WEST OREGON ACT	WASHINGTON		
58.42 to 61.04	2.62	US-26	SUNSET	NORTH WEST OREGON ACT	WASHINGTON		
58.42 to 61.04	2.62	US-26	SUNSET	REGION 1 ACT	WASHINGTON		
58.43 to 62.34	3.91	US-26	SUNSET	NORTH WEST OREGON ACT	WASHINGTON		
58.43 to 62.34	3.91	US-26	SUNSET	REGION 1 ACT	WASHINGTON		
61.05 to 62.24	1.19	US-26	SUNSET	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$1,813,970.00			\$10,985,230.00		\$12,799,200.00
Fund 1		Z918 \$1,525,284.56			Z001 \$9,857,046.88		
Match		\$174,575.64			\$1,128,183.12		
Fund 2		L05E \$102,390.72					
Match		\$11,719.08					

Footnote: Current funding: \$12,693,720 R1 Preservation, \$105,480 Bridge



Name: <b>Portland Metro and surrounding areas variable message signs</b>		Key: <b>21601</b>
Description	<b>Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</b>	
MPO: <b>Non-MPO, Portland Metro MPO</b>	Work Type: <b>Intelligent Transportation System (ITS)</b>	
Applicant: <b>ODOT</b>	Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>	

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	CLACKAMAS	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	HOOD RIVER	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	MULTNOMAH	
			Various	VARIOUS HIGHWAYS		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024			2024		
Total			\$328,437.00			\$266,572.00		\$595,009.00
Fund 1			Z240 \$294,706.52			Y240 \$239,195.06		
Match			\$33,730.48			\$27,376.94		

Footnote:     **Current funding: \$595,009 R1 Operations**

Name: <b>OR8 at Armco Ave, Main St and A&amp;B Row</b>			Key: <b>21608</b>
Description	<b>Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.</b>		Region: <b>1</b>
MPO:	<b>Portland Metro MPO</b>	Work Type:	<b>Safety, Bicycle/Pedestrian, Signs, Signals, Illumination</b>
Applicant:	<b>ODOT</b>	Status:	<b>PROJECT SCHEDULED FOR CONSTRUCTION</b>

Location(s)-											
Mileposts		Length	Route	Highway		ACT	County(s)				
13.68 to 13.82		0.14	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
13.74 to 13.74		0.00	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
13.84 to 13.87		0.03	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
13.89 to 13.91		0.02	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
13.91 to 13.93		0.02	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
13.95 to 13.95		0.00	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
17.66 to 17.66		0.00	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON				
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year			2021		2024		2024		2024		
Total			\$1,767,172.00		\$457,786.00		\$80,445.00		\$3,978,414.00		\$6,283,817.00
Fund 1		ACP0	\$762,939.00	Z001	\$161,620.78	Z001	\$59,455.10	Z001	\$2,267,849.48		
Match					\$18,498.22		\$6,804.90		\$259,565.52		
Fund 2		ZS3E	\$453,809.70	S080	\$150,000.00	ACP0	\$12,766.50	YS30	\$1,305,899.10		
Match			\$50,423.30				\$1,418.50		\$145,099.90		
Fund 3		S080	\$500,000.00	ACP0	\$114,900.30						
Match					\$12,766.70						

Footnote:     **Current funding: \$2,806,311 R1 Operations; \$2,355,790 Safety Leverage; \$471,716 AT Leverage; \$650,000 SWIP**

Name: <b>Portland Metro and surrounding areas operations</b>				Key: <b>21611</b>			
Description		<b>Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</b>					Region: <b>1</b>
MPO: <b>Non-MPO</b>		Work Type: <b>Intelligent Transportation System (ITS)</b>					
Applicant: <b>ODOT</b>		Status: <b>BUCKET OF FUNDS</b>					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$67,155.00	\$67,155.00
Fund 1						Z240 \$60,258.18	
Match						\$6,896.82	

Footnote:     **Current funding: \$67,155 R1 Operations**

Name: <b>OR99W:N Schmeer Rd-SW Meinecke Pkwy &amp; US30B: Kerby-165th Ave</b>				Key: <b>21616</b>			
Description		<b>Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.</b>					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Safety</b>					
Applicant: <b>ODOT</b>		Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>					

Location(s)-													
Mileposts		Length	Route	Highway		ACT	County(s)						
-5.20 to -4.75		0.45	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH						
-0.44 to -0.38		0.06		PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH						
-0.37 to -0.29		0.08		PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH						
1.24 to 7.61		6.37	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	MULTNOMAH						
5.52 to 14.53		9.01	US-30B	NORTHEAST PORTLAND		REGION 1 ACT	MULTNOMAH						
7.62 to 15.95		8.33	OR-99W	PACIFIC HWY WEST		REGION 1 ACT	WASHINGTON						
14.70 to 5.60		(9.10)	US-30BY	NORTHEAST PORTLAND		REGION 1 ACT	MULTNOMAH						
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2021		2023		2024		2024					
Total		\$466,124.00		\$75,749.00		\$12,671.00		\$1,916,253.00				\$2,470,797.00	
Fund 1		ZS30	\$429,859.55	ZS30	\$69,855.73	ZS30	\$11,685.20	ZS30	\$1,724,627.70				
Match			\$36,264.45		\$5,893.27		\$985.80		\$191,625.30				

Footnote:     **Current funding: \$2,495,797 R1 ARTS**

Name: <b>OR8: SE Brookwood Ave - OR217</b>			Key: <b>21617</b>		
Description <b>Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.</b>					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Intelligent Transportation System (ITS)</b>		
Applicant: <b>ODOT</b>			Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>		

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
2.94 to 9.73		6.79	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021		2023		2024		
Total		\$450,162.00		\$31,426.00		\$3,445,575.00		\$3,927,163.00
Fund 1		M001	\$403,930.35	Z001	\$28,198.55	Z001	\$3,091,714.45	
Match			\$46,231.65		\$3,227.45		\$353,860.55	

Footnote: Current funding: \$3,392,039 Hwy Leverage, \$535,124 R1 Operations

Name: <b>Portland Metro and surrounding areas safety reserve</b>		Key: <b>21715</b>
Description	<b>Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</b>	
MPO: <b>Non-MPO</b>	Work Type: <b>Safety</b>	
Applicant: <b>ODOT</b>	Status: <b>BUCKET OF FUNDS</b>	
	Region: <b>1</b>	

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$572,952.00		\$572,952.00
Fund 1					ZS30 \$515,656.80		
Match					\$57,295.20		

Footnote:

Name: Cornelius Pass Road: Rock Creek Bridge			Key: 21880		
Description Replace the bridge due to structural deterioration. The new bridge is planned to have wider travel lanes and shoulders to increase safety.			Region: 1		
MPO: Non-MPO			Work Type: Bridge		
Applicant: WASHINGTON COUNTY			Status: PROJECT SCHEDULED FOR CONSTRUCTION		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2026		
Total		\$831,820.00			\$4,988,500.00		\$5,820,320.00
Fund 1		Z240	\$746,392.09		Y240	\$4,476,181.05	
Match			\$85,427.91			\$512,318.95	

Footnote:

Name: Columbia Bottomlands mitigation/conservation bank

Key: 22075

DescriptionDevelop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Environmental

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								NORTH WEST OREGON ACT		COLUMBIA	
								NORTH WEST OREGON ACT		WASHINGTON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2022				2024			
Total		\$1,337,547.00		\$1,000,000.00				\$1,550,000.00			\$3,887,547.00
Fund 1		S010	\$1,337,547.00	S010	\$1,000,000.00			S010	\$1,550,000.00		
Match											

Footnote:

Name: Aloha Access Improvements: SW 174th Ave - SW 187th Ave

Key: 22128

DescriptionDesign and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

MPO: Portland Metro MPO

Applicant: WASHINGTON COUNTY

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-												
Mileposts		Length	Route		Highway				ACT		County(s)	
									REGION 1 ACT		WASHINGTON	
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year	2023	2024		2025		2025		2026				
Total	\$400,000.00	\$1,686,000.00		\$360,000.00		\$50,000.00		\$3,292,485.00				\$5,788,485.00
Fund 1	Z230	\$358,920.00	Z230	\$1,512,847.80	Y230	\$323,028.00	Y230	\$44,865.00	Y230	\$1,587,897.97		
Match		\$41,080.00		\$173,152.20		\$36,972.00		\$5,135.00		\$181,742.03		
Fund 2								OTH0	\$1,522,845.00			
Match												

Footnote: Current 24-27 funding: \$3,468,639 fed STBG

Name: Freight and Economic Development Planning (FFY 2023)

Key: 22146

DescriptionRegional planning to support freight systems planning and economic development planning activities.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 1

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
						REGION 1 ACT		CLACKAMAS	
						REGION 1 ACT		MULTNOMAH	
						REGION 1 ACT		WASHINGTON	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other		Project Total
Year	2025								
Total	\$85,246.00								\$85,246.00
Fund 1	Y230	\$76,491.24							
Match	\$8,754.76								

Footnote: \$76,491 in fed STBG funds

Name: Freight and Economic Development Planning (FFY 2024)

Key: 22147

DescriptionRegional planning to support freight systems planning and economic development planning activities.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$87,803.00						\$87,803.00
Fund 1	Y230	\$78,785.63					
Match	\$9,017.37						

Footnote: \$78,786 in fed STBG funds

Name: HCT and Project Development Bond Payment (FFY 2024)

Key: 22150

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$24,295,107.00	\$24,295,107.00
Fund 1						Z400 \$12,999,999.85	
Match						\$1,487,908.15	
Fund 2						Z230 \$8,799,999.66	
Match						\$1,007,199.34	

Footnote:

Name: Regional MPO Planning (FFY 2023)

Key: 22152

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,607,817.00						\$1,607,817.00
Fund 1	Y230	\$1,442,694.19					
Match	\$165,122.81						

Footnote:

Name: Regional MPO Planning (FFY 2024)

Key: 22153

Description Funding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,656,051.00						\$1,656,051.00
Fund 1	Y230	\$1,485,974.56					
Match	\$170,076.44						

Footnote: \$1,485,975 in fed STBG

Name: Next Corridor Planning (FFY 2022)

Key: 22154

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$173,194.00						\$173,194.00
Fund 1	Y230	\$155,406.98					
Match	\$17,787.02						

Footnote:

Name: Next Corridor Planning (FFY 2023)

Key: 22155

Description Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$675,190.00						\$675,190.00
Fund 1	Y230	\$605,847.99					
Match	\$69,342.01						

Footnote:



Name: <b>Next Corridor Planning (FFY 2024)</b>					Key: <b>22156</b>		
Description <b>Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.</b>					Region: <b>1</b>		
MPO: <b>Portland Metro MPO</b>			Work Type: <b>Planning</b>				
Applicant: <b>METRO</b>			Status: <b>PLANNING ACTIVITY</b>				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$695,446.00						\$695,446.00
Fund 1	Y230	\$624,023.70					
Match	\$71,422.30						
Footnote:		\$624,024 in fed STBG funds.					

Name: <b>Regional Travel Options (RTO) program (FFY 2022)</b>						Key: <b>22157</b>	
Description <b>The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>				Work Type: <b>Transportation Demand Management</b>			
Applicant: <b>METRO</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,072,213.00	\$3,072,213.00
Fund 1						Y230 \$2,756,696.72	
Match						\$315,516.28	
Footnote:							

Name: <b>Regional Travel Options (RTO) program (FFY 2024)</b>						Key: <b>22159</b>	
Description <b>The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.</b>						Region: <b>1</b>	
MPO: <b>Portland Metro MPO</b>				Work Type: <b>Transportation Demand Management</b>			
Applicant: <b>METRO</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,259,311.00	\$3,259,311.00
Fund 1						Y230 \$2,924,579.76	
Match						\$334,731.24	
Footnote: \$2,924,580 in fed STBG funds							

Name: Safe Routes to Schools program (FFY 2024)

Key: 22162

Description Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$627,164.00	\$627,164.00
Fund 1						Y230 \$562,754.26	
Match						\$64,409.74	

Footnote: \$562,754 in fed STBG funds

Name: TriMet Preventive Maintenance (2024) Support

Key: 22165

Description Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. This project will be flexed to FTA under the 5307 program.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,132,825.00	\$4,132,825.00
Fund 1						Y230 \$3,708,383.87	
Match						\$424,441.13	

Footnote: \$3,708,384 in fed STBG funds. 2022-24 RFFA TOD Allocation.

Name: TSMO Program Sub-allocation Funds (Remaining 2022-2024)

Key: 22168

Description Regional Transportation System Management & Operations remaining funding from 2022-24 allocation cycles which support Metro awarded TSMO/ITS capital & operations projects to increase highway system operational efficiency & motorist safety.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,742,803.00	\$5,742,803.00
Fund 1						Y230 \$5,153,017.13	
Match						\$589,785.87	

Footnote: \$1,768,688 in fed STBG funds

Name: TSMO Administration (FFY 2024)

Key: 22171

DescriptionAdministration of the regional Transportation System Management & Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$223,114.00	\$223,114.00
Fund 1						Y230 \$200,200.19	
Match						\$22,913.81	

Footnote:

Name: TriMet Bus Purchase (2024)

Key: 22176

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,043,186.00	\$4,043,186.00
Fund 1						5339 \$3,234,549.00	
Match						\$808,637.00	

Footnote: FTA program 5339. TriMet is a direct recipient.

Name: TriMet Bus and Rail Preventive Maintenance (2024) (5307)

Key: 22179

DescriptionCapital maintenance for bus and rail to ensure continued service.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$68,866,206.00	\$68,866,206.00
Fund 1						5307 \$55,092,964.80	
Match						\$13,773,241.20	

Footnote: FTA program 5307. TriMet is a direct recipient.

Name: TriMet Rail Preventive Maintenance (2024)

Key: 22182

Description Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2024.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$50,657,419.00	\$50,657,419.00
Fund 1						5337 \$40,525,935.20	
Match						\$10,131,483.80	

Footnote: FTA program 5337. TriMet is a direct recipient.

Name: Enhanced seniors mobility/persons w/disabilities (2024) 5310

Key: 22185

Description Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,825,220.00	\$2,825,220.00
Fund 1						5310 \$2,081,177.00	
Match						\$744,043.00	

Footnote: FTA program 5310. TriMet is a direct recipient.

Name: Oregon Transportation Network - TriMet FFY24

Key: 22323

Description Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

MPO: Portland Metro MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,162,951.00	\$4,162,951.00
Fund 1						Y240 \$3,735,416.00	
Match						\$427,535.00	

Footnote:

Name: Cornelius Pass Hwy: US26 to US30 ITS improvements

Key: 22421

Description Upgrade and install signing, striping, and signal equipment as well as install new (intelligent transportation system (ITS) devices such as cameras and variable message signs for safety, traveler information, and overall corridor operations and management.

Region: 1

MPO: Portland Metro MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								REGION 1 ACT		MULTNOMAH	
								REGION 1 ACT		WASHINGTON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2024		2024		2024			
Total		\$1,321,617.00		\$147,418.00		\$60,000.00		\$3,143,965.00			\$4,673,000.00
Fund 1		Z24E	\$1,185,886.93	Z240	\$132,278.17	Z240	\$53,838.00	Z240	\$2,821,079.79		
Match			\$135,730.07		\$15,139.83		\$6,162.00		\$322,885.21		

Footnote:

Name: OR141/OR217 curb ramps

Key: 22431

Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 1

MPO: Portland Metro MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
4.97 to 7.07		2.10	OR-141	BEAVERTON/TUALATIN		REGION 1 ACT	WASHINGTON	
6.56 to 6.84		0.28		BEAVERTON-TIGARD		REGION 1 ACT	WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021		2023		2024		
Total		\$2,375,000.00		\$834,000.00		\$1,453,297.00		\$4,662,297.00
Fund 1		Y240	\$1,279,257.28	Z240	\$748,348.20	Z240	\$1,304,043.40	
Match			\$146,416.72		\$85,651.80		\$149,253.60	
Fund 2		Z24E	\$851,830.22					
Match			\$97,495.78					

Footnote:

Name: OR47/OR8/US30 curb ramps

Key: 22435

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Longview-Rainier-Kelso MPO, Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
17.88 to 19.38	1.50	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.39 to 19.43	0.04	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.44 to 19.56	0.12	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.57 to 19.94	0.37	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
19.95 to 19.96	0.01	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.97 to 20.20	0.23	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
20.21 to 20.29	0.08	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
20.30 to 20.40	0.10	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
21.08 to 21.60	0.52	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.37 to 25.71	0.34	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.72 to 25.72	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
25.73 to 26.54	0.81	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.66 to 48.40	1.74	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	COLUMBIA
60.87 to 62.77	1.90	OR-47	NEHALEM	NORTH WEST OREGON ACT	COLUMBIA
88.02 to 88.52	0.50	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.53 to 88.53	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.54 to 88.61	0.07	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.62 to 88.66	0.04	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.67 to 88.80	0.13	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.68 to 88.70	0.02	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.81 to 90.15	1.34	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON
90.16 to 90.59	0.43	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$4,200,000.00		\$1,512,000.00				\$8,854,171.00			\$14,566,171.00
Fund 1		Z24E	\$1,969,368.92	ACP0	\$1,356,717.60			Y240	\$7,944,847.64		
Match			\$225,403.08		\$155,282.40				\$909,323.36		
Fund 2		Y240	\$1,799,291.08								
Match			\$205,936.92								

Footnote:



Name: I-5: Capitol Highway - OR217

Key: 22719

DescriptionInstall electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

Region: 1

MPO: Portland Metro MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
291.00 to 291.22	0.22	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.00 to 293.42	2.42	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
291.23 to 292.07	0.84	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.08 to 292.27	0.19	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
292.28 to 292.42	0.14	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON
293.43 to 296.00	2.57	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2026		
Total		\$4,052,000.00			\$11,865,009.00		\$15,917,009.00
Fund 1		Y240 \$3,736,754.40			Y240 \$10,941,911.30		
Match		\$315,245.60			\$923,097.70		

Footnote: \$14,678,665.70 in federal funds

Name: I-205: from I-5 to the Glenn Jackson Bridge

Key: 22738

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Glenn Jackson Bridge, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 1

MPO: Portland Metro MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	CLACKAMAS
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	MULTNOMAH
25.00 to 0.00	(25.00)	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	WASHINGTON

Current Project Estimate										
	Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2023		2024				2024			
Total	\$236,000.00		\$530,000.00				\$1,170,000.00			\$1,936,000.00
Fund 1	Y130	\$188,800.00	Y130	\$424,000.00			Y130	\$936,000.00		
Match	\$47,200.00		\$106,000.00				\$234,000.00			

Footnote:

Name: NE Cornell Rd at 17th Ave and 21st Ave

Key: 22826

DescriptionRestrict the 17th Ave intersection to right in right out only and install a signal at the 21st Ave intersection. Install streetlights at both locations.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: WASHINGTON COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	WASHINGTON

Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025				2026		
Total		\$684,000.00		\$150,000.00				\$1,480,000.00		\$2,314,000.00
Fund 1		YS30	\$615,600.00	YS30	\$135,000.00			YS30	\$1,332,000.00	
Match			\$68,400.00		\$15,000.00			\$148,000.00		

Footnote:

Name: Portland Metro planning SFY26

Key: 22839

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$4,196,754.77						\$4,196,754.77
Fund 1	Y450	\$2,736,168.64					
Match		\$313,166.74					
Fund 2	21MP	\$1,029,579.42					
Match		\$117,839.97					

Footnote:

Name: Portland Metro planning SFY27

Key: 22841

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$4,243,806.42						\$4,243,806.42
Fund 1	Y450	\$2,734,621.66					
Match		\$312,989.68					
Fund 2	21MP	\$1,073,345.84					
Match		\$122,849.24					

Footnote:

Name: <b>Portland Metro planning SFY28</b>				Key: <b>22842</b>			
Description		Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Planning</b>					
Applicant: <b>METRO</b>		Status: <b>PLANNING ACTIVITY</b>					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$4,292,421.58						\$4,292,421.58
Fund 1	Y450	\$2,733,060.67					
Match	\$312,811.02						
Fund 2	21MP	\$1,118,529.21					
Match	\$128,020.68						

Footnote:

Name: <b>OR8: SE10th Ave at SE Walnut St</b>				Key: <b>22863</b>			
Description		Replace the existing traffic signal to reduce maintenance costs and improve safety at this location. Install curb ramps to current standards.					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Signs, Signals, Illumination</b>					
Applicant: <b>ODOT</b>		Status: <b>FUNDED THROUGH RIGHT OF WAY ACQUISITION</b>					

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						REGION 1 ACT	WASHINGTON		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2026		2027			
Total		\$1,518,000.00		\$323,000.00		\$38,000.00			\$1,879,000.00
Fund 1		Y240	\$1,362,101.40	Y240	\$289,827.90	Y240	\$34,097.40		
Match			\$155,898.60		\$33,172.10		\$3,902.60		

Footnote:

Name: <b>Portland Metro and surrounding areas signal upgrades</b>				Key: <b>22866</b>			
Description		Replace and upgrade older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings.					Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>Signs, Signals, Illumination</b>					
Applicant: <b>ODOT</b>		Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		CLACKAMAS
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		HOOD RIVER
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		MULTNOMAH
			Various	VARIOUS HIGHWAYS	REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$500,000.00			\$800,000.00		\$1,300,000.00
Fund 1		Y240	\$448,650.00		Y240	\$717,840.00	
Match			\$51,350.00			\$82,160.00	

Footnote:     **\$1,166,490 in federal funds.**

Name: Portland Metro and Surrounding Areas Operations Upgrades					Key: 22867	
Description	Replace and upgrade traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations. Restripe and update road markings and raised pavement markers to improve visibility. Priority pavement marking to improve visibility.					Region: 1
MPO: Portland Metro MPO			Work Type: Signs, Signals, Illumination			
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$350,000.00			\$1,550,000.00		\$1,900,000.00
Fund 1		Y240	\$314,055.00		Y240	\$1,390,815.00	
Match			\$35,945.00			\$159,185.00	

Footnote: \$1,704,870 in federal funds.

Name: US26 Active Traffic Management					Key: 22869	
Description	Design for a project to install variable advisory speed, variable message , queue warning and advanced directional signage to help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve operations.					Region: 1
MPO: Portland Metro MPO			Work Type: Intelligent Transportation System (ITS)			
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
63.00 to 64.26		1.26	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
63.00 to 64.29		1.29	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
64.27 to 70.92		6.65	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
64.30 to 68.99		4.69	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
69.01 to 70.92		1.91	US-26	SUNSET	REGION 1 ACT	WASHINGTON	
70.93 to 71.00		0.07	US-26	SUNSET	REGION 1 ACT	MULTNOMAH	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$3,159,613.00					\$3,159,613.00
Fund 1		Y240	\$2,835,120.74				
Match			\$324,492.26				

Footnote: \$2,825,250.44 in federal funds

Name: Portland Metro and Surrounding Area Safety Construction					Key: 22906	
Description Construction funding for safety (ARTS) projects.					Region: 1	
MPO: Portland Metro MPO			Work Type: Safety			
Applicant: ODOT			Status: BUCKET OF FUNDS			

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$6,260,000.00		\$6,260,000.00
Fund 1					YS30 \$5,634,000.00		
Match							
Fund 2					S070 \$626,000.00		
Match							

Footnote: \$6,260,000 in total funds.

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2					Key: 22990	
Description Design for curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					Region: 1	
MPO: Non-MPO, Portland Metro MPO			Work Type: ADA			
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY25

Key: 23015

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY27

Key: 23042

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:

Name: OR8: Tualatin Valley Hwy at SW142nd & 214th Ave

Key: 23050

DescriptionInstall pedestrian crosswalks with a flashing lights and lighting. Improve the rail crossing at SW 142nd Ave. This project improves safety for pedestrians and transit riders.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
4.25 to 4.40		0.15	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON		
8.00 to 8.25		0.25	OR-8	TUALATIN VALLEY HIGHWAY		REGION 1 ACT	WASHINGTON		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2026					
Total		\$2,382,000.00		\$750,000.00					\$3,132,000.00
Fund 1		Y240	\$2,137,368.60	Y240	\$672,975.00				
Match									
Fund 2		S080	\$244,631.40	S080	\$77,025.00				
Match									

Footnote: \$2,810,343.60 in federal funds programmed.



Name: OR141: Hall Blvd at SW Hemlock St

Key: 23052

Description

Install an enhanced pedestrian crosswalk with flashing lights, median island, curb ramps, signage, striping and lighting. Install sidewalk on the west side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
3.75 to 3.95		0.20	OR-141		BEAVERTON/TUALATIN			REGION 1 ACT		WASHINGTON
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025		2027				
Total		\$1,246,000.00		\$397,000.00		\$21,000.00				\$1,664,000.00
Fund 1		Y240	\$1,118,035.80	Y240	\$356,228.10	Y240	\$18,843.30			
Match										
Fund 2		S080	\$127,964.20	S080	\$40,771.90	S080	\$2,156.70			
Match										

Footnote:

Name: Portland Metro and Surrounding Area Safety Reserve (FFY25)

Key: 23107

Description

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Region: 1

MPO: Portland Metro MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,000,000.00		\$1,000,000.00
Fund 1					ACPO \$900,000.00		
Match					\$100,000.00		

Footnote: \$900,000 in federal funds

Name: Portland Metro and Surrounding Area Safety Reserve (FFY26)

Key: 23108

Description Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$697,981.00		\$697,981.00
Fund 1					ACPO \$628,182.90		
Match					\$69,798.10		

Footnote: \$628,182.90 in federal funds

Name: Portland metropolitan area operations construction reserve

Key: 23109

Description Construction funding for Operations projects. Projects will be selected based on the requirements of the funds.

MPO: Portland Metro MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: BUCKET OF FUNDS

Region: 1

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,734,000.00		\$7,734,000.00
Fund 1					Y240 \$6,939,718.20		
Match					\$794,281.80		

Footnote: \$6,939,718.20 in federal funds

Name: Portland metropolitan area ped & bike construction reserve

Key: 23110

Description Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,579,846.00		\$7,579,846.00
Fund 1					Y240 \$6,801,395.82		
Match							
Fund 2					S080 \$778,450.18		
Match							

Footnote: \$9,006,061.92 in federal funds

Name: Portland metro Safe Routes to School construction reserve

Key: 23111

Description Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

Region: 1

MPO: Portland Metro MPO

Work Type: Bicycle/Pedestrian

Applicant:

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		HOOD RIVER
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$2,457,000.00		\$2,457,000.00
Fund 1					Y240 \$2,204,666.10		
Match							
Fund 2					S080 \$252,333.90		
Match							

Footnote: \$2,204,666.10 in federal funds

Name: HCT and project development bond payment (FFY 2025)

Key: 23172

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$24,272,818.00	\$24,272,818.00
Fund 1						5307 \$21,780,000.00	
Match						\$2,492,818.00	

Footnote:

Name: HCT and project development bond payment (FFY 2026)

Key: 23174

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit, Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$24,250,529.00	\$24,250,529.00
Fund 1						5307 \$21,760,000.00	
Match						\$2,490,529.00	

Footnote:

Name: HCT and project development bond payment (FFY 2027)

Key: 23175

DescriptionPayment to a high capacity transit (HCT) and project development bond administered by TriMet.

Region: 1

MPO: Portland Metro MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$24,228,240.00	\$24,228,240.00
Fund 1						5307 \$21,740,000.00	
Match						\$2,488,240.00	

Footnote:

Name: TriMet bus purchase (2025)

Key: 23176

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,164,483.00	\$4,164,483.00
Fund 1						5339 \$3,331,586.00	
Match						\$832,897.00	

Footnote: \$3,331,586 in Fed 5339

Name: TriMet bus purchase (2026)

Key: 23177

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,289,416.00	\$4,289,416.00
Fund 1						5339 \$3,431,533.00	
Match						\$857,883.00	

Footnote:

Name: TriMet bus purchase (2027)

Key: 23178

DescriptionFunding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,418,099.00	\$4,418,099.00
Fund 1						5339 \$3,534,479.00	
Match						\$883,620.00	

Footnote:

Name: TriMet rail preventive maintenance (2025)

Key: 23179

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2025.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$52,177,141.00	\$52,177,141.00
Fund 1						5337 \$41,741,713.00	
Match						\$10,435,428.00	

Footnote:

Name: TriMet rail preventive maintenance (2026)

Key: 23180

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2026.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$53,742,455.00	\$53,742,455.00
Fund 1						5337 \$42,993,964.00	
Match						\$10,748,491.00	

Footnote:

Name: TriMet rail preventive maintenance (2027)

Key: 23181

DescriptionSupports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2027.

MPO: Portland Metro MPO

Applicant: TRIMET

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$55,354,729.00	\$55,354,729.00
Fund 1						5337 \$44,283,783.00	
Match						\$11,070,946.00	

Footnote:



Name: TriMet Preventative Maintenance Support (2025)					Key: 23182				
Description The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2025 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)					Region: 1				
MPO: Portland Metro MPO					Work Type: Transit				
Applicant: TRIMET					Status: NON-CONSTRUCTION PROJECT				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,256,809.00	\$4,256,809.00
Fund 1						Y230 \$3,819,634.72	
Match						\$437,174.28	

Footnote:

Name: TriMet Preventative Maintenance Support (2026)					Key: 23183				
Description The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2026 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)					Region: 1				
MPO: Portland Metro MPO					Work Type: Transit				
Applicant: TRIMET					Status: NON-CONSTRUCTION PROJECT				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,384,514.00	\$4,384,514.00
Fund 1						Y230 \$3,934,224.41	
Match						\$450,289.59	

Footnote:

Name: TriMet Preventative Maintenance Support (2027)					Key: 23184				
Description The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)					Region: 1				
MPO: Portland Metro MPO					Work Type: Transit				
Applicant: TRIMET					Status: NON-CONSTRUCTION PROJECT				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,516,049.00	\$4,516,049.00
Fund 1						Y230 \$4,052,250.77	
Match						\$463,798.23	

Footnote:

Name: TriMet bus and rail preventive maintenance (2025)

Key: 23185

Description Capital preventive maintenance for bus and rail in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$70,932,193.00	\$70,932,193.00
Fund 1						5307 \$56,745,754.00	
Match						\$14,186,439.00	

Footnote:

Name: TriMet bus and rail preventive maintenance (2026)

Key: 23186

Description Capital preventive maintenance for bus and rail in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$73,060,159.00	\$73,060,159.00
Fund 1						5307 \$58,448,127.00	
Match						\$14,612,032.00	

Footnote:

Name: TriMet bus and rail preventive maintenance (2027)

Key: 23187

Description Capital preventive maintenance for bus and rail in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		CLACKAMAS	
				REGION 1 ACT		MULTNOMAH	
				REGION 1 ACT		WASHINGTON	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$75,251,964.00	\$75,251,964.00
Fund 1						5307 \$60,201,571.00	
Match						\$15,050,393.00	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2025)

Key: 23188

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,909,976.00	\$2,909,976.00
Fund 1						5310 \$2,143,612.00	
Match						\$766,364.00	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2026)

Key: 23189

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,997,276.00	\$2,997,276.00
Fund 1						5310 \$2,397,820.80	
Match						\$599,455.20	

Footnote:

Name: Enhanced seniors mobility/individuals w/disabilities (2027)

Key: 23203

Description Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,087,194.00	\$3,087,194.00
Fund 1						5310 \$2,469,755.20	
Match						\$617,438.80	

Footnote:

Name: TriMet bus preventive maintenance (2024)

Key: 23204

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2024.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$32,061.00	\$32,061.00
Fund 1						5337 \$25,649.00	
Match						\$6,412.00	

Footnote:

Name: TriMet bus preventive maintenance (2025)

Key: 23205

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2025.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$33,024.00	\$33,024.00
Fund 1						5337 \$26,419.00	
Match						\$6,605.00	

Footnote:

Name: TriMet bus preventive maintenance (2026)

Key: 23206

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2026.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$34,014.00	\$34,014.00
Fund 1						5337 \$27,211.00	
Match						\$6,803.00	

Footnote:

Name: TriMet bus preventive maintenance (2027)

Key: 23207

Description Supports bus capital preventive maintenance to maintain and extend their operational and safety life for riders in federal fiscal year 2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Transit

Applicant: TRIMET

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$35,034.00	\$35,034.00
Fund 1						5337 \$28,027.00	
Match						\$7,007.00	

Footnote:

Name: TSMO program sub-allocation funds (FFY 2025-27)

Key: 23209

Description Regional Transportation System Management & Operations (TSMO) program for capital and system improvements during federal fiscal years 2025-2027.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$7,027,939.00	\$7,027,939.00
Fund 1						Y230 \$6,306,169.66	
Match						\$721,769.34	

Footnote: RFFA Step 1 FFY 2025-27 allocation years

Name: TSMO administration (FFY 2025)

Key: 23211

Description Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$229,807.00	\$229,807.00
Fund 1						Y230 \$206,205.82	
Match						\$23,601.18	

Footnote: FY2025 allocation year

Name: Regional Travel Options (RTO) program (FFY 2025-27)

Key: 23215

DescriptionThe Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$10,376,432.00	\$10,376,432.00
Fund 1						Y230 \$9,310,772.43	
Match						\$1,065,659.57	

Footnote: FY 2025-27 UPWP allocation years

Name: Safe Routes to School program (FFY 2025-27)

Key: 23218

DescriptionPromotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.

Region: 1

MPO: Portland Metro MPO

Work Type: Transportation Demand Management

Applicant: METRO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,996,657.00	\$1,996,657.00
Fund 1						Y230 \$1,791,600.33	
Match						\$205,056.67	

Footnote: FY 2025-27 allocation years

Name: Next corridor planning (FFY 2025-27)

Key: 23219

DescriptionFunds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$2,214,041.00						\$2,214,041.00
Fund 1	Y230	\$1,986,658.99					
Match	\$227,382.01						

Footnote: FY 2025-27 UPWP allocation years



Name: Freight and economic development planning (FFY 2025-27)

Key: 23221

DescriptionRegional planning to support freight systems planning and economic development planning activities.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$279,532.00						\$279,532.00
Fund 1	Y230	\$250,824.06					
Match	\$28,707.94						

Footnote: FY 2025-27 UPWP allocation years

Name: Regional MPO planning (FFY 2026)

Key: 23226

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$1,756,904.00						\$1,756,904.00
Fund 1	Y230	\$1,576,469.96					
Match	\$180,434.04						

Footnote: FY2026 UPWP allocation year

Name: Regional MPO planning (FFY 2027)

Key: 23228

DescriptionFunding to support transportation planning activities and maintain compliance with federal planning regulations.

Region: 1

MPO: Portland Metro MPO

Work Type: Planning

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$1,809,611.00						\$1,809,611.00
Fund 1	Y230	\$1,623,763.95					
Match	\$185,847.05						

Footnote: FY2027 UPWP allocation year

Name: Transit corridor development (FFY 2026)										Key: 23229					
Description Study and evaluate the development of future transit transportation corridors in the Metro region.												Region: 1			
MPO: Portland Metro MPO						Work Type: Planning									
Applicant: METRO						Status: PLANNING ACTIVITY									
Location(s)-															
Mileposts		Length		Route		Highway			ACT			County(s)			
									REGION 1 ACT			CLACKAMAS			
									REGION 1 ACT			MULTNOMAH			
									REGION 1 ACT			WASHINGTON			
Current Project Estimate															
Planning			Prelim. Engineering			Right of Way		Utility Relocation		Construction		Other		Project Total	
Year	2026														
Total	\$2,786,136.00														\$2,786,136.00
Fund 1	Y230	\$2,499,999.83													
Match	\$286,136.17														
Footnote:		Metro UPWP RFFA Step 1 funds													

Name: Metro federal grant application support (UPWP)					Key: 23232	
Description Assist local jurisdictions seek and complete federal transportation grant applications in support of RTP goals and strategies					Region: 1	
MPO: Portland Metro MPO			Work Type: Planning			
Applicant: METRO			Status: PLANNING ACTIVITY			
Location(s)-						
Mileposts		Length	Route	Highway	ACT	County(s)
					REGION 1 ACT	CLACKAMAS
					REGION 1 ACT	MULTNOMAH
					REGION 1 ACT	WASHINGTON
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year	2026					
Total	\$557,227.00					\$557,227.00
Fund 1	Y230	\$499,999.79				
Match		\$57,227.21				
Footnote: Metro UPWP RFFA Step1 funds						

Name: Metro aerial photo and LIDAR support (UPWP)						Key: 23233	
Description Assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies.						Region: 1	
MPO: Portland Metro MPO				Work Type: Planning			
Applicant: METRO				Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other
Year	2026						
Total	\$334,336.00						\$334,336.00
Fund 1	Y230	\$299,999.69					
Match	\$34,336.31						
Footnote: Metro UPWP RFFA Step1 funds							

Name: TSMO administration (FFY 2026)

Key: 23234

DescriptionAdministration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Operations

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$236,590.00	\$236,590.00
Fund 1						Y230 \$212,292.21	
Match						\$24,297.79	

Footnote: FY 026 allocation year

Name: TSMO administration (FFY 2027)

Key: 23235

DescriptionAdministration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: Operations

Status: NON-CONSTRUCTION PROJECT

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$243,803.00	\$243,803.00
Fund 1						Y230 \$218,764.43	
Match						\$25,038.57	

Footnote: FY2027 allocation year

Name: Carbon reduction program reserve

Key: 23239

DescriptionFunding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

MPO: Portland Metro MPO

Applicant: METRO

Work Type: OP-CARBON

Status: BUCKET OF FUNDS

Region: 1

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$20,995,445.00		\$20,995,445.00
Fund 1					Y601 \$18,839,212.80		
Match					\$2,156,232.20		

Footnote:

Name: SW Allen Blvd: SW Murray Blvd - SW King Ave				Key: 23252	
Description The Allen Blvd Complete Street Plan project development study will identify, develop, and prioritize infrastructure investments to make walking, biking and taking transit safer and more comfortable, while maintaining vehicle mobility.					Region: 1
MPO: Portland Metro MPO			Work Type: Bicycle/Pedestrian		
Applicant: CITY OF BEAVERTON			Status: PLANNING ACTIVITY		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		WASHINGTON
2.22 to 2.28		0.06		BEAVERTON-TIGARD	REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$806,947.00						\$806,947.00
Fund 1	Y230	\$499,999.79					
Match	\$57,227.21						
Fund 2	OTH0	\$249,720.00					
Match							

Footnote:

Name: Fanno Creek: SW Durham Rd - SW Bonita Rd proj development				Key: 23253	
Description The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.					Region: 1
MPO: Portland Metro MPO			Work Type: Bicycle/Pedestrian		
Applicant: CITY OF TIGARD			Status: PLANNING ACTIVITY		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,790,600.00						\$1,790,600.00
Fund 1	Y230	\$1,106,704.70					
Match		\$126,667.30					
Fund 2	OTH0	\$557,228.00					
Match							

Footnote:

Name: Council Creek Trail: Douglas St - Adams Ave				Key: 23254	
Description Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.					Region: 1
MPO: Portland Metro MPO			Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement		
Applicant: WASHINGTON COUNTY			Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION		

Location(s)-									
Mileposts		Length	Route		Highway	ACT	County(s)		
						REGION 1 ACT	WASHINGTON		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2027					
Total		\$2,201,600.00		\$100,000.00					\$2,301,600.00
Fund 1		Y400	\$1,923,600.33	Y400	\$87,399.71				
Match			\$220,164.67		\$10,003.29				
Fund 2		OTH0	\$57,835.00	OTH0	\$2,597.00				
Match									

Footnote:

Name: I-5 and I-205: Regional Mobility Pricing

Key: 21371

Description

Congestion pricing implementation across all lanes to manage congestion on I-5 and I-205 in a manner that will generate revenue for transportation system investments.

Region: 1

MPO: Portland Metro MPO

Work Type: Operations

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-														
Mileposts			Length	Route		Highway				ACT			County(s)	
0.00 to 26.60			26.60	I-205		EAST PORTLAND FREEWAY				REGION 1 ACT			VARIOUS	
282.65 to 282.00			(0.65)	I-5		PACIFIC HIGHWAY				REGION 1 ACT			CLACKAMAS	
308.38 to 282.65			(25.73)	I-5		PACIFIC HIGHWAY				REGION 1 ACT			VARIOUS	
Current Project Estimate														
Planning			Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year	2019		2024		2024		2024		2025		2024			
Total	\$63,250,000.00		\$56,830,000.00		\$10,000,000.00		\$10,000,000.00		\$111,530,000.00		\$10,000,000.00		\$261,610,000.00	
Fund 1	S090	\$36,000,000.00	S090	\$45,464,000.00	S090	\$8,000,000.00	S090	\$8,000,000.00	S090	\$89,224,000.00	S090	\$8,000,000.00		
Match			\$11,366,000.00		\$2,000,000.00		\$2,000,000.00		\$22,306,000.00		\$2,000,000.00			
Fund 2	Z23E	\$12,513,688.00												
Match	\$3,128,422.00													
Fund 3	YS30	\$4,800,000.00												
Match	\$1,200,000.00													
Fund 4	Z24E	\$4,438,312.00												
Match	\$1,109,578.00													
Fund 5	S010	\$60,000.00												
Match														

Footnote: Project is illustrative.

Name: US26: US101 to Nyssa

Key: 22983

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 26 between US101 and Nyssa, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 1

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-												
Mileposts		Length	Route		Highway			ACT		County(s)		
0.00 to 55.20		55.20	US-26		VARIOUS HIGHWAYS			NORTH WEST OREGON ACT		VARIOUS		
55.20 to 62.15		6.95	US-26		VARIOUS HIGHWAYS			REGION 1 ACT		VARIOUS		
62.15 to 96.90		34.75	US-26		VARIOUS HIGHWAYS			CENTRAL OREGON ACT		VARIOUS		
96.90 to 278.20		181.30	US-26		VARIOUS HIGHWAYS			SOUTH EAST OREGON ACT		VARIOUS		
Current Project Estimate												
Planning			Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year	2024		2025						2025			
Total	\$444,000.00		\$2,650,000.00						\$5,850,000.00			\$8,944,000.00
Fund 1	Y130	\$355,200.00	Y130	\$2,120,000.00			Y130	\$4,680,000.00				
Match	\$88,800.00		\$530,000.00				\$1,170,000.00					

Footnote:

Name: Portland Metro area 2024-2027 ADA curb ramp right of way

Key: 23038

Description ADA program funding for future right of way activities. Projects to be identified at a later date.

Region: 1

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$17,630,000.00				\$17,630,000.00
Fund 1			ACP0 \$17,630,000.00				
Match							

Footnote:

Name: Portland Metro area 2024-2027 ADA curb ramp construction

Key: 23043

Description ADA program funding for future construction activities. Projects to be identified at a later date.

Region: 1

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$117,430,000.00		\$117,430,000.00
Fund 1					ACPO \$117,430,000.0		
Match							

Footnote:



Name: Corvallis to Albany Trail: Scenic Dr. - Springhill										Key: 18850			
Description Complete NEPA and right of way purchase, construct off-highway multiuse path.												Region: 2	
MPO: Albany Area MPO						Work Type: Bicycle/Pedestrian							
Applicant: BENTON COUNTY						Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
8.53 to 10.25		1.72	US-20		ALBANY/CORVALLIS		CASCADES WEST ACT		BENTON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2016		2019				2024			
Total		\$778,237.91		\$330,776.00				\$1,705,324.40			\$2,814,338.31
Fund 1		Z302	\$611,984.76	Z302	\$296,805.30			Z302	\$1,375,659.30		
Match			\$70,044.39		\$33,970.70				\$157,450.36		
Fund 2		Z3E2	\$86,328.12					OTH0	\$172,214.74		
Match			\$9,880.64								

Footnote:

Name: <b>US20: Harrison Blvd. (Corvallis)</b>										Key: <b>21552</b>									
Description <b>Replace failing signal to improve driver safety.</b>										Region: <b>2</b>									
MPO: <b>Corvallis Area MPO</b>					Work Type: <b>Signs, Signals, Illumination</b>														
Applicant: <b>ODOT</b>					Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>														

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
0.15 to 0.15		0.00	US-20		ALBANY/CORVALLIS			CASCADES WEST ACT		BENTON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$649,600.00		\$364,900.00		\$17,100.00		\$3,185,800.00			\$4,217,400.00
Fund 1		Z0E1	\$649,600.00	Z001	\$327,424.77	Z001	\$15,343.83	Z001	\$2,858,618.34		
Match					\$37,475.23		\$1,756.17		\$327,181.66		

Footnote:

Name: Corvallis area MPO planning SFY25										Key: 21863			
Description Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).												Region: 2	
MPO: Corvallis Area MPO						Work Type: Planning							
Applicant: CAMPO						Status: PLANNING ACTIVITY							

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
						CASCADES WEST ACT		BENTON	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2024								
Total	\$217,066.17							\$217,066.17	
Fund 1	Z450	\$149,793.47							
Match		\$17,144.53							
Fund 2	Z77D	\$44,980.00							
Match		\$5,148.17							

Footnote:

Name: Enhanced Mobility Program - Benton Co FFY24

Key: 21984

DescriptionEnhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$170,000.00	\$170,000.00
Fund 1						5310 \$85,000.00	
Match						\$85,000.00	

Footnote:

Name: Oregon Transportation Network - Benton Co FFY24

Key: 22049

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$203,068.10	\$203,068.10
Fund 1						Z240 \$182,213.00	
Match						\$20,855.10	

Footnote:

Name: OR34: Roadside Barrier Upgrades

Key: 22511

DescriptionUpgrade the roadside barrier along this corridor to improve safety for the traveling public.

Region: 2

MPO: Corvallis Area MPO, Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 20.81		20.81	OR-34	ALSEA	CASCADES WEST ACT		LINCOLN	
20.84 to 28.21		7.37	OR-34	ALSEA	CASCADES WEST ACT		LINCOLN	
28.35 to 48.65		20.30	OR-34	ALSEA	CASCADES WEST ACT		BENTON	
50.43 to 58.50		8.07	OR-34	ALSEA	CASCADES WEST ACT		BENTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2024		
Total		\$460,000.00		\$41,456.00		\$1,797,497.00		\$2,298,953.00
Fund 1		YS30	\$460,000.00	YS30	\$37,310.40	YS30	\$1,617,747.30	
Match				\$4,145.60		\$179,749.70		

Footnote:

Name: Small (Mt. View) Creek/Elliot Circle bridge (Benton Co)

Key: 22660

Description Replace the bridge in order to meet current road standards.

MPO: Corvallis Area MPO

Applicant: BENTON COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	BENTON		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2025			2026		
Total		\$434,900.00		\$25,300.00			\$1,765,100.00		\$2,225,300.00
Fund 1		Y233	\$390,235.77	Y240	\$22,701.69		Y240	\$1,583,824.23	
Match			\$44,664.23		\$2,598.31			\$181,275.77	

Footnote:

Name: Polk County Striping & Marking Improvements (2027)

Key: 22692

Description Install raised or recessed pavement markers and widen the lines on the edge of road on 5 corridors in Polk Co to reduce the number of collisions and road departure incidents. The roads involved are: Corvallis Rd, Zena Rd, Falls City Rd, Airlie Rd, Ellendale Rd

MPO: Non-MPO, Salem/Keizer Area MPO

Applicant: POLK COUNTY

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CASCADES WEST ACT	BENTON	
						MID-WILLAMETTE VALLEY ACT	POLK	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024			2027		
Total			\$182,209.00			\$681,411.00		\$863,620.00
Fund 1			YS32 \$182,209.00			YS32 \$681,411.00		
Match								

Footnote:

Name: City of Corvallis Signal Improvements (2027)

Key: 22698

Description Modify the existing traffic signals at 8 locations within the city to reduce traffic congestion and accidents. Intersections are: Buchanan Avenue/9th Street, Circle Boulevard/9th Street, Circle Boulevard/Kings Boulevard, Harrison Boulevard/29th Street/Arnold Way, Harrison Boulevard/5th Street, Harrison Boulevard/9th Street, VanBuren Avenue/9th Street, and Western Boulevard/35th Street.

MPO: Corvallis Area MPO

Applicant: CITY OF CORVALLIS

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CASCADES WEST ACT	BENTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025			2025	2027		
Total		\$221,612.00			\$4,532.00	\$629,493.00		\$855,637.00
Fund 1		YS32	\$221,612.00		YS32	\$4,532.00	YS32	\$629,493.00
Match								

Footnote:

Name: Bellfountain Rd: Chapel Dr. to Alpine Rd. (Benton County)

Key: 22699

Description

Make improvements from Chapel Dr. to Alpine Rd. on Bellfountain Rd to reduce the number and severity of collisions. Improvements include: installing centerline rumble strips from MP 1.4 to MP 12.9, and from MP 14.9 to MP 15.7. Add intersection warning aids at Chapel Drive, 53rd Street, Airport Road, Llewellyn Road, Decker Road, Greenberry Road, Dawson Road, and Alpine Road. Intersection warning aids may include new street signs, larger stop signs, reflectorized sign posts, rumble strips across the lanes on Llewellyn Road, reflectorized backplates on overhead flashing beacons, post mounted flashing beacons, and installing red diamond signs at T-intersections.

Region: 2

MPO: Corvallis Area MPO, Non-MPO

Work Type: Safety

Applicant: BENTON COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CASCADES WEST ACT	BENTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025				2027		
Total		\$176,529.00				\$604,169.00		\$780,698.00
Fund 1		YS32	\$176,529.00			YS32	\$604,169.00	
Match								

Footnote:

Name: OR99W: (3rd St) at Western Blvd (Corvallis)

Key: 22724

Description

Complete design to rebuild signal and repair of curb ramps across the state to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 2

MPO: Corvallis Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Footnote:

Name: <b>OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)</b>					Key: <b>22784</b>		
Description <b>Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs</b>					Region: <b>2</b>		
MPO: <b>Corvallis Area MPO</b>			Work Type: <b>Pavement Preservation</b>				
Applicant: <b>ODOT</b>			Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)

Footnote:

Name: OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)

Key: 22784

Description

Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs

Region: 2

MPO: Corvallis Area MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

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Footnote: Shelf project

Name: OR99W: Mary's River Br - Kiger Island Rd (Corvallis)

Key: 22785

Description

Complete design to repave the road and surface on four bridges to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Corvallis Area MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
84.31 to 86.19	1.88	OR-99W	PACIFIC HWY WEST	CASCADES WEST ACT	BENTON
84.76 to 84.76	0.00	OR-99W	PACIFIC HWY WEST	CASCADES WEST ACT	BENTON
86.20 to 86.29	0.09	OR-99W	PACIFIC HWY WEST	CASCADES WEST ACT	BENTON
86.30 to 86.50	0.20	OR-99W	PACIFIC HWY WEST	CASCADES WEST ACT	BENTON

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2024		2024							
Total		\$1,109,247.00		\$396,535.00		\$11,330.00						\$1,517,112.00	
Fund 1		Y001	\$995,327.33	Y001	\$355,810.86	Y001	\$10,166.41						
Match													
Fund 2		S070	\$113,919.67	S070	\$40,724.14	S070	\$1,163.59						
Match													

Footnote:

Name: OR99W: MP 78.9-79.0 signal replacement (Lewisburg)

Key: 22799

Description

Complete design to upgrade the signal at this location. Will replace and upgrade traffic signal and pole as well as upgrade the system to new technology for efficiency and install left turn lanes at intersection.

Region: 2

MPO: Corvallis Area MPO

Work Type: Safety, Signs, Signals, Illumination

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
78.90 to 79.00	0.10	OR-99W	PACIFIC HWY WEST	CASCADES WEST ACT	BENTON

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024					
Total		\$677,983.00		\$254,915.00					\$932,898.00
Fund 1		Y001	\$459,022.79	ACP0	\$127,074.73				
Match			\$52,537.21		\$14,544.27				
Fund 2		ACP0	\$149,331.36	Y001	\$101,660.50				
Match			\$17,091.64		\$11,635.50				

Footnote:

Name: Corvallis area MPO planning SFY26

Key: 22881

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Corvallis Area MPO

Work Type: Planning

Applicant: CAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$313,213.31						\$313,213.31
Fund 1	Y450	\$204,206.46					
Match		\$23,372.34					
Fund 2	21MP	\$76,839.85					
Match		\$8,794.66					

Footnote:

Name: Corvallis area MPO planning SFY27

Key: 22885

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Corvallis Area MPO

Work Type: Planning

Applicant: CAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$317,179.66						\$317,179.66
Fund 1	Y450	\$204,384.05					
Match	\$23,392.67						
Fund 2	21MP	\$80,221.26					
Match	\$9,181.68						

Footnote:

Name: Corvallis area MPO planning SFY28

Key: 22888

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Corvallis Area MPO

Work Type: Planning

Applicant: CAMPO

Status: PLANNING ACTIVITY

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					CASCADES WEST ACT		BENTON	
Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027							
Total	\$321,277.81							\$321,277.81
Fund 1	Y450	\$204,563.26						
Match		\$23,413.18						
Fund 2	21MP	\$83,719.32						
Match		\$9,582.05						

Footnote:



Name: Enhanced Mobility Program (5310) Benton County FY25

Key: 22948

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$225,663.00	\$225,663.00
Fund 1						5310 \$180,530.00	
Match						\$45,133.00	

Footnote:

Name: Enhanced Mobility Program (5310) Benton County FY26

Key: 22965

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$236,243.00	\$236,243.00
Fund 1						5310 \$188,994.40	
Match						\$47,248.60	

Footnote:

Name: Enhanced Mobility Program (5310) Benton County FY27

Key: 22974

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$247,006.00	\$247,006.00
Fund 1						5310 \$197,605.00	
Match						\$49,401.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Benton County FY25

Key: 22997

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Corvallis Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$270,080.00	\$270,080.00
Fund 1						5310 \$242,342.78	
Match						\$27,737.22	

Footnote:

Name: Enhanced Mobility E&D (5310) - Benton County FY26

Key: 23016

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Corvallis Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$270,080.00	\$270,080.00
Fund 1						5310 \$242,343.00	
Match						\$27,737.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Benton County FY27

Key: 23027

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Corvallis Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$270,080.00	\$270,080.00
Fund 1						5310 \$242,343.00	
Match						\$27,737.00	

Footnote:

Name: Loop Operations (CAMPO) FFY24 (5307)

Key: 23190

Description Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: CITY OF CORVALLIS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	BENTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$364,000.00	\$364,000.00
Fund 1						5307 \$182,000.00	
Match						\$182,000.00	

Footnote:

Name: Loop Preventative Maintenance (CAMPO) FFY24 (5307)

Key: 23191

Description Funds (5307) for loop operations projects to improve traffic flow.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: CITY OF CORVALLIS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	BENTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$32,500.00	\$32,500.00
Fund 1						5307 \$26,000.00	
Match						\$6,500.00	

Footnote:

Name: Loop Operations (CAMPO) FFY25 (5307)

Key: 23231

Description Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: CITY OF CORVALLIS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	BENTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$380,800.00	\$380,800.00
Fund 1						5307 \$190,400.00	
Match						\$190,400.00	

Footnote:

Name: Loop Operations (CAMPO) FFY26 (5307)

Key: 23237

DescriptionCorvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.

MPO: Corvallis Area MPO

Applicant: CITY OF CORVALLIS

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$398,600.00	\$398,600.00
Fund 1						5307 \$199,300.00	
Match						\$199,300.00	

Footnote:

Name: Loop Preventative Maintenance (CAMPO) FFY25 (5307)

Key: 23241

DescriptionFunds (5307) for loop operations projects to improve traffic flow.

MPO: Corvallis Area MPO

Applicant: CITY OF CORVALLIS

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$35,000.00	\$35,000.00
Fund 1						5307 \$28,000.00	
Match						\$7,000.00	

Footnote:

Name: Loop Preventative Maintenance (CAMPO) FFY26 (5307)

Key: 23258

DescriptionFunds (5307) for loop operations projects to improve traffic flow.

MPO: Corvallis Area MPO

Applicant: CITY OF CORVALLIS

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$37,500.00	\$37,500.00
Fund 1						5307 \$30,000.00	
Match						\$7,500.00	

Footnote:

Name: Loop Operations (CAMPO) FFY27 (5307)

Key: 23266

DescriptionCorvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: CITY OF CORVALLIS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$417,600.00	\$417,600.00
Fund 1						5307 \$208,800.00	
Match						\$208,800.00	

Footnote:

Name: Loop Preventative Maintenance (CAMPO) FFY27 (5307)

Key: 23267

DescriptionFunds (5307) for loop operations projects to improve traffic flow.

Region: 2

MPO: Corvallis Area MPO

Work Type: Transit

Applicant: CITY OF CORVALLIS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$40,000.00	\$40,000.00
Fund 1						5307 \$32,000.00	
Match						\$8,000.00	

Footnote:

Name: Corvallis Area MPO STBG program reserve FFY25-27

Key: 23287

DescriptionSurface Transportation Block Grant Program (STBG) funding for the Corvallis Area MPO to use on projects to be determined through their project selection process and budget development. Comprised of funding from federal fiscal years 2025, 2026 and 2027.

Region: 2

MPO: Corvallis Area MPO

Work Type: Operations

Applicant: CAMPO

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		BENTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,886,701.21		\$4,886,701.21
Fund 1					Y236 \$4,384,837.00		
Match					\$501,864.21		

Footnote:

Name: I-5 and I-205: Regional Mobility Pricing

Key: 21371

Description

Congestion pricing implementation across all lanes to manage congestion on I-5 and I-205 in a manner that will generate revenue for transportation system investments.

Region: 2

MPO: Portland Metro MPO

Work Type: Operations

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 26.60	26.60	I-205	EAST PORTLAND FREEWAY	REGION 1 ACT	VARIOUS
282.65 to 282.00	(0.65)	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS
308.38 to 282.65	(25.73)	I-5	PACIFIC HIGHWAY	REGION 1 ACT	VARIOUS

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year	2019		2024		2024		2024		2025		2024			
Total	\$63,250,000.00		\$56,830,000.00		\$10,000,000.00		\$10,000,000.00		\$111,530,000.00		\$10,000,000.00		\$261,610,000.00	
Fund 1	S090	\$36,000,000.00	S090	\$45,464,000.00	S090	\$8,000,000.00	S090	\$8,000,000.00	S090	\$89,224,000.00	S090	\$8,000,000.00		
Match			\$11,366,000.00		\$2,000,000.00		\$2,000,000.00		\$22,306,000.00		\$2,000,000.00			
Fund 2	Z23E	\$12,513,688.00												
Match	\$3,128,422.00													
Fund 3	YS30	\$4,800,000.00												
Match	\$1,200,000.00													
Fund 4	Z24E	\$4,438,312.00												
Match	\$1,109,578.00													
Fund 5	S010	\$60,000.00												
Match														

Footnote: Project is illustrative.



Name: US101 at Asbury Creek

Key: 18271

Description Replace culvert with a fish passable structure to improve fish passage.

Region: 2

MPO: Non-MPO

Work Type: Fish Passage

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
34.70 to 34.80		0.10	US-101	OREGON COAST HIGHWAY		NORTH WEST OREGON ACT	CLATSOP	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2013		2024		2024		
Total		\$3,100,000.00		\$150,000.00		\$150,000.00		\$3,400,000.00
Fund 1		Y001	\$1,435,680.00	Y001	\$134,595.00	Y001	\$134,595.00	
Match			\$164,320.00		\$15,405.00		\$15,405.00	
Fund 2		Z001	\$897,300.00					
Match			\$102,700.00					
Fund 3		L05E	\$448,650.00					
Match			\$51,350.00					

Footnote: The Construction phase of this project will be funded in the 2024-2027 STIP.

Name: OR202 Culvert MP 3.60

Key: 21223

Description Design and right of way activities for a future construction project to replace the culvert at mile point 3.60 for driver safety and to improve fish passage.

Region: 2

MPO: Non-MPO

Work Type: Fish Passage, Culvert

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
3.60 to 3.60		0.00	OR-202		NEHALEM		NORTH WEST OREGON ACT	CLATSOP	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2018		2024					
Total		\$790,000.00		\$100,000.00					\$890,000.00
Fund 1		ACP0	\$400,000.00	Y240	\$89,730.00				
Match					\$10,270.00				
Fund 2		Z232	\$349,947.00						
Match			\$40,053.00						

Footnote:

Name: US101: Pacific Way (Gearhart)

Key: 21555

Description Design to replace failing signal for driver safety.

Region: 2

MPO: Non-MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
18.80 to 18.80		0.00	US-101	OREGON COAST HIGHWAY		NORTH WEST OREGON ACT	CLATSOP		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2024			
Total		\$688,845.00		\$192,603.00		\$28,324.00			\$909,772.00
Fund 1		Y001	\$618,100.62	Y001	\$172,822.67	Y001	\$25,415.13		
Match			\$70,744.38		\$19,780.33		\$2,908.87		

Footnote:

Name: US101: Astoria-Megler (Columbia River) Bridge

Key: 21734

Description

Overlay the bridge driving surface to ensure continued safety. The project cost is shared with the Washington Department of Transportation, with the Oregon Department of Transportation taking the lead.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
2.34 to 2.48		0.14	US-101	OREGON COAST HIGHWAY		NORTH WEST OREGON ACT	CLATSOP	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022				2024		
Total		\$1,186,480.07				\$6,438,403.50		\$7,624,883.57
Fund 1		Y238	\$951,245.62			Z001	\$5,161,909.86	
Match			\$108,874.32				\$590,803.68	
Fund 2		OTH0	\$126,360.13			OTH0	\$685,689.96	
Match								

Footnote:

Name: Astoria Riverwalk Trail lighting

Key: 22458

Description

Extend lighting along the paved Astoria Riverwalk Trail east of the Columbia River Maritime Museum to approximately 500 feet east of the Women's Cannery Workers Monument to improve access and safety for people walking and biking.

Region: 2

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF ASTORIA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					NORTH WEST OREGON ACT		CLATSOP	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022				2024		
Total		\$75,000.00				\$866,539.50		\$941,539.50
Fund 1		Y307	\$67,297.50			Y307 \$777,545.89		
Match			\$7,702.50			\$88,993.61		

Footnote:

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

DescriptionComplete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024				2024							
Total		\$480,382.00				\$14,728.00						\$495,110.00	
Fund 1		YS32	\$480,382.00			YS32	\$14,728.00						
Match													

Footnote:

Name: US101: MP 23.9 culvert replacement

Key: 22794

DescriptionDesign and right of way/utility activities to replace the culvert at mile point 23.9 for driver safety.

Region: 2

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
23.90 to 23.90	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2024		2024							
Total		\$293,255.00		\$33,989.00		\$28,324.00						\$355,568.00	
Fund 1		Y001	\$263,137.71	Y001	\$30,498.33	Y001	\$25,415.13						
Match			\$30,117.29		\$3,490.67		\$2,908.87						

Footnote:

Name: <b>US101 at Broadway Street Signal Upgrades (Seaside)</b>										Key: <b>22902</b>			
Description <b>Complete design to install turn lanes and rebuild/replace signals to increase safety and traffic flow at this intersection.</b>												Region: <b>2</b>	
MPO: <b>Non-MPO</b>						Work Type: <b>Safety</b>							
Applicant: <b>ODOT</b>						Status: <b>FUNDED THROUGH UTILITY RELOCATION</b>							

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
21.05 to 21.05		0.00	US-101		OREGON COAST HIGHWAY			NORTH WEST OREGON ACT		CLATSOP
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2025				
Total		\$811,844.00		\$933,425.00		\$76,870.00				\$1,822,139.00
Fund 1		Y001	\$728,467.62	Y001	\$837,562.25	Y001	\$68,975.45			
Match			\$83,376.38		\$95,862.75		\$7,894.55			

Footnote:

Name: <b>US101: Washington state line to California state line</b>		Key: <b>22977</b>
Description	<b>Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.</b>	Region: <b>2</b>
MPO: <b>Non-MPO</b>	Work Type: <b>ELECTRIC</b>	
Applicant: <b>ODOT</b>	Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>	

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 37.10		37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		CLATSOP	
37.10 to 102.80		65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK	
102.80 to 167.60		64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT		LINCOLN	
167.60 to 198.60		31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION		LANE	
198.60 to 220.58		21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		DOUGLAS	
220.58 to 285.78		65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		COOS	
285.78 to 363.00		77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025			2025		
Total	\$311,000.00		\$1,875,000.00			\$4,095,000.00		\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00		Y130 \$3,276,000.00		
Match	\$62,200.00		\$375,000.00			\$819,000.00		

Footnote:

Name: <b>US101: Circle Creek (Seaside) Flood Mitigation</b>			Key: <b>23080</b>		
Description	<b>Complete planning study to update drainage hydrology along US101 and the Necanicum River at Circle Creek (south of Seaside); develop a full range of alternatives to mitigate highway flooding, including a secondary river channel, wetland restoration, and nature based and other solutions within the watershed that reduce flooding impacts.</b>				Region: <b>2</b>
MPO: <b>Non-MPO</b>			Work Type: <b>Planning</b>		
Applicant: <b>ODOT</b>			Status: <b>PLANNING ACTIVITY</b>		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
22.50 to 25.00		2.50	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		CLATSOP
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$250,000.00						\$250,000.00
Fund 1	Y800	\$200,000.00					
Match	\$50,000.00						

Footnote:

Name: **OR202: Nehalem River bridge**

Key: **23117**

Description **Complete design to perform a full deck and bridge rail replacement to improve driving conditions.**

Region: **2**

MPO: **Non-MPO**

Work Type: **Bridge**

Applicant: **ODOT**

Status: **FUNDED THROUGH UTILITY RELOCATION**

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
38.59 to 38.59		0.00	OR-202		NEHALEM			NORTH WEST OREGON ACT		CLATSOP
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025		2025				
Total		\$1,754,838.00		\$67,977.00		\$28,324.00				\$1,851,139.00
Fund 1		Y240	\$1,574,616.14	Y240	\$60,995.76	Y240	\$25,415.13			
Match										
Fund 2		S070	\$180,221.86	S070	\$6,981.24	S070	\$2,908.87			
Match										

Footnote:

Name: US101: New Youngs Bay bridge										Key: 23118
Description Complete design to apply overlay to deck and replace the rails to increase the bridge life and safety.										Region: 2
MPO: Non-MPO					Work Type: Bridge					
Applicant: ODOT					Status: PROJECT FUNDED THROUGH FINAL PLANS					
Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
4.91 to 4.91		0.00	US-101	OREGON COAST HIGHWAY		NORTH WEST OREGON ACT		CLATSOP		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other		Project Total	
Year		2024								
Total		\$1,624,159.00							\$1,624,159.00	
Fund 1		ACP0	\$1,457,357.87							
Match			\$166,801.13							

Footnote:

Name: US30: Rainier - Wonderly Road

Key: 21547

DescriptionComplete design for future construction project to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
47.20 to 50.35		3.15	US-30		LOWER COLUMBIA RIVER		NORTH WEST OREGON ACT	COLUMBIA	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2024					
Total		\$1,030,130.00		\$28,324.00					\$1,058,454.00
Fund 1		Y001	\$539,124.76	Y001	\$25,415.13				
Match									
Fund 2		Z001	\$385,210.89	S070	\$2,908.87				
Match			\$44,089.11						
Fund 3		S070	\$61,705.24						
Match									

Footnote:

Name: Rainier/Longview MPO planning SFY25

Key: 21869

DescriptionPlanning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Planning

Applicant: RAINIER/LONGVIEW MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$7,801.53						\$7,801.53
Fund 1	Z450	\$5,383.31					
Match		\$616.14					
Fund 2	Z77D	\$1,617.00					
Match		\$185.08					

Footnote:

Name: Enhanced Mobility Program - Columbia Co FFY24

Key: 21986

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$5,000.00	\$5,000.00
Fund 1						5310 \$4,000.00	
Match						\$1,000.00	

Footnote:



Name: Oregon Transportation Network - Columbia Co FFY24

Key: 22050

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$186,013.60	\$186,013.60
Fund 1						Z240 \$166,910.00	
Match						\$19,103.60	

Footnote:

Name: Columbia Bottomlands mitigation/conservation bank

Key: 22075

DescriptionDevelop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Environmental

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-											
Mileposts		Length	Route		Highway		ACT	County(s)			
							NORTH WEST OREGON ACT	COLUMBIA			
							NORTH WEST OREGON ACT	WASHINGTON			
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total	
Year			2020		2022				2024		
Total			\$1,337,547.00		\$1,000,000.00				\$1,550,000.00		\$3,887,547.00
Fund 1			S010	\$1,337,547.00	S010	\$1,000,000.00		S010	\$1,550,000.00		
Match											

Footnote:

Name: OR47/OR8/US30 curb ramps

Key: 22435

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Longview-Rainier-Kelso MPO, Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
17.88 to 19.38	1.50	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.39 to 19.43	0.04	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.44 to 19.56	0.12	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.57 to 19.94	0.37	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
19.95 to 19.96	0.01	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.97 to 20.20	0.23	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
20.21 to 20.29	0.08	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
20.30 to 20.40	0.10	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
21.08 to 21.60	0.52	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.37 to 25.71	0.34	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.72 to 25.72	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
25.73 to 26.54	0.81	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.66 to 48.40	1.74	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	COLUMBIA
60.87 to 62.77	1.90	OR-47	NEHALEM	NORTH WEST OREGON ACT	COLUMBIA
88.02 to 88.52	0.50	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.53 to 88.53	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.54 to 88.61	0.07	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.62 to 88.66	0.04	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.67 to 88.80	0.13	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.68 to 88.70	0.02	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.81 to 90.15	1.34	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON
90.16 to 90.59	0.43	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON

Current Project Estimate												
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year			2022		2023				2024			
Total			\$4,200,000.00		\$1,512,000.00				\$8,854,171.00			\$14,566,171.00
Fund 1			Z24E	\$1,969,368.92	ACP0	\$1,356,717.60			Y240	\$7,944,847.64		
Match				\$225,403.08		\$155,282.40				\$909,323.36		
Fund 2			Y240	\$1,799,291.08								
Match				\$205,936.92								

Footnote:

Name: Rainier/Longview MPO planning SFY26

Key: 22927

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Planning

Applicant: RAINIER/LONGVIEW MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$7,801.17						\$7,801.17
Fund 1	Y450	\$5,086.16					
Match		\$582.13					
Fund 2	21MP	\$1,913.83					
Match		\$219.05					

Footnote:

Name: Rainier/Longview MPO planning SFY27

Key: 22928

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Planning

Applicant: RAINIER/LONGVIEW MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$7,801.18						\$7,801.18
Fund 1	Y450	\$5,026.92					
Match	\$575.35						
Fund 2	21MP	\$1,973.08					
Match	\$225.83						

Footnote:

Name: Rainier/Longview MPO planning SFY28

Key: 22929

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Planning

Applicant: RAINIER/LONGVIEW MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$7,801.18						\$7,801.18
Fund 1	Y450	\$4,967.15					
Match	\$568.51						
Fund 2	21MP	\$2,032.85					
Match	\$232.67						

Footnote:

Name: **Graham Road Rail Crossing (Prescott)**

Key: **22950**

Description **Complete design to install lights and gates, widen roadway to standard width on approaches to improve safety and reduce incidents at crossings.**

Region: **2**

MPO: **Non-MPO**

Work Type: **Safety**

Applicant: **RAIL DIVISION**

Status: **PROJECT FUNDED THROUGH FINAL PLANS**

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						NORTH WEST OREGON ACT	COLUMBIA	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024					
Total			\$503,049.00					\$503,049.00
Fund 1			YS40 \$503,049.00					
Match								

Footnote:

Name: **Enhanced Mobility Program - Columbia County FY25**

Key: **22952**

Description **Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.**

Region: **2**

MPO: **Longview-Rainier-Kelso MPO**

Work Type: **Transit**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$7,106.00	\$7,106.00
Fund 1						5310 \$5,685.00	
Match						\$1,421.00	

Footnote:

Name: **Enhanced Mobility Program - Columbia County FY26**

Key: **22967**

Description **Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.**

Region: **2**

MPO: **Longview-Rainier-Kelso MPO**

Work Type: **Transit**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$7,105.00	\$7,105.00
Fund 1						5310 \$5,684.00	
Match						\$1,421.00	

Footnote:

Name: Enhanced Mobility Program - Columbia County FY27

Key: 22975

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$7,265.00	\$7,265.00
Fund 1						5310 \$5,812.00	
Match						\$1,453.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Columbia County FY25

Key: 23000

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$247,938.00	\$247,938.00
Fund 1						5310 \$222,475.00	
Match						\$25,463.00	

Footnote:

Name: Enhanced Mobility E&D - Columbia County FY26

Key: 23017

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$247,938.00	\$247,938.00
Fund 1						5310 \$222,475.00	
Match						\$25,463.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Columbia County FY27

Key: 23028

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Longview-Rainier-Kelso MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$247,938.00	\$247,938.00
Fund 1						5310 \$222,475.00	
Match						\$25,463.00	

Footnote:

Name: US30: Goble Creek bridge

Key: 23119

DescriptionComplete design to replace the bridge to current standards resulting in less maintenance cost.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
40.74 to 40.74		0.00	US-30		LOWER COLUMBIA RIVER			NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025		2025				
Total		\$1,259,574.00		\$56,648.00		\$28,324.00				\$1,344,546.00
Fund 1		Y001	\$1,130,215.75	Y001	\$50,830.25	Y001	\$25,415.13			
Match										
Fund 2		S070	\$129,358.25	S070	\$5,817.75	S070	\$2,908.87			
Match										

Footnote:

Name: US30 at SE Maple St Rail Crossing (Scappoose)

Key: 23291

DescriptionDesign for future upgrade of curb ramps and pedestrian facilities at the rail crossing to provide a safer experience for the traveling public.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
20.67 to 20.67		0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT		COLUMBIA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$641,000.00					\$641,000.00
Fund 1		YS40 \$641,000.00					
Match							

Footnote:



Name: Enhanced Mobility E&D (5310) - RVTD FY26

Key: 23021

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Rogue Valley MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				ROGUE VALLEY ACT	JACKSON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$754,736.00	\$754,736.00
Fund 1						5310 \$677,225.00	
Match						\$77,511.00	

Footnote:

Name: OR200: Elmira - Veneta multi-use path

Key: 20238

Description Complete NEPA studies and design a separated path between Veneta and Elmira for pedestrians and cyclists.

Region: 2

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF VENETA

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
18.70 to 19.40		0.70	OR-200		TERRITORIAL		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2019		2024					
Total		\$644,400.00		\$10,900.00					\$655,300.00
Fund 1		Z302	\$469,495.17	Y240	\$9,780.57				
Match			\$53,735.82		\$1,119.43				
Fund 2		Y307	\$89,730.00						
Match			\$10,270.00						
Fund 3		M3E2	\$18,994.95						
Match			\$2,174.06						

Footnote:

Name: Coburg Loop- N. Coburg Industrial Way

Key: 21327

Description Construct shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park to promote the use of alternative forms of transportation.

Region: 2

MPO: Central Lane MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF COBURG

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2022				2025			
Total		\$200,000.00		\$5,343.36				\$751,920.91			\$957,264.27
Fund 1		Z230	\$179,460.00	Y301	\$3,000.00			Y230	\$448,539.63		
Match			\$20,540.00		\$343.36				\$51,337.37		
Fund 2				OTH0	\$2,000.00			Y301	\$226,159.00		
Match									\$25,884.91		

Footnote:

Name: OR58: Seismic landslide mitigation

Key: 21341

Description Investigate landslides and develop mitigation options to make roadways useable in the event of an earthquake.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
42.00 to 48.00	6.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
56.01 to 56.19	0.18	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2019	2021			2024		
Total	\$831,070.00	\$1,850,000.00			\$7,400,000.00		\$10,081,070.00
Fund 1	S070	\$831,070.00	ACP0	\$1,850,000.00	ACP0	\$6,640,020.00	
Match					\$759,980.00		

Footnote:

Name: Chambers St seismic bridge retrofits (Eugene)

Key: 21383

DescriptionSeismic strengthening of bridges in the event of a seismic event.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						LANE AREA COMMISSION ON TRANSPORTATION	LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2024		
Total		\$600,000.00			\$1,600,356.63		\$2,200,356.63
Fund 1		Z23E \$359,000.00			Y230 \$1,436,000.00		
Match		\$41,089.15			\$164,356.63		
Fund 2		OTH0 \$199,910.85					
Match							

Footnote:

Name: Gilham Road: Ayers Road to Mirror Pond Way

Key: 21385

DescriptionDesign and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety. Constructing between Ayers Road and Don Juan Avenue.

MPO: Central Lane MPO

Applicant: LANE COUNTY

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-												
Mileposts		Length	Route		Highway			ACT		County(s)		
								LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year	2019		2019		2023				2024			
Total	\$83,400.20		\$278,000.00		\$214,755.38				\$1,273,166.00			\$1,849,321.58
Fund 1	Z230	\$74,835.00	Z230	\$249,449.40	Y230	\$192,700.00			Z400	\$1,076,150.85		
Match	\$8,565.20		\$28,550.60		\$22,055.38				\$123,170.28			
Fund 2									Y230	\$66,261.00		
Match									\$7,583.87			

Footnote:

Name: Mill Street: S. A Street to Centennial Boulevard (Springfield)

Key: 21393

DescriptionRepave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.

MPO: Central Lane MPO

Applicant: CITY OF SPRINGFIELD

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2023				2024			
Total		\$1,731,380.32		\$250,000.00				\$7,269,619.68			\$9,251,000.00
Fund 1		Z230	\$1,553,567.56	OTH0	\$150,000.00			OTH0	\$5,094,596.85		
Match			\$177,812.76								
Fund 2				Y230	\$89,730.00			Y230	\$1,951,648.00		
Match				\$10,270.00				\$223,374.83			

Footnote:

Name: Hunsaker Lane complete streets improvements

Key: 21449

Description

Complete the Beaver Street and Hunsaker Lane design and reconstruct Hunsaker Ln with curb, gutter, sidewalk, and east-bound and west-bound buffered bike lanes, and improve drainage ditch between Summer Ln and Yvonne to expand low-stress active transportation connectivity and access.

Region: 2

MPO: Central Lane MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF EUGENE

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024				2024			
Total		\$1,037,702.00		\$557,227.00				\$1,131,716.25			\$2,726,645.25
Fund 1		Z905	\$931,130.00	Y230	\$499,999.79			Z400	\$600,000.00		
Match			\$106,572.00		\$57,227.21				\$68,672.68		
Fund 2								Z230	\$415,489.00		
Match									\$47,554.57		

Footnote:

Name: OR126: Linn County Line - Old McKenzie Highway

Key: 21545

Description

Repave roadway to replace deteriorating wearing course at end of its useful life.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
13.00 to 19.81		6.81	OR-126	CLEAR LAKE-BELKNAP SPRINGS		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022				2024		
Total		\$317,600.00				\$4,124,000.00		\$4,441,600.00
Fund 1		M0E1	\$284,982.48			Z001 \$3,700,465.20		
Match			\$32,617.52			\$423,534.80		

Footnote:

Name: OR99W: Theona Dr. (Eugene)

Key: 21564

Description

Increase driver safety by constructing improvements to increase the intersection sight distance.

Region: 2

MPO: Central Lane MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
118.24 to 118.24		0.00	OR-99W	PACIFIC HWY WEST		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021				2024		
Total		\$125,600.00				\$406,700.00		\$532,300.00
Fund 1		ZS30	\$115,828.32			ZS30	\$375,058.74	
Match			\$9,771.68				\$31,641.26	

Footnote:

Name: Lincoln St: 5th Ave. - 13th Ave. (Eugene)

Key: 21567

DescriptionConstruct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to increase safety of motorists, cyclists and pedestrians.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Safety, Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
		0.00				LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2024		
Total		\$342,971.72				\$945,167.34		\$1,288,139.06
Fund 1		Z400	\$171,000.00			ZS30	\$461,561.10	
Match			\$19,571.72				\$38,938.90	
Fund 2		ZS30	\$140,543.28			Z400	\$399,000.00	
Match			\$11,856.72				\$45,667.34	

Footnote:

Name: City of Eugene Signal Improvements (2024)

Key: 21573

DescriptionUpgrade traffic signals at intersections to improve traffic flow and vehicle safety.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022				2024		
Total		\$258,900.00				\$849,400.00		\$1,108,300.00
Fund 1		YS32	\$238,757.58			ZS30	\$783,316.68	
Match			\$20,142.42			\$66,083.32		

Footnote:

Name: Lane County Signing Improvements & Guardrail Installations (2024)

Key: 21576

DescriptionInstall new and improved signing, flasher treatments, and guardrail at specific locations along Crow Rd, London Rd, Row River Rd & Shoreview Dr in Lane County to improve driver awareness and safety.

MPO: Non-MPO

Applicant: LANE COUNTY

Region: 2

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020				2024		
Total		\$370,900.00				\$1,186,900.00		\$1,557,800.00
Fund 1		ZS30	\$342,043.98			YS30	\$1,094,559.18	
Match			\$28,856.02				\$92,340.82	

Footnote:

Name: OR200: Jurisdictional transfer (fund transfer #3)

Key: 21596

Description Funding transfer #3 to transfer the ownership of OR200 (mile point 2.06-42.08) and OR222 (mile point 5.11-8.0 and 11.91-14.36.

Region: 2

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
5.11 to 8.00		2.89	OR-222	SPRINGFIELD-CRESWELL	LANE AREA COMMISSION ON TRANSPORTATION		LANE
11.91 to 14.36		2.45	OR-222	SPRINGFIELD-CRESWELL	LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$5,000,000.00	\$5,000,000.00
Fund 1						S070 \$5,000,000.00	
Match							

Footnote:

Name: Central Lane MPO planning SFY25

Key: 21864

Description Central Lane MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.

Region: 2

MPO: Central Lane MPO

Work Type: Planning

Applicant: CENTRAL LANE MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$819,482.75						\$819,482.75
Fund 1	Z450	\$565,509.87					
Match		\$64,725.13					
Fund 2	Z77D	\$169,812.00					
Match		\$19,435.75					

Footnote:

Name: Kitson Springs Slide Repair at MP 2.6

Key: 21897

Description Address a continuing slide on Kitson Springs Road southeast of Oakridge. Final scoping will evaluate the most cost effective solution to dewater, stabilize and repair the slide area.

Region: 2

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant: LANE COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023				2024			
Total		\$443,847.00		\$65,000.00				\$3,371,153.00			\$3,880,000.00
Fund 1		Z21E	\$250,209.01	OTH0	\$65,000.00			Z21E	\$2,964,790.54		
Match			\$28,637.53						\$339,333.54		
Fund 2		OTH0	\$165,000.46					OTH0	\$67,028.92		
Match											

Footnote: Federal funds limited to \$3,214,999.55 Lane County providing required 10.27% match and \$232,028.86 overmatch.



Name: Oregon Transportation Network - LTD FFY24

Key: 22056

DescriptionUrbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MPO: Central Lane MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,123,783.58	\$1,123,783.58
Fund 1						Z240 \$1,008,371.00	
Match						\$115,412.58	

Footnote:

Name: STBG-Urban allocation FFY22-24 - Eugene

Key: 22253

DescriptionSurface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY22, 23 and 24 allocations.

MPO: Central Lane MPO

Applicant: CENTRAL LANE MPO

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,573,441.63	\$2,573,441.63
Fund 1						Z230 \$2,309,149.17	
Match						\$264,292.46	

Footnote:

Name: TA allocation FFY22, 23 and 24 - Eugene

Key: 22254

DescriptionTransportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes 2022, 2023, and 2024 funding.

MPO: Central Lane MPO

Applicant: CENTRAL LANE MPO

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$332,223.79		\$332,223.79
Fund 1					Z230 \$298,104.41		
Match					\$34,119.38		

Footnote:

Name: CMAQ allocation for FY22, 23 and 24 (Eugene)

Key: 22255

Description

Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process. Includes 2022, 2023, and 2024 funding.

Region: 2

MPO: Central Lane MPO

Work Type: Operations

Applicant: CENTRAL LANE MPO

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,246,981.36	\$1,246,981.36
Fund 1						Z400 \$1,118,916.37	
Match						\$128,064.99	

Footnote:

Name: Preventive Maintenance 2024 (LTD)

Key: 22262

Description

Funding used for preventative maintenance projects to extend useful life of current facilities using 5307 funds

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$5,250,000.00	\$5,250,000.00
Fund 1						5307 \$4,200,000.00	
Match						\$1,050,000.00	

Footnote:

Name: LTD Associated Capital Maintenance (2024)

Key: 22266

Description

Replacement of major bus components using 5307 funds

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$877,800.00	\$877,800.00
Fund 1						5307 \$702,240.00	
Match						\$175,560.00	

Footnote:

Name: Energy Storage System Replacement 2024 (LTD)

Key: 22270

Description Replace energy storage systems on hybrid buses

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,000,000.00	\$1,000,000.00
Fund 1						5307 \$800,000.00	
Match						\$200,000.00	

Footnote:

Name: LTD 5337 Formula Funds (FY21-24)

Key: 22274

Description General formula funds to be used for projects at LTD's discretion. Funding for maintenance, replacement, and rehabilitation transit asset projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$6,179,651.00	\$6,179,651.00
Fund 1						5337 \$4,943,720.80	
Match						\$1,235,930.20	

Footnote:

Name: LTD 5339 Formula Funds (FY21-24)

Key: 22275

Description General formula funds to be used for projects at LTD's discretion. Funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,992,918.00	\$3,992,918.00
Fund 1						5339 \$3,194,334.40	
Match						\$798,583.60	

Footnote:

Name: Regional bicycle enhancements (CLMPO)

Key: 22338

DescriptionRegional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.

Region: 2

MPO: Central Lane MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF EUGENE

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-												
Mileposts		Length	Route		Highway			ACT		County(s)		
								LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year	2023		2023						2024		2023	
Total	\$25,000.00		\$55,783.00						\$59,081.00		\$13,240.00	\$153,104.00
Fund 1	Y230	\$22,432.50	Y230	\$50,054.09					Y230	\$53,013.38	Y230 \$11,880.25	
Match	\$2,567.50		\$5,728.91						\$6,067.62		\$1,359.75	

Footnote:

Name: Central city corridor preservation (Coburg)										Key: 22340	
Description: Preservation of central city roadway corridor to extend its useful life. E Van Duyn Rd to Dixon St.										Region: 2	
MPO: Central Lane MPO					Work Type: Pavement Preservation						
Applicant: CENTRAL LANE MPO					Status: PROJECT SCHEDULED FOR CONSTRUCTION						
Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
							LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024						2025			
Total		\$140,999.67						\$693,000.11			\$833,999.78
Fund 1		Y230	\$126,519.00			Y230		\$621,829.00			
Match			\$14,480.67					\$71,171.11			

Footnote:

Name: 18th Ave at Hilyard St (Eugene)										Key: 22344		
Description Intersection improvements including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes										Region: 2		
MPO: Central Lane MPO					Work Type: Safety							
Applicant: CITY OF EUGENE					Status: PROJECT SCHEDULED FOR CONSTRUCTION							
Location(s)-												
Mileposts		Length	Route	Highway			ACT		County(s)			
							LANE AREA COMMISSION ON TRANSPORTATION		LANE			
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2023		2024				2024		2024		
Total		\$153,699.99		\$35,000.00				\$466,339.57		\$125,078.57		\$780,118.13
Fund 1		Z230	\$137,915.00	Z230	\$31,405.50			Z230	\$418,446.50	Z230	\$112,233.00	
Match			\$15,784.99		\$3,594.50				\$47,893.07		\$12,845.57	

Footnote:

Name: Oakway Rd protected bike lanes (Eugene)

Key: 22345

DescriptionDesign to make bicycle and pedestrian improvements to better connect the shared-use path on Coburg to the protected bike lanes on Oakway.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Bicycle/Pedestrian, Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT		County(s)
							LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2022	2024				2026			
Total	\$20,000.00	\$281,585.87				\$1,220,462.14			\$1,522,048.01
Fund 1	Y003	\$17,946.00	Y400	\$252,667.00		Y400	\$999,753.84		
Match		\$2,054.00		\$28,918.87			\$114,426.30		
Fund 2						OTH0	\$106,282.00		
Match									

Footnote:

Name: West Bank Path extension (Eugene)

Key: 22346

DescriptionExtend West Bank shared-use Path north from Hunsaker St to Admirals St, adding sidewalk to Admiral St and enhanced crosswalks at River Loop 1 and Wilkes Drive crossings to reduce congestion and improve air quality.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year	2023		2024		2024				2025		
Total	\$20,000.00		\$416,777.00		\$50,000.00				\$1,578,447.44		\$2,065,224.44
Fund 1	Z400	\$17,946.00	Z400	\$373,974.00	Z400	\$44,865.00		Y400	\$1,113,215.00		
Match	\$2,054.00		\$42,803.00		\$5,135.00				\$127,412.44		
Fund 2							OTH0		\$337,820.00		
Match											

Footnote:

Name: Laura St upgrade (Springfield)

Key: 22348

Description

Upgrade Laura Street (MP 0.12 to MP 0.39) to urban standards to create a road that provides safe facilities for all users, avoid further costly pavement treatments, and facilitate the transfer of facility from Lane County to city of Springfield. Upgrade includes sidewalks, curbs, storm water treatment and bike lanes.

Region: 2

MPO: Central Lane MPO

Work Type: Pavement Preservation

Applicant: CITY OF SPRINGFIELD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year			2022		2023		2024				
Total			\$496,999.89		\$290,000.00		\$4,119,998.88				\$4,906,998.77
Fund 1			Z905	\$224,325.00	Z230	\$179,460.00	Z230		\$2,413,736.00		
Match				\$25,675.00		\$20,540.00			\$276,262.88		
Fund 2			Z23E	\$221,633.00	Z910	\$80,757.00	Z910		\$1,037,507.00		
Match				\$25,366.89		\$9,243.00			\$118,747.32		
Fund 3							Y601		\$245,632.00		
Match									\$28,113.68		

Footnote:

Name: Walking and biking network improvements (Springfield)

Key: 22351

Description

Addressing highest need locations for filling gaps in the walking and biking networks and near schools in Springfield to complete connections and improve safety for all users. Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets.

Region: 2

MPO: Central Lane MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Safety

Applicant: CITY OF SPRINGFIELD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length		Route		Highway			ACT		County(s)		
									LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2024		2024		2025					
Total		\$1,138,608.05		\$112,439.54		\$27,861.36		\$3,080,059.07				\$4,358,968.02	
Fund 1		Y601	\$899,596.00	Y601	\$75,892.00	Z905	\$25,000.00	Y400	\$1,347,751.00				
Match			\$102,962.79		\$8,686.18		\$2,861.36		\$154,256.13				
Fund 2		Z905	\$100,000.00	Z905	\$25,000.00			Y601	\$968,168.00				
Match			\$11,445.45		\$2,861.36				\$110,811.16				
Fund 3		Y301	\$22,077.00					Z905	\$350,000.00				
Match			\$2,526.81						\$40,059.07				
Fund 4								Y301	\$97,818.00				
Match									\$11,195.71				

Footnote:



Name: Q St reconstruction (Springfield)

Key: 22352

Description

Reconstruct Q Street from west of Fifth Street to east of Pioneer Parkway East (approximately 1,615 ft) to bring all facilities to current standards. Project includes reconstruction of travel lanes and bike lanes, ADA improvements, renewed bicycle lane striping, and select sections of sidewalks that are not currently ADA compliant. This project will extend the life of this roadway and make the facility more comfortable for all users.

Region: 2

MPO: Central Lane MPO

Work Type: Modernization, Pavement Preservation

Applicant: CITY OF SPRINGFIELD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025			2025		
Total		\$620,000.00		\$90,000.00			\$4,000,000.00		\$4,710,000.00
Fund 1		Y230	\$556,326.00	Y230	\$80,757.00		Y230	\$3,589,200.00	
Match			\$63,674.00		\$9,243.00			\$410,800.00	

Footnote:

Name: Amazon Creek Bridge at Bailey Hill Rd (Eugene)

Key: 22405

Description

Strengthening of bridge #40039 on Bailey Hill Rd over Amazon Creek to help prevent damage from an earthquake.

Region: 2

MPO: Central Lane MPO

Work Type: Bridge

Applicant: CITY OF EUGENE

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Mileposts		Length	Route	Highway		ACT		County(s)		
						LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$133,000.00		\$10,000.00				\$524,000.00		\$667,000.00
Fund 1		Z23E	\$119,340.90	Y230	\$8,973.00		Y230	\$470,185.20		
Match			\$13,659.10		\$1,027.00			\$53,814.80		

Footnote:

Name: Berkeley Park Path (Eugene)

Key: 22460

Description

Construction of an approximately 0.13 mile path through Berkeley Park, connecting Wilson St to a higher density housing development parking lot and then connecting to Fern Ridge Trail through the park. The path will improve access and safety for people walking and biking through the area.

Region: 2

MPO: Central Lane MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF EUGENE

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025			2026		
Total		\$129,655.00		\$20,000.00			\$397,170.40		\$546,825.40
Fund 1		Z300	\$116,339.43	Y301	\$17,946.00		Y301	\$356,381.00	
Match			\$13,315.57		\$2,054.00			\$40,789.40	

Footnote:

Name: OR58: Salt Creek Bridge (MP 42.93)

Key: 22557

Description Bridge replacement due to deck deterioration and seismic performance.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
42.86 to 43.14		0.28	OR-58	WILLAMETTE		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
42.93 to 42.93		0.00	OR-58	WILLAMETTE		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2023		2024		
Total		\$500,000.00		\$10,000.00		\$15,496,622.00		\$16,006,622.00
Fund 1		Z232	\$448,650.00	Y238	\$8,973.00	Y238	\$13,905,118.92	
Match			\$51,350.00		\$1,027.00		\$1,591,503.08	

Footnote:

Name: Franklin Blvd A Partnership to Rebuild and Revive a Corridor

Key: 22596

Description The Franklin Boulevard Transformation project will provide a multi-modal complete street across both cities of Eugene and Springfield to better serve the facility's users. Work includes repaving the street, reduce travel lanes, construct bikeways on both sides of the street, construct a dedicated bus lane, add roundabouts to key intersections, and reconstruct sidewalks and sidewalk access ramps. The project will also include traffic signal work at select intersections, lighting, stormwater facilities, and landscaping.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Work Type: Modernization, Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-											
Mileposts		Length	Route		Highway				ACT		County(s)
									LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2023		2023		2024			
Total		\$3,000,000.00		\$2,500,000.00		\$500,000.00		\$29,464,174.75			\$35,464,174.75
Fund 1		ACP0	\$2,000,000.00	ACP0	\$1,700,000.00	ACP0	\$330,000.00	ACP0	\$17,000,000.00		
Match			\$500,000.00		\$425,000.00		\$82,500.00		\$4,250,000.00		
Fund 2		OTH0	\$500,000.00	OTH0	\$375,000.00	OTH0	\$87,500.00	OTH0	\$4,230,000.00		
Match											
Fund 3								Y230	\$1,967,610.00		
Match									\$225,201.77		
Fund 4								Y400	\$1,607,390.00		
Match									\$183,972.98		

Footnote:

Name: East-West Connector Feasibility Study (Coburg)					Key: 22679				
Description Study to determine the feasibility and potential alignment of a new east-west freight and commuter connection between North Coburg Rd and Interstate 5, north of the city of Coburg. Such a connector would help mitigate safety and mobility concerns in Coburg's historic downtown.					Region: 2				
MPO: Central Lane MPO					Work Type: Planning				
Applicant: CITY OF COBURG					Status: PLANNING ACTIVITY				

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$400,000.00						\$400,000.00
Fund 1	Y230	\$358,920.00					
Match	\$41,080.00						

Footnote:

Name: Lane County Local Road Curve Treatments (2027)					Key: 22689				
Description Install or modify curve safety signing on seven local roads in Lane County (Clear Lake Road, Crow Road, Central Road, Jasper Road, Jasper-Lowell Road, Marcola Road, and Territorial Highway.) to help reduce the number of speed related crashes. Improvements may include oversized/fluorescent signs, warning flashers or speed feedback signs. Cost estimate also includes a speed evaluation study for all seven corridors.					Region: 2				
MPO: Central Lane MPO, Non-MPO					Work Type: Safety				
Applicant: LANE COUNTY					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025			2027		
Total			\$189,594.00			\$663,259.00		\$852,853.00
Fund 1			YS32 \$189,594.00			YS32 \$663,259.00		
Match								

Footnote:

Name: Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)					Key: 22696				
Description Design and install various pedestrian and bicycle treatments consistent with a bicycle boulevard on Virginia Avenue/Daisy Avenue. These treatments include improvements to pedestrian crossings, speed bumps and adding bike lane pavement markings.					Region: 2				
MPO: Central Lane MPO					Work Type: Safety				
Applicant: CITY OF SPRINGFIELD					Status: PROJECT SCHEDULED FOR CONSTRUCTION				

Mileposts		Length	Route		Highway		ACT		County(s)		
							LANE AREA COMMISSION ON TRANSPORTATION		LANE		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2027			
Total		\$382,148.00		\$67,977.00				\$1,231,728.00			\$1,681,853.00
Fund 1		YS30	\$343,933.20	YS30	\$61,179.30		YS30	\$1,108,555.20			
Match			\$38,214.80		\$6,797.70			\$123,172.80			
Footnote:		City of Springfield is responsible for the match on federal funds.									

Footnote: City of Springfield is responsible for the match on federal funds.

Name: Division Avenue Roundabouts Corridor (Eugene)

Key: 22701

Description

Design and construct two roundabouts, additional speed reduction features, travel lane reductions, crossing improvements, and protected bike lanes. This roundabout project includes enhancements that support people walking and biking at this location that will increase safety.

Region: 2

MPO: Central Lane MPO

Work Type: Safety

Applicant: CITY OF EUGENE

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
								LANE AREA COMMISSION ON TRANSPORTATION			LANE		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2024		2025		2026					
Total		\$595,987.00		\$481,507.00		\$5,665.00		\$2,035,603.00				\$3,118,762.00	
Fund 1		YS32	\$595,987.00	YS32	\$481,507.00	YS32	\$5,665.00	YS32	\$2,035,603.00				
Match													

Footnote:

Name: I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments

Key: 22723

Description

Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 in NW Oregon to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in Eugene.

Region: 2

MPO: Albany Area MPO, Central Lane MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
5.33 to 12.99		7.66	OR-569	BELTLINE	LANE AREA COMMISSION ON TRANSPORTATION	LANE	
5.37 to 12.99		7.62	OR-569	BELTLINE	LANE AREA COMMISSION ON TRANSPORTATION	LANE	
168.37 to 263.74		95.37	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT	VARIOUS	
168.37 to 263.74		95.37	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS	
168.37 to 263.74		95.37	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	VARIOUS	
168.46 to 263.68		95.22	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT	VARIOUS	
168.46 to 263.68		95.22	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS	
168.46 to 263.68		95.22	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	VARIOUS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$545,290.00					\$545,290.00
Fund 1		YS32 \$545,290.00					
Match							

Footnote: The affected exits on I-5 are: 170, 172, 174, 176, 182, 188, 189, 191, 199, 209, 216, 233, 234, 235, 237, 238, 239, 242, 243, 244, 248 & 263. OR-569 in Eugene. The affected exits on OR OR-569 in Eugene are exits 5, 6, 7, 8, 9 & 12.

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

Description

Complete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024				2024				
Total		\$480,382.00				\$14,728.00				\$495,110.00
Fund 1		YS32	\$480,382.00			YS32	\$14,728.00			
Match										

Footnote:

Name: Springfield Transportation System Planning 2024

Key: 22751

Description

Transportation planning work to include updates to Springfield's Transportation System Plan to develop design concepts to facilitate pedestrian and bicycle projects.

Region: 2

MPO: Central Lane MPO

Work Type: Planning

Applicant: CITY OF SPRINGFIELD

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$334,336.34						\$334,336.34
Fund 1	Y601	\$300,000.00					
Match	\$34,336.34						

Footnote:

Name: Wilkes Dr: River Rd to River Lp 1, urban upgrades (Eugene)

Key: 22752

Description

Project will result in treatments (to be determined through planning phase) to bring this section of Wilkes Dr up to urban standards in anticipation of a jurisdictional transfer of this facility to city of Eugene. Project will enhance multimodal accessibility and preserve pavement.

Region: 2

MPO: Central Lane MPO

Work Type: Pavement Preservation

Applicant: LANE COUNTY

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2026					
Total	\$500,000.00		\$750,000.00					\$1,250,000.00
Fund 1	Y230	\$448,650.00	Y230	\$672,975.00				
Match	\$51,350.00		\$77,025.00					

Footnote:

Name: Clear Lake Rd: Lakeview Dr to Hwy 99 pavement preserv. (Eug)

Key: 22753

Description

Pavement preservation along Clear Lake Rd from Highway 99 to the urban boundary (approximately at Lakeview Dr). This project will prevent more costly repairs in the future and promote safety. Project includes speed treatments, safety countermeasure, and operational upgrades at Green Hill Rd intersection to include rehabilitation of conduits and junction boxes and a signal upgrade.

Region: 2

MPO: Central Lane MPO, Non-MPO

Work Type: Pavement Preservation

Applicant: LANE COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2025				2027			
Total		\$291,258.22		\$25,000.00				\$2,137,742.00			\$2,454,000.22
Fund 1		Y230	\$261,346.00	OTH0	\$25,000.00			Y230	\$1,698,196.00		
Match			\$29,912.22						\$194,366.13		
Fund 2								OTH0	\$245,179.87		
Match											

Footnote:

Name: STBG-Urban allocation FFY25-27 - Eugene

Key: 22759

Description

Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY25, 26 and 27 allocations. Includes funding reserved each year for regional planning, regional transportation demand management, and electronic transportation improvement program licensing

Region: 2

MPO: Central Lane MPO

Work Type: Operations

Applicant: CENTRAL LANE MPO

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						LANE AREA COMMISSION ON TRANSPORTATION	LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,834,552.54	\$4,834,552.54
Fund 1						Y230 \$4,338,044.00	
Match						\$496,508.54	

Footnote:



Name: TA allocation FFY25, 26 and 27 - Eugene

Key: 22762

DescriptionTransportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes FY2025, 2026, and 2027 allocations. Includes funding reserved each year for regional safe routes to school

MPO: Central Lane MPO

Applicant: CENTRAL LANE MPO

Region: 2

Work Type: Operations

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$884,634.25	\$884,634.25
Fund 1						Y301 \$793,782.32	
Match						\$90,851.93	

Footnote:

Name: SmartTrips: New Movers and Mobility Options (2025-2027)

Key: 22778

DescriptionIndividualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community. Includes surveys to gather essential information about transportation behavior and awareness of resources.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$668,672.68	\$668,672.68
Fund 1						Y400 \$600,000.00	
Match						\$68,672.68	

Footnote:

Name: Coburg Rd: Crescent Ave - Ferry St Br Multimodal Plan (Eug)

Key: 22779

DescriptionDevelop a multimodal plan for Coburg Road from Ferry Street Bridge to Crescent Avenue. Develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. Enhanced safety for all modes, reduce congestion, and increase reliability of bus service.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Region: 2

Work Type: Planning

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$445,781.79						\$445,781.79
Fund 1	Y301	\$400,000.00					
Match	\$45,781.79						

Footnote:

Name: Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)

Key: 22780

DescriptionProject will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Rd and Bertelsen Rd to reduce vehicle speeds at the intersection and continuing on to more dense areas of Eugene.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025		2026		2027		
Total		\$334,336.34		\$222,890.89		\$947,286.30		\$1,504,513.53
Fund 1		Y230	\$300,000.00	Y230	\$200,000.00	Y230	\$850,000.00	
Match			\$34,336.34		\$22,890.89		\$97,286.30	

Footnote:

Name: Goodpasture Island Rd Bridge seismic retrofit (Eugene)

Key: 22781

DescriptionProject will strengthen the existing bridge on Goodpasture Island Rd over the Delta Highway (bridge number 09359) to reduce the structure's vulnerability during a seismic event.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2026			2027		
Total		\$636,235.37		\$10,000.00			\$2,242,353.73		\$2,888,589.10
Fund 1		Y230	\$570,894.00	Y230	\$8,973.00		Y230 \$2,012,064.00		
Match			\$65,341.37		\$1,027.00		\$230,289.73		

Footnote:

Name: 30th Ave Active Transportation Corridor Design (Lane County)

Key: 22782

DescriptionProject is along 30th Avenue between Agate St and McVay Hwy (OR-225). Engineering for a shared-used path on the south side of 30th Ave, center medians and turning lanes, and a roundabout at Eldon Schafer Dr. Determination of needed right of way, environmental review and associated permit needs, and construction cost estimate. Right of Way acquisition and construction are anticipated in the 2027-2030 TIP cycle.

MPO: Central Lane MPO

Applicant: LANE COUNTY

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement

Status: FUNDED THROUGH ENVIRONMENTAL DOCUMENTS

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2026					
Total			\$1,010,121.48					\$1,010,121.48
Fund 1			Y400 \$906,382.00					
Match			\$103,739.48					

Footnote:

Name: Airport Rd: Douglas Dr-Old Airport Rd, pvmnt preserv. (Eug)

Key: 22783

Description

Pavement preservation to enhance safety and conduct operational maintenance along Airport Rd from where it diverges from Old Airport Rd to where the road continues north as Douglas Dr. Project includes safety treatments at the Green Hill Rd intersection including reconfiguration of the Green Hill Rd approach, elimination of the right turn lane and the addition of a receiving lane to reduce crash severity.

Region: 2

MPO: Central Lane MPO

Work Type: Pavement Preservation

Applicant: LANE COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2026				2027		
Total		\$133,239.72				\$978,759.61		\$1,111,999.33
Fund 1		Y230	\$119,556.00			Y230	\$878,241.00	
Match			\$13,683.72				\$100,518.61	

Footnote:

Name: US20: MP71.5 - 74.5 & OR126 MP0.00 to 13.00

Key: 22789

Description

Complete design to repave the road to improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 0.19		0.19	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
0.19 to 12.97		12.78	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
4.64 to 4.64		0.00	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
12.98 to 13.01		0.03	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
13.02 to 19.81		6.79	OR-126	CLEAR LAKE-BELKNAP SPRINGS	LANE AREA COMMISSION ON TRANSPORTATION		LANE	
71.50 to 74.50		3.00	US-20	SANTIAM	CASCADES WEST ACT		LINN	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$2,389,570.00						\$2,389,570.00
Fund 1		Y001	\$2,144,161.16					
Match								
Fund 2		S070	\$245,408.84					
Match								

Footnote: Shelf project.

Name: OR569: Beltline ramp signal replacement at MP 10.5 (Eugene)					Key: 22796	
Description Complete design to upgrade the signal at this location. Will replace and upgrade traffic signals and poles and upgrade system to new technology for efficiency.						Region: 2
MPO: Central Lane MPO			Work Type: Signs, Signals, Illumination			
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
10.50 to 10.50		0.00	OR-569	BELTLINE	LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$296,882.00					\$296,882.00
Fund 1		Y001	\$266,392.22				
Match			\$30,489.78				

Footnote:

Name: Central Lane MPO planning SFY26					Key: 22891	
Description Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).						Region: 2
MPO: Central Lane MPO			Work Type: Planning			
Applicant: CENTRAL LANE MPO			Status: PLANNING ACTIVITY			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,146,290.66						\$1,146,290.66
Fund 1	Y450	\$747,349.97					
Match		\$85,537.55					
Fund 2	21MP	\$281,216.64					
Match		\$32,186.50					

Footnote:

Name: Central Lane MPO planning SFY27					Key: 22895	
Description Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).						Region: 2
MPO: Central Lane MPO			Work Type: Planning			
Applicant: CENTRAL LANE MPO			Status: PLANNING ACTIVITY			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$1,159,442.87						\$1,159,442.87
Fund 1	Y450	\$747,121.16					
Match		\$85,511.36					
Fund 2	21MP	\$293,246.93					
Match		\$33,563.42					

Footnote:

Name: Central Lane MPO planning SFY28

Key: 22897

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Central Lane MPO

Work Type: Planning

Applicant: CENTRAL LANE MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$1,173,032.12						\$1,173,032.12
Fund 1	Y450	\$746,890.28					
Match		\$85,484.93					
Fund 2	21MP	\$305,671.45					
Match		\$34,985.46					

Footnote:

Name: I-5: Cottage Grove - Martin Creek

Key: 22938

Description

Complete design for a future construction project to repave this section of I-5 to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
169.19 to 171.44	2.25	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
169.19 to 171.46	2.27	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
171.45 to 173.26	1.81	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
171.47 to 173.28	1.81	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
173.27 to 174.84	1.57	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
173.29 to 174.84	1.55	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$2,212,360.00					\$2,212,360.00
Fund 1		Y001	\$2,040,238.39				
Match							
Fund 2		S070	\$172,121.61				
Match							

Footnote:

Name: US101: Washington state line to California state line

Key: 22977

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 2

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 37.10	37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	CLATSOP
37.10 to 102.80	65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
102.80 to 167.60	64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN
167.60 to 198.60	31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
198.60 to 220.58	21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS
220.58 to 285.78	65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	COOS
285.78 to 363.00	77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate										
Planning			Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2024		2025				2025			
Total	\$311,000.00		\$1,875,000.00				\$4,095,000.00			\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00			Y130	\$3,276,000.00		
Match	\$62,200.00		\$375,000.00				\$819,000.00			

Footnote:

Name: Enhanced Mobility E&D (5310) - LTD FY25

Key: 23009

Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,494,632.00	\$1,494,632.00
Fund 1						5310	\$1,341,133.00
Match						\$153,499.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - LTD FY26

Key: 23024

Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,494,632.00	\$1,494,632.00
Fund 1						5310	\$1,341,133.00
Match						\$153,499.00	

Footnote:



Name: Northwest Oregon 2024-2027 ADA curb ramp design, phase 2				Key: 23029	
Description Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					Region: 2
MPO: Central Lane MPO, Corvallis Area MPO, Non-MPO, Salem/Keizer Area MPO			Work Type: ADA		
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		LANE
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$10,710,000.00					\$10,710,000.00
Fund 1		ACP0 \$10,710,000.00					
Match							

Footnote:

Name: Enhanced Mobility E&D (5310) - LTD FY27				Key: 23039	
Description Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.					Region: 2
MPO: Central Lane MPO			Work Type: Transit		
Applicant: ODOT TRANSIT SECTION			Status: NON-CONSTRUCTION PROJECT		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,494,632.00	\$1,494,632.00
Fund 1						5310 \$1,341,133.29	
Match						\$153,498.71	

Footnote:

Name: Safety and Amenity Treatments LTD 2025				Key: 23113	
Description Project will upgrade safety features and passenger amenities along Lane Transit District's frequent transit network, which hosts highest ridership stops. Some investments include real time information infrastructure, shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, ticket vending machines, and enhanced lighting. These investments will enhance comfort and increase transit ridership.					Region: 2
MPO: Central Lane MPO			Work Type: Safety		
Applicant: LANE TRANSIT DISTRICT			Status: PROJECT SCHEDULED FOR CONSTRUCTION		

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025			2025		
Total		\$360,000.00			\$1,440,000.00		\$1,800,000.00
Fund 1		Y230 \$323,028.00			Y230 \$1,292,112.00		
Match		\$36,972.00			\$147,888.00		

Footnote:

Name: Fixed Route Bus Replacement 2027 LTD (5339)						Key: 23114	
Description Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5339(a) funding.						Region: 2	
MPO: Central Lane MPO				Work Type: Transit			
Applicant: LANE TRANSIT DISTRICT				Status: NON-CONSTRUCTION PROJECT			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,835,560.63	\$2,835,560.63
Fund 1						5339 \$2,268,448.50	
Match						\$567,112.13	
Footnote:							

Name: <b>Fixed Route Bus Replacement 2027 LTD (5337)</b>						Key: <b>23115</b>	
Description <b>Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5337 funding.</b>						Region: <b>2</b>	
MPO: <b>Central Lane MPO</b>			Work Type: <b>Transit</b>				
Applicant: <b>LANE TRANSIT DISTRICT</b>			Status: <b>NON-CONSTRUCTION PROJECT</b>				
Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$6,179,651.25	\$6,179,651.25
Fund 1						5337 \$4,943,721.00	
Match						\$1,235,930.25	
Footnote:							

Name: ADA Bus Replacement 2027 LTD (5310)						Key: 23116	
Description Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5310 funding.						Region: 2	
MPO: Central Lane MPO			Work Type: Transit				
Applicant: LANE TRANSIT DISTRICT			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,733,700.00	\$3,733,700.00
Fund 1						OTH0 \$2,521,631.00	
Match							
Fund 2						5310 \$1,212,069.00	
Match							
Footnote:							

Name: Ferry St over SPRR, 4th, 6th, 7th Aves (City of Eugene)

Key: 23121

DescriptionStrengthen the existing bridge to maintain load rating for special hauling vehicles.

MPO: Central Lane MPO

Applicant: CITY OF EUGENE

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2024		
Total		\$470,000.00			\$1,611,000.00		\$2,081,000.00
Fund 1		Y240 \$421,731.00			Y240 \$1,445,550.30		
Match		\$48,269.00			\$165,449.70		

Footnote:

Name: OR99E: Willamette R (Harrisburg) bridge

Key: 23122

DescriptionComplete design to update the bridge rails to meet current safety standards and accommodate the high volume of truck traffic.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 2

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
				ALBANY-JUNCTION CITY		LANE AREA COMMISSION ON TRANSPORTATION	LANE		
29.07 to 29.09		0.02	OR-99E	ALBANY-JUNCTION CITY		CASCADES WEST ACT	LINN		
29.10 to 29.17		0.07	OR-99E	ALBANY-JUNCTION CITY		LANE AREA COMMISSION ON TRANSPORTATION	LANE		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$994,921.00		\$192,603.00					\$1,187,524.00
Fund 1		Y001	\$892,742.61	Y001	\$172,822.67				
Match									
Fund 2		S070	\$102,178.39	S070	\$19,780.33				
Match									

Footnote:

Name: US101: Cummins Creek bridge

Key: 23126

DescriptionComplete design to control the corrosion of the metal surface of the bridge. This will help preserve the bridge.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 2

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
168.44 to 168.44		0.00	US-101		OREGON COAST HIGHWAY		LANE AREA COMMISSION ON TRANSPORTATION	LANE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$941,112.00		\$39,653.00					\$980,765.00
Fund 1		Y001	\$844,459.80	Y001	\$35,580.64				
Match									
Fund 2		S070	\$96,652.20	S070	\$4,072.36				
Match									

Footnote:

Name: US101: Siuslaw River Bridge (Florence)

Key: 23127

Description

Complete design to install overlay, concrete repair to the deteriorating columns, remove and replace/retrofit deck joints, and construct erosion control measures to help preserve the bridge.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
190.89 to 191.00	0.11	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
190.98 to 190.98	0.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
191.01 to 191.11	0.10	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$574,330.00						\$574,330.00
Fund 1		Y001	\$515,346.31					
Match								
Fund 2		S070	\$58,983.69					
Match								

Footnote:

Name: I-5: Northbound Muddy Creek bridge (Lane County)

Key: 23128

Description

Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Central Lane MPO

Work Type: Bridge

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
200.50 to 200.50	0.00	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$1,775,703.00		\$33,989.00					\$1,809,692.00
Fund 1		ACP0	\$1,637,553.31	ACP0	\$31,344.66				
Match			\$138,149.69		\$2,644.34				

Footnote:

Name: I-5: NB McKenzie overflow bridge (MP 196.69)

Key: 23130

Description

Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Central Lane MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
196.69 to 196.69	0.00	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$1,547,288.00					\$1,547,288.00
Fund 1		ACP0 \$1,426,908.99					
Match		\$120,379.01					

Footnote:

Name: I-5: NB McKenzie overflow bridge (MP 196.19)

Key: 23131

DescriptionComplete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

MPO: Central Lane MPO

Applicant: ODOT

Work Type: Bridge

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 2

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
196.19 to 196.19		0.00	I-5	PACIFIC HIGHWAY		LANE AREA COMMISSION ON TRANSPORTATION	LANE		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025		2025			
Total		\$1,722,990.00		\$28,325.00		\$11,330.00			\$1,762,645.00
Fund 1		ACP0	\$1,588,941.38	ACP0	\$26,121.32	ACP0	\$10,448.53		
Match			\$134,048.62		\$2,203.68		\$881.47		

Footnote:

Name: Glenwood Transit Facilities Treatments, LTD (5307)

Key: 23208

DescriptionRoof replacement, seismic upgrades, mechanical upgrades, system upgrades, and electrical rehabilitation to benefit safety, transit operations and services.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-											
Mileposts		Length	Route	Highway			ACT			County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION			LANE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2026			2026		2026		2026		
Total		\$749,970.00			\$37,440.00		\$3,093,870.00		\$18,720.00		\$3,900,000.00
Fund 1		5307	\$599,976.00		5307	\$29,952.00	5307	\$2,475,096.00	5307	\$14,976.00	
Match			\$149,994.00			\$7,488.00		\$618,774.00		\$3,744.00	

Footnote:

Name: LTD Preventive Maintenance 2025 (5307)

Key: 23210

DescriptionLTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,250,000.00	\$5,250,000.00
Fund 1						5307 \$4,200,000.00	
Match						\$1,050,000.00	

Footnote:

Name: LTD Preventive Maintenance 2026 (5307)

Key: 23212

Description LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$5,250,000.00	\$5,250,000.00
Fund 1						5307 \$4,200,000.00	
Match						\$1,050,000.00	

Footnote:

Name: LTD Preventive Maintenance 2027 (5307)

Key: 23213

Description LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$5,250,000.00	\$5,250,000.00
Fund 1						5307 \$4,200,000.00	
Match						\$1,050,000.00	

Footnote:

Name: LTD Associated Capital Maintenance 2025 (5307)

Key: 23214

Description Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.

MPO: Central Lane MPO

Applicant: LANE TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$877,800.00	\$877,800.00
Fund 1						5307 \$702,240.00	
Match						\$175,560.00	

Footnote:



Name: LTD Associated Capital Maintenance 2026 (5307)

Key: 23216

Description Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$877,800.00	\$877,800.00
Fund 1						5307 \$702,240.00	
Match						\$175,560.00	

Footnote:

Name: LTD Associated Capital Maintenance 2027 (5307)

Key: 23217

Description Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					LANE AREA COMMISSION ON TRANSPORTATION		LANE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$877,800.00	\$877,800.00
Fund 1						5307 \$702,240.00	
Match						\$175,560.00	

Footnote:

Name: LTD EmX Franklin & Gateway Station Treatments (5337)

Key: 23220

Description EmX platforms along Franklin and at Gateway Station will be changed for purposes of passenger safety, comfort, and accessibility while furthering LTD’s sustainability goals. Treatments may include but not be limited to repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts	Length	Route	Highway		ACT		County(s)	
					LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2026			2026	2026		
Total		\$384,600.00			\$1,605,800.00	\$9,600.00		\$2,000,000.00
Fund 1		5337 \$307,680.00			5337 \$1,284,640.00	5337 \$7,680.00		
Match		\$76,920.00			\$321,160.00	\$1,920.00		

Footnote:

Name: LTD RideSource Facility Expansion (5307)					Key: 23223				
Description		This project will increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building to better meet the needs of the community.							Region: 2
MPO: Central Lane MPO		Work Type: Transit							
Applicant: LANE TRANSIT DISTRICT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other	Project Total
Year		2027			2027		2027		2027	
Total		\$192,300.00			\$9,600.00		\$793,300.00		\$4,800.00	\$1,000,000.00
Fund 1		5307	\$153,840.00		5307	\$7,680.00	5307	\$634,640.00	5307	\$3,840.00
Match			\$38,460.00			\$1,920.00		\$158,660.00	\$960.00	

Footnote:

Name: LTD Glenwood Board Room Upgrades (5307)					Key: 23230				
Description		Address needs in the Glenwood Board Room including changes to layout, technology updates, furniture, space capacity, finishes, storage, access and security, as well as a kitchenette.							Region: 2
MPO: Central Lane MPO		Work Type: Transit							
Applicant: LANE TRANSIT DISTRICT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
							LANE AREA COMMISSION ON TRANSPORTATION		LANE	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other		Project Total
Year		2026				2026		2026		
Total		\$211,530.00				\$882,990.00		\$5,480.00		\$1,100,000.00
Fund 1		5307	\$169,224.00			5307	\$706,392.00	5307	\$4,384.00	
Match			\$42,306.00				\$176,598.00		\$1,096.00	

Footnote:

Name: LTD Fixed Route Infrastructure (5307)					Key: 23238				
Description		Update signs, shelters, furniture, and other equipment at various transit stops along Lane Transit District's fixed route transit network, increasing accessibility, comfort, and passenger safety at these boarding areas.							Region: 2
MPO: Central Lane MPO		Work Type: Transit							
Applicant: LANE TRANSIT DISTRICT		Status: PROJECT SCHEDULED FOR CONSTRUCTION							

Location(s)-										
Mileposts		Length	Route	Highway			ACT			County(s)
							LANE AREA COMMISSION ON TRANSPORTATION			LANE
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other	Project Total
Year		2026			2026		2026		2026	
Total		\$769,200.00			\$38,400.00		\$3,173,000.00		\$19,400.00	\$4,000,000.00
Fund 1		5307	\$615,360.00		5307	\$30,720.00	5307	\$2,538,400.00	5307 \$15,520.00	
Match			\$153,840.00			\$7,680.00		\$634,600.00	\$3,880.00	

Footnote:

Name: LTD Alternative Fuels Infrastructure (5307)

Key: 23240

Description Installation and/or upgrades to LTD's Glenwood facilities in order to fuel, service, and repair new vehicles with innovative propulsion technologies.

Region: 2

MPO: Central Lane MPO

Work Type: Transit

Applicant: LANE TRANSIT DISTRICT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				LANE AREA COMMISSION ON TRANSPORTATION	LANE

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other
Year		2026				2026		2026		2026
Total		\$3,846,000.00				\$192,000.00		\$15,866,000.00		\$96,000.00
Fund 1		5307	\$3,076,800.00			5307	\$153,600.00	5307	\$12,692,800.00	\$76,800.00
Match			\$769,200.00				\$38,400.00		\$3,173,200.00	\$19,200.00

Footnote:

Name: US101: Depoe Bay bridge

Key: 20110

Description Provide new cathodic protection (corrosion control) on the entire bridge substructure.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
127.58 to 127.64		0.06	US-101		OREGON COAST HIGHWAY			CASCADES WEST ACT		LINCOLN	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2017		2024				2025			
Total		\$300,000.00		\$224,423.53				\$8,338,876.64			\$8,863,300.17
Fund 1		Z001	\$269,190.00	Y001	\$201,375.23			Y001	\$7,482,474.01		
Match			\$30,810.00								
Fund 2				S070	\$23,048.30			S070	\$856,402.63		
Match											

Footnote:

Name: US101: SE 40th St. - SE 123rd St.

Key: 21546

Description Repave roadway to repair cracking, improve smoothness, and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
142.48 to 146.95		4.47	US-101		OREGON COAST HIGHWAY		CASCADES WEST ACT		LINCOLN		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$253,500.00		\$30,000.00				\$3,290,000.00			\$3,573,500.00
Fund 1		Z0E1	\$227,465.55	Z001	\$26,919.00			Z001	\$2,952,117.00		
Match		\$26,034.45		\$3,081.00				\$337,883.00			

Footnote:

Name: US20: Eddyville - Cline Hill

Key: 21549

Description Pavement resurfacing to repair and extend pavement life.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge, Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
24.40 to 27.74	3.34	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
24.93 to 24.93	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
25.07 to 25.07	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
25.14 to 25.14	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
25.31 to 25.31	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
25.60 to 25.60	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
26.05 to 26.05	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
26.47 to 26.47	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
26.69 to 26.69	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
26.95 to 26.95	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
27.54 to 27.54	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
27.75 to 27.75	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
27.76 to 28.23	0.47	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
28.69 to 29.11	0.42	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
28.89 to 28.89	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
29.15 to 29.35	0.20	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction	Other	Project Total
Year		2022				2024			
Total		\$358,200.00				\$4,896,400.00			\$5,254,600.00
Fund 1		M0E1	\$321,412.86			Z001	\$4,393,539.72		
Match			\$36,787.14				\$502,860.28		

Footnote:

Name: South Beaver Creek Road: South Fork Beaver Creek bridge

Key: 22001

Description Replace the bridge due to deterioration.

MPO: Non-MPO

Applicant: LINCOLN COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	LINCOLN

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2021		2024		2024		2024					
Total		\$505,600.00		\$5,460.00		\$5,600.00		\$1,636,375.00				\$2,153,035.00	
Fund 1		Z2E2	\$319,079.88	Y240	\$4,899.26	Y240	\$5,024.88	Y240	\$1,468,319.29				
Match			\$36,520.12		\$560.74		\$575.12		\$168,055.71				
Fund 2		Z232	\$109,262.95										
Match			\$12,505.63										
Fund 3		Y238	\$21,947.59										
Match			\$2,512.00										
Fund 4		H250	\$1,928.35										
Match			\$220.71										
Fund 5		M2E2	\$1,456.11										
Match			\$166.66										

Footnote:

Name: US101 curb ramps (Lincoln City/Lincoln Beach)

Key: 22434

Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 2

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT		County(s)	
112.30 to 118.70		6.40	US-101		OREGON COAST HIGHWAY		CASCADES WEST ACT		LINCOLN	
121.42 to 125.00		3.58	US-101		OREGON COAST HIGHWAY		CASCADES WEST ACT		LINCOLN	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year			2021		2023			2024		
Total			\$5,780,000.00		\$1,950,000.00			\$11,419,070.00		\$19,149,070.00
Fund 1		Y001	\$2,646,533.41	Y001	\$1,749,735.00		Y240	\$10,246,331.51		
Match			\$302,907.59		\$200,265.00			\$1,172,738.49		
Fund 2		Z0E1	\$2,539,860.59							
Match			\$290,698.41							

Footnote:

Name: OR34: Roadside Barrier Upgrades

Key: 22511

Description Upgrade the roadside barrier along this corridor to improve safety for the traveling public.

Region: 2

MPO: Corvallis Area MPO, Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 20.81		20.81	OR-34	ALSEA	CASCADES WEST ACT		LINCOLN	
20.84 to 28.21		7.37	OR-34	ALSEA	CASCADES WEST ACT		LINCOLN	
28.35 to 48.65		20.30	OR-34	ALSEA	CASCADES WEST ACT		BENTON	
50.43 to 58.50		8.07	OR-34	ALSEA	CASCADES WEST ACT		BENTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2024		
Total		\$460,000.00		\$41,456.00		\$1,797,497.00		\$2,298,953.00
Fund 1		YS30	\$460,000.00	YS30	\$37,310.40	YS30	\$1,617,747.30	
Match				\$4,145.60		\$179,749.70		

Footnote:

Name: North Beaver Creek bridge (Lincoln Co)

Key: 22659

Description Replace the bridge in order to meet current road standards.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: LINCOLN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							CASCADES WEST ACT		LINCOLN		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2025				2026			
Total		\$555,300.00		\$44,300.00				\$2,253,700.00			\$2,853,300.00
Fund 1		Y233	\$498,270.69	Y233	\$39,750.39			Y233	\$2,022,245.01		
Match			\$57,029.31		\$4,549.61				\$231,454.99		

Footnote:



Name: Northwest Oregon pedestrian crossing enhancements (2027)

Key: 22709

DescriptionComplete design to increase pedestrian safety at several state highway intersections in the NW part of the state. Enhancements will include a mix of signs with flashing lights, intersection lighting and median islands.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.32 to 0.32	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
27.92 to 27.92	0.00	OR-219	HILLSBORO/SILVERTON	MID-WILLAMETTE VALLEY ACT	MARION
33.11 to 33.11	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
34.35 to 34.35	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
54.54 to 54.54	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
64.34 to 64.35	0.01	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
83.49 to 83.49	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
124.36 to 124.36	0.00	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2024				
Total		\$364,477.00		\$149,134.00		\$9,843.00				\$523,454.00
Fund 1		YS30	\$328,029.30	YS30	\$134,220.60	YS30	\$8,858.70			
Match										
Fund 2		S070	\$36,447.70	S070	\$14,913.40	S070	\$984.30			
Match										

Footnote:

Name: US20: MP 0.52 signal replacement

Key: 22798

DescriptionComplete design to upgrade the signal at this location. Will replace and upgrade traffic signal and pole as well as upgrade the system to new technology for efficiency and add a left turn lane for safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination, Safety

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 2

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
0.52 to 0.52		0.00	US-20		CORVALLIS-NEWPORT			CASCADES WEST ACT		LINCOLN
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025		2025				
Total		\$743,039.00		\$56,648.00		\$13,595.00				\$813,282.00
Fund 1		Y001	\$489,412.54	ACP0	\$50,830.25	Y001	\$12,198.79			
Match			\$56,015.46		\$5,817.75		\$1,396.21			
Fund 2		ACP0	\$177,316.35							
Match			\$20,294.65							

Footnote:

Name: US101: Washington state line to California state line

Key: 22977

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 37.10	37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	CLATSOP
37.10 to 102.80	65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
102.80 to 167.60	64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN
167.60 to 198.60	31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
198.60 to 220.58	21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS
220.58 to 285.78	65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	COOS
285.78 to 363.00	77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate										
Planning			Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2024		2025				2025			
Total	\$311,000.00		\$1,875,000.00				\$4,095,000.00			\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00			Y130	\$3,276,000.00		
Match	\$62,200.00		\$375,000.00				\$819,000.00			

Footnote:

Name: OR229: Fuller (Siletz River) bridge

Key: 23123

DescriptionComplete design to paint steel truss spans and steel handrail, replace bearings and deck joints and other repairs to preserve the bridge.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
23.10 to 23.10	0.00	OR-229	SILETZ	CASCADES WEST ACT	LINCOLN

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$851,369.00						\$851,369.00
Fund 1		Y001	\$763,933.40					
Match								
Fund 2		S070	\$87,435.60					
Match								

Footnote:

Name: <b>OR229: Ojalla (Siletz River) bridge</b>					Key: <b>23124</b>		
Description <b>Complete design to paint bridge, replace bearings and other repairs to extend bridge life.</b>					Region: <b>2</b>		
MPO: <b>Non-MPO</b>			Work Type: <b>Bridge</b>				
Applicant: <b>ODOT</b>			Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
20.66 to 20.66		0.00	OR-229	SILETZ	CASCADES WEST ACT	LINCOLN	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$894,989.00					\$894,989.00
Fund 1		Y001	\$803,073.63				
Match							
Fund 2		S070	\$91,915.37				
Match							
Footnote:							

Name: <b>OR34: Alsea River Bridge</b>					Key: <b>23129</b>			
Description		<b>Complete design to pressure wash structure, pack rust removal, spot painting &amp; caulking, repair fatigue prone floorbeam connections, and rivet replacement to preserve bridge.</b>					Region: <b>2</b>	
MPO: <b>Non-MPO</b>		Work Type: <b>Bridge</b>						
Applicant: <b>ODOT</b>		Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>						
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
<b>7.06 to 7.06</b>		<b>0.00</b>	<b>OR-34</b>	<b>ALSEA</b>	<b>CASCADES WEST ACT</b>		<b>LINCOLN</b>	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		<b>2024</b>						
Total		<b>\$264,653.00</b>						<b>\$264,653.00</b>
Fund 1		Y001	\$237,473.14					
Match								
Fund 2		S070	\$27,179.86					
Match								
Footnote:								

Name: Yaquina River-Three Rocks, Old Hwy 33 bridge (Lincoln Co)					Key: 23139			
Description		Design to replace the bridge to meet current standards.					Region: 2	
MPO: Non-MPO					Work Type: Bridge			
Applicant: LINCOLN COUNTY					Status: PROJECT FUNDED THROUGH FINAL PLANS			
Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
				CORVALLIS-NEWPORT		CASCADES WEST ACT		LINCOLN
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025					
Total			\$1,266,900.00					\$1,266,900.00
Fund 1			Y240 \$1,136,789.37					
Match			\$130,110.63					
Footnote:								

Name: Crowley Creek (Three Rocks Rd) bridge (Lincoln Co)

Key: 23145

Description Replace the bridge to meet current standards.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: LINCOLN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	LINCOLN

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2025				2026					
Total		\$715,000.00		\$95,000.00				\$1,624,000.00				\$2,434,000.00	
Fund 1		Y233	\$641,569.50	Y233	\$85,243.50			Y233	\$1,457,215.20				
Match			\$73,430.50		\$9,756.50				\$166,784.80				

Footnote:

Name: Queen Avenue Rail Crossing (Albany)

Key: 21185

Description Upgrade existing railroad warning devices to improve pedestrian safety.

MPO: Albany Area MPO

Applicant: RAIL DIVISION

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	LINN

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2024		2024		2024		2024	
Total		\$750,000.00		\$285,000.00		\$5,000.00		\$200,000.00		\$950,000.00	\$2,190,000.00
Fund 1		ZS40	\$343,613.85	YS40	\$256,500.00	YS40	\$4,500.00	YS40	\$180,000.00	YS40	\$855,000.00
Match			\$38,179.32		\$28,500.00		\$500.00		\$20,000.00		\$95,000.00
Fund 2		ZS4E	\$217,047.38								
Match			\$24,116.37								
Fund 3		LS50	\$114,338.75								
Match			\$12,704.31								
Fund 4		LS40	\$0.01								
Match			\$0.01								

Footnote:

Name: I-5: Salem - Albany

Key: 21553

Description Install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor; Install variable message signs to provide real-time information to drivers and install 3.33 miles of optic fiber from MP248.40 (Delaney Rd) to MP245.07 (Jefferson Hwy) to reduce maintenance costs and provide high definition video.

MPO: Salem/Keizer Area MPO

Applicant: ODOT

Work Type: Intelligent Transportation System (ITS), Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
239.97 to 262.04	22.07	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT	LINN
240.00 to 262.00	22.00	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	MARION

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2023				2024			
Total		\$1,100,000.00		\$27,500.00				\$5,119,961.00			\$6,247,461.00
Fund 1		Z001	\$1,014,420.00	Z001	\$25,360.50			Y001	\$4,721,628.03		
Match			\$85,580.00		\$2,139.50				\$398,332.97		

Footnote:

Name: Albany area MPO planning SFY25

Key: 21862

Description

Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Albany Area MPO

Work Type: Planning

Applicant: AAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
					MID-WILLAMETTE VALLEY ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$208,116.97						\$208,116.97
Fund 1	Z450	\$143,617.35					
Match		\$16,437.65					
Fund 2	Z77D	\$43,126.00					
Match		\$4,935.97					

Footnote:

Name: North River Drive Public Access Improvement Project

Key: 21900

Description

Construct a combination of roadway widening improvements, road surface repair and pavement preservation to meet current and future needs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2024		
Total		\$352,732.60			\$2,790,822.60		\$3,143,555.20
Fund 1		Z21E	\$316,506.96		D001	\$2,504,205.12	
Match			\$36,225.64			\$286,617.48	

Footnote:

Name: Enhanced Mobility Program - Linn Co FFY24

Key: 21990

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$153,750.00	\$153,750.00
Fund 1						5310 \$76,875.00	
Match						\$76,875.00	

Footnote:



Name: Sand Ridge Road: Butte Creek Bridge

Key: 22006

Description Replace the bridge to support future traffic needs and to better accommodate bicycles that use this road.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CASCADES WEST ACT	LINN	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021				2026		
Total		\$456,407.00				\$2,299,500.00		\$2,755,907.00
Fund 1		S070	\$409,534.00			Y240	\$2,063,341.35	
Match			\$46,873.00				\$236,158.65	

Footnote:

Name: Oregon Transportation Network - Linn Co FFY24

Key: 22053

Description Urbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$347,267.36	\$347,267.36
Fund 1						Z240 \$311,603.00	
Match						\$35,664.36	

Footnote:

Name: FY24 ATS Capital Replace Eldorado in FY24

Key: 22250

Description 5307 funds used for bus replacement that will maintain current service and improve safety.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: CITY OF ALBANY

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$187,500.00	\$187,500.00
Fund 1						5307 \$150,000.00	
Match						\$37,500.00	

Footnote:

Name: FY24 Paratransit Capital 1/2 Para Bus

Key: 22251

Description 5307 funds used for paratransit van replacement that will maintain current service and improve safety.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$55,000.00	\$55,000.00
Fund 1						5307 \$49,500.00	
Match						\$5,500.00	

Footnote:

Name: US20: MP71.5 - 74.5 & OR126 MP0.00 to 13.00

Key: 22789

Description Complete design to repave the road to improve smoothness and reduce maintenance costs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 0.19		0.19	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
0.19 to 12.97		12.78	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
4.64 to 4.64		0.00	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
12.98 to 13.01		0.03	OR-126	CLEAR LAKE-BELKNAP SPRINGS	CASCADES WEST ACT		LINN	
13.02 to 19.81		6.79	OR-126	CLEAR LAKE-BELKNAP SPRINGS	LANE AREA COMMISSION ON TRANSPORTATION		LANE	
71.50 to 74.50		3.00	US-20	SANTIAM	CASCADES WEST ACT		LINN	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$2,389,570.00						\$2,389,570.00
Fund 1		Y001	\$2,144,161.16					
Match								
Fund 2		S070	\$245,408.84					
Match								

Footnote: Shelf project.

Name: Albany area MPO planning SFY26

Key: 22858

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Albany Area MPO

Work Type: Planning

Applicant: AAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
					MID-WILLAMETTE VALLEY ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$305,091.60						\$305,091.60
Fund 1	Y450	\$198,911.33					
Match		\$22,766.29					
Fund 2	21MP	\$74,847.37					
Match		\$8,566.61					

Footnote:

Name: Albany area MPO planning SFY27

Key: 22870

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Albany Area MPO

Work Type: Planning

Applicant: AAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
					MID-WILLAMETTE VALLEY ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$308,962.25						\$308,962.25
Fund 1	Y450	\$199,088.92					
Match		\$22,786.62					
Fund 2	21MP	\$78,142.90					
Match		\$8,943.81					

Footnote:

Name: Albany area MPO planning SFY28

Key: 22872

DescriptionPlanning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).Region: 2

MPO: Albany Area MPO

Work Type: Planning

Applicant: AAMPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
					MID-WILLAMETTE VALLEY ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$312,961.51						\$312,961.51
Fund 1	Y450	\$199,268.12					
Match		\$22,807.13					
Fund 2	21MP	\$81,552.24					
Match		\$9,334.02					

Footnote:

Name: Beta Drive SW Rail Crossing (Albany)

Key: 22946

DescriptionComplete design to install light and gates and improve humped crossing to standard to improve safety and reduce incidents at crossings.Region: 2

MPO: Albany Area MPO

Work Type: Safety

Applicant: RAIL DIVISION

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	LINN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year			2024	2025					
Total			\$795,729.00	\$192,603.00					\$988,332.00
Fund 1			YS40	\$795,729.00	YS40	\$192,603.00			
Match									

Footnote:

Name: Enhanced Mobility Program (5310) - Linn County FY25

Key: 22958

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$206,015.00	\$206,015.00
Fund 1						5310 \$164,812.00	
Match						\$41,203.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Linn County FY26

Key: 22970

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$214,928.00	\$214,928.00
Fund 1						5310 \$171,942.00	
Match						\$42,986.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Linn County FY27

Key: 22982

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$223,396.00	\$223,396.00
Fund 1						5310 \$178,717.00	
Match						\$44,679.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Linn County FY25

Key: 23003

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$461,866.00	\$461,866.00
Fund 1						5310 \$414,432.00	
Match						\$47,434.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Linn County FY26

Key: 23020

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$461,866.00	\$461,866.00
Fund 1						5310 \$414,432.00	
Match						\$47,434.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Linn County FY27

Key: 23033

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant:

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$461,866.00	\$461,866.00
Fund 1						5310 \$414,432.00	
Match						\$47,434.00	

Footnote:

Name: OR99E: Willamette R (Harrisburg) bridge

Key: 23122

DescriptionComplete design to update the bridge rails to meet current safety standards and accommodate the high volume of truck traffic.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
				ALBANY-JUNCTION CITY		LANE AREA COMMISSION ON TRANSPORTATION	LANE		
29.07 to 29.09		0.02	OR-99E	ALBANY-JUNCTION CITY		CASCADES WEST ACT	LINN		
29.10 to 29.17		0.07	OR-99E	ALBANY-JUNCTION CITY		LANE AREA COMMISSION ON TRANSPORTATION	LANE		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$994,921.00		\$192,603.00					\$1,187,524.00
Fund 1		Y001	\$892,742.61	Y001	\$172,822.67				
Match									
Fund 2		S070	\$102,178.39	S070	\$19,780.33				
Match									

Footnote:



Name: I-5: Northbound Little Muddy Creek Bridge (Linn County)

Key: 23132

Description

Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
210.92 to 210.92		0.00	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,206,863.00					\$1,206,863.00
Fund 1		ACP0	\$1,112,969.06				
Match			\$93,893.94				

Footnote:

Name: I-5: Northbound Muddy Creek Bridge (Linn County)

Key: 23133

Description

Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
210.39 to 210.39		0.00	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,717,501.00					\$1,717,501.00
Fund 1		ACP0	\$1,583,879.42				
Match		\$133,621.58					

Footnote:

Name: Murder Creek (Nygren Road) bridge (Linn Co)

Key: 23134

Description

Rehab existing bridge to include installing erosion protection, add new pavement, replace bridge rail and other general maintenance needs to maintain bridge integrity.

Region: 2

MPO: Albany Area MPO

Work Type: Bridge

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	LINN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2025			2026		
Total		\$135,600.00		\$25,300.00			\$816,600.00		\$977,500.00
Fund 1		Y233	\$121,673.88	Y233	\$22,701.69		Y233	\$732,735.18	
Match			\$13,926.12		\$2,598.31			\$83,864.82	

Footnote:

Name: I-5: Northbound Small Creek bridge (Linn County)

Key: 23135

Description

Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
205.34 to 205.34		0.00	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,210,157.00					\$1,210,157.00
Fund 1		ACP0	\$1,116,006.79				
Match			\$94,150.21				

Footnote:

Name: I-5: Courtney Creek northbound bridge (Linn County)

Key: 23136

Description

Complete design to remove and replace the existing pavement and perform a seismic retrofit on the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
216.97 to 216.97		0.00	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$929,032.00					\$929,032.00
Fund 1		ACP0	\$856,753.31				
Match			\$72,278.69				

Footnote:

Name: I-5: Courtney Creek southbound bridge (Linn County)

Key: 23137

Description

Complete design to remove the existing pavement and replace it to preserve the bridge.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
216.97 to 216.97		0.00	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT		LINN	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$669,870.00						\$669,870.00
Fund 1		Y001	\$601,074.35					
Match								
Fund 2		S070	\$68,795.65					
Match								

Footnote:

Name: South Santiam River-McDowell Creek Drive bridge (Linn Co)

Key: 23138

Description Fix the existing erosion to maintain the integrity of the bridge.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	LINN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2025			2026		
Total		\$190,000.00		\$10,100.00			\$526,500.00		\$726,600.00
Fund 1		Y240	\$170,487.00	Y240	\$9,062.73		Y240 \$472,428.45		
Match			\$19,513.00		\$1,037.27		\$54,071.55		

Footnote:

Name: Traux Creek (Clover Ridge Road) bridge (Linn Co)

Key: 23140

Description Replace the bridge to meet current standards.

Region: 2

MPO: Albany Area MPO

Work Type: Bridge

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							CASCADES WEST ACT		LINN		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2025				2026			
Total		\$386,400.00		\$95,000.00				\$2,652,200.00			\$3,133,600.00
Fund 1		Y240	\$346,716.72	Y240	\$85,243.50			Y240	\$2,379,819.06		
Match			\$39,683.28		\$9,756.50				\$272,380.94		

Footnote:

Name: Cox Creek (Waverly) Dr bridge (city of Millersburg)

Key: 23143

Description Replace the bridge with one that meets current standards.

Region: 2

MPO: Albany Area MPO

Work Type: Bridge

Applicant: CITY OF MILLERSBURG

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	LINN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025			2026		
Total		\$537,400.00		\$88,700.00			\$3,923,500.00		\$4,549,600.00
Fund 1		Y233	\$482,209.02	Y233	\$79,590.51		Y233	\$3,520,556.55	
Match			\$55,190.98		\$9,109.49			\$402,943.45	

Footnote:

Name: Muddy Creek (Bowers Drive) bridge (Linn Co)

Key: 23146

Description Replace the bridge with one that meets current standards.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: LINN COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CASCADES WEST ACT	LINN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2025			2026		
Total		\$376,500.00		\$50,700.00			\$2,427,500.00		\$2,854,700.00
Fund 1		Y233	\$337,833.45	Y233	\$45,493.11		Y233	\$2,178,195.75	
Match			\$38,666.55		\$5,206.89			\$249,304.25	

Footnote:

Name: AAMPO Loop Operations FFY24 (5307)

Key: 23192

Description Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: CITY OF ALBANY

Status: NON-CONSTRUCTION PROJECT

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
						CASCADES WEST ACT		LINN
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other		Project Total
Year						2024		
Total						\$364,000.00		\$364,000.00
Fund 1						5307	\$182,000.00	
Match							\$182,000.00	

Footnote:

Name: AAMPO Loop Preventative Maintenance FFY24 (5307)

Key: 23193

Description Funds (5307) for loop operations projects to improve traffic flow.

Region: 2

MPO: Albany Area MPO

Work Type: Transit

Applicant: CITY OF ALBANY

Status: NON-CONSTRUCTION PROJECT

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
						CASCADES WEST ACT		LINN
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other		Project Total
Year						2024		
Total						\$32,500.00		\$32,500.00
Fund 1						5307	\$26,000.00	
Match							\$6,500.00	

Footnote:

Name: **ATS Paratransit 50/50 Operations FFY24 (5307)**

Key: **23194**

Description **Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,060,000.00	\$1,060,000.00
Fund 1						5307 \$530,000.00	
Match						\$530,000.00	

Footnote:

Name: **ATS Preventative Maintenance FFY24 (5307)**

Key: **23195**

Description **Funds (5307) used for regular maintenance and repair of ATS buses to ensure vehicle reliability, longevity, and passenger safety.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$125,000.00	\$125,000.00
Fund 1						5307 \$100,000.00	
Match						\$25,000.00	

Footnote:

Name: **ATS 1% for safety improvements FFY24 (5307)**

Key: **23196**

Description **Funds (5307) used to improve safety.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$16,625.00	\$16,625.00
Fund 1						5307 \$13,300.00	
Match						\$3,325.00	

Footnote:

Name: **ATS first 20% ADA paratransit operating funds FFY24 (5307)**

Key: **23197**

Description **Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$332,500.00	\$332,500.00
Fund 1						5307 \$266,000.00	
Match						\$66,500.00	

Footnote:

Name: **ATS paratransit capital set aside FFY24 (5307)**

Key: **23198**

Description **Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$265,875.00	\$265,875.00
Fund 1						5307 \$212,700.00	
Match						\$53,175.00	

Footnote:

Name: **AAMPO Loop Operations FFY25 (5307)**

Key: **23243**

Description **Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$380,800.00	\$380,800.00
Fund 1						5307 \$190,400.00	
Match						\$190,400.00	

Footnote:



Name: AAMPO Loop Preventative Maintenance FFY25 (5307)

Key: 23244

Description Funds (5307) for loop operations projects to improve traffic flow.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$35,000.00	\$35,000.00
Fund 1						5307 \$28,000.00	
Match						\$7,000.00	

Footnote:

Name: ATS Paratransit 50/50 Operations FFY25 (5307)

Key: 23248

Description Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,120,000.00	\$1,120,000.00
Fund 1						5307 \$560,000.00	
Match						\$560,000.00	

Footnote:

Name: ATS Preventative Maintenance FFY25 (5307)

Key: 23249

Description Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$131,250.00	\$131,250.00
Fund 1						5307 \$105,000.00	
Match						\$26,250.00	

Footnote:

Name: **ATS 1% for safety improvements FFY25 (5307)**

Key: **23255**

Description **Funds (5307) used to improve safety.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$17,000.00	\$17,000.00
Fund 1						5307 \$13,600.00	
Match						\$3,400.00	

Footnote:

Name: **ATS first 20% ADA paratransit operating funds FFY25 (5307)**

Key: **23256**

Description **Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$340,000.00	\$340,000.00
Fund 1						5307 \$272,000.00	
Match						\$68,000.00	

Footnote:

Name: **ATS paratransit capital set aside FFY25 (5307)**

Key: **23257**

Description **Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$238,750.00	\$238,750.00
Fund 1						5307 \$191,000.00	
Match						\$47,750.00	

Footnote:

Name: AAMPO Loop Operations FFY26 (5307)

Key: 23259

DescriptionAlbany Area MPO (5307) funds for loop operations projects to improve traffic flow.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$398,600.00	\$398,600.00
Fund 1						5307 \$199,300.00	
Match						\$199,300.00	

Footnote:

Name: AAMPO Loop Preventative Maintenance FFY26 (5307)

Key: 23260

DescriptionFunds (5307) for loop operations projects to improve traffic flow.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$37,500.00	\$37,500.00
Fund 1						5307 \$30,000.00	
Match						\$7,500.00	

Footnote:

Name: ATS Paratransit 50/50 Operations FFY26 (5307)

Key: 23261

DescriptionFunds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.

MPO: Albany Area MPO

Applicant: CITY OF ALBANY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,180,000.00	\$1,180,000.00
Fund 1						5307 \$590,000.00	
Match						\$590,000.00	

Footnote:

Name: **ATS Preventative Maintenance FFY26 (5307)**

Key: **23262**

Description **Funds (5307) used for regular maintenance and repair of Albany Transit System (ATS) buses to ensure vehicle reliability, longevity, and passenger safety.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$137,500.00	\$137,500.00
Fund 1						5307 \$110,000.00	
Match						\$27,500.00	

Footnote:

Name: **ATS 1% for safety improvements FFY26 (5307)**

Key: **23263**

Description **Funds (5307) used to improve safety.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$17,375.00	\$17,375.00
Fund 1						5307 \$13,900.00	
Match						\$3,475.00	

Footnote:

Name: **ATS first 20% ADA paratransit operating funds FFY26 (5307)**

Key: **23264**

Description **Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$347,500.00	\$347,500.00
Fund 1						5307 \$278,000.00	
Match						\$69,500.00	

Footnote:

Name: **ATS paratransit capital set aside FFY26 (5307)**

Key: **23265**

Description **Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$211,000.00	\$211,000.00
Fund 1						5307 \$168,800.00	
Match						\$42,200.00	

Footnote:

Name: **AAMPO Loop Operations FFY27 (5307)**

Key: **23268**

Description **Albany Area MPO (5307) funds for loop operations projects to improve traffic flow.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$417,600.00	\$417,600.00
Fund 1						5307 \$208,800.00	
Match						\$208,800.00	

Footnote:

Name: **AAMPO Loop Preventative Maintenance FFY27 (5307)**

Key: **23269**

Description **Funds (5307) for loop operations projects to improve traffic flow.**

Region: **2**

MPO: **Albany Area MPO**

Work Type: **Transit**

Applicant: **CITY OF ALBANY**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$40,000.00	\$40,000.00
Fund 1						5307 \$32,000.00	
Match						\$8,000.00	

Footnote:

Name: **ATS Paratransit 50/50 Operations FFY27 (5307)**

Key: **23270**

Description **Funds (5307) used to operate Albany Transit System and paratransit for access to health, employment, shopping, and recreation for the community.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,240,000.00	\$1,240,000.00
Fund 1						5307 \$620,000.00	
Match						\$620,000.00	

Footnote:

Name: **ATS Preventative Maintenance FFY27 (5307)**

Key: **23271**

Description **Funds (5307) used for regular maintenance and repair of ATS buses to ensure vehicle reliability, longevity, and passenger safety.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$143,750.00	\$143,750.00
Fund 1						5307 \$115,000.00	
Match						\$28,750.00	

Footnote:

Name: **ATS 1% for safety improvements FFY27 (5307)**

Key: **23272**

Description **Funds (5307) used to improve safety.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$17,750.00	\$17,750.00
Fund 1						5307 \$14,200.00	
Match						\$3,550.00	

Footnote:



Name: **ATS first 20% ADA paratransit operating funds FFY27 (5307)**

Key: **23273**

Description **Funds (5307) used for ADA complimentary paratransit service for equal access for seniors and disabled throughout the community.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$355,000.00	\$355,000.00
Fund 1						5307 \$284,000.00	
Match						\$71,000.00	

Footnote:

Name: **ATS paratransit capital set aside FFY27 (5307)**

Key: **23274**

Description **Funds for Albany Transit System to purchase capital equipment to promote alternative forms of transportation.**

MPO: **Albany Area MPO**

Applicant: **CITY OF ALBANY**

Work Type: **Transit**

Status: **NON-CONSTRUCTION PROJECT**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$182,500.00	\$182,500.00
Fund 1						5307 \$146,000.00	
Match						\$36,500.00	

Footnote:

Name: **STBG allocation FFY25-27 - Albany Area MPO**

Key: **23285**

Description **Surface Transportation Block Grant Program (STBG) funding for the Albany Area MPO to use on projects to be determined through their project selection process and budget development. Comprised of funding from FFY25, 26 and 27 allocations.**

MPO: **Albany Area MPO**

Applicant: **AAMPO**

Work Type: **Operations**

Status: **BUCKET OF FUNDS**

Region: **2**

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		LINN
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,644,604.93		\$4,644,604.93
Fund 1					Y236 \$4,167,604.00		
Match					\$477,000.93		

Footnote:

Name: Verda Ln: Dearborn Av to Salem Pkwy (Keizer)

Key: 20741

DescriptionConstruct bicycle lanes and sidewalks and intersection realignment to increase safety and promote alternative methods of transportation.

MPO: Salem/Keizer Area MPO

Applicant: CITY OF KEIZER

Region: 2

Work Type: Bicycle/Pedestrian, Congestion Mitigation and Air Quality (CMAQ) improvement

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2020		2024			2024		
Total		\$650,000.00		\$1,698,000.00			\$1,726,800.00		\$4,074,800.00
Fund 1		Z300	\$384,167.53	Z400	\$1,449,885.16		Z400	\$1,412,164.46	
Match			\$43,969.69		\$165,945.84			\$161,628.54	
Fund 2		Z301	\$184,182.29	OTH0	\$82,169.00		OTH0	\$153,007.00	
Match			\$21,080.49						
Fund 3		Z400	\$9,960.00						
Match			\$6,640.00						

Footnote: MPO funds limited to \$3,440,359

Name: Mill Street SE rail crossing (Salem)

Key: 21238

DescriptionInstall raised medians and a marked crosswalk connecting the AMTRAK Station to the Salem Promenade, add additional and updated railroad equipment, and improve the roadway condition and approaches for safer vehicular operation and enhanced design features to better meet the ADA guidelines.

MPO: Salem/Keizer Area MPO

Applicant: ODOT

Region: 2

Work Type: Transit, Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020				2024		
Total		\$720,000.00				\$1,050,000.00		\$1,770,000.00
Fund 1		ZS40	\$648,000.00			ZS40	\$900,000.00	
Match			\$72,000.00				\$100,000.00	
Fund 2						5304	\$40,000.00	
Match							\$10,000.00	

Footnote:

Name: Center St: Lancaster Dr to 45th PI NE

Key: 21301

DescriptionDesign the interim and long-term widening of Center Street and construct the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St & 45th PI NE.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Modernization, Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
							MID-WILLAMETTE VALLEY ACT	MARION		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2019		2022				2024		
Total		\$364,839.00		\$578,400.00				\$2,540,210.00		\$3,483,449.00
Fund 1		Z230	\$327,370.03	Y230	\$518,998.32			Z230	\$1,710,139.84	
Match			\$37,468.97	\$59,401.68				\$195,733.16		
Fund 2								OTH0	\$334,337.00	
Match										
Fund 3								YS30	\$270,000.00	
Match								\$30,000.00		

Footnote: MPO funds limited to \$2,354,541

Name: Connecticut Ave: Macleay Rd to Rickey St						Key: 21304			
Description Complete the urban bicycle facilities and sidewalks along Connecticut Avenue SE between Macleay Road/Pennsylvania Avenue and Rickey Street/Macleay Road to improve safety.						Region: 2			
MPO: Salem/Keizer Area MPO			Work Type: Bicycle/Pedestrian						
Applicant: MARION COUNTY			Status: PROJECT SCHEDULED FOR CONSTRUCTION						
Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						MID-WILLAMETTE VALLEY ACT	MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2020		2023			2024		
Total		\$191,000.00		\$213,700.00			\$1,485,164.00		\$1,889,864.00
Fund 1		M23E	\$171,384.30	Y240	\$139,709.61		Z230	\$785,137.50	
Match			\$19,615.70		\$15,990.39			\$89,862.50	
Fund 2				Z230	\$52,043.40		Y601	\$547,500.16	
Match					\$5,956.60			\$62,663.84	

Footnote: MPO funds limited to \$1,556,065

Name: OR22: Big Cliff Dam - Mongold Slide						Key: 21542		
Description Pavement resurfacing to repair cracking to improve smoothness and reduce maintenance costs. Includes membrane, joints and plug seals on a partial viaduct bridge.						Region: 2		
MPO: Non-MPO			Work Type: Pavement Preservation, Bridge					
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
39.55 to 46.00		6.45	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION	
40.29 to 40.37		0.08	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2024		2024	
Total		\$482,700.00			\$109,400.00		\$6,266,900.00	\$6,859,000.00
Fund 1		Z001	\$433,126.71		Y001	\$98,164.62	Y001	\$5,623,289.37
Match			\$49,573.29			\$11,235.38	\$643,610.63	

Footnote:

Name: I-5: Salem - Albany

Key: 21553

Description

Install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor; Install variable message signs to provide real-time information to drivers and install 3.33 miles of optic fiber from MP248.40 (Delaney Rd) to MP245.07 (Jefferson Hwy) to reduce maintenance costs and provide high definition video.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Intelligent Transportation System (ITS), Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
239.97 to 262.04		22.07	I-5	PACIFIC HIGHWAY		CASCADES WEST ACT	LINN	
240.00 to 262.00		22.00	I-5	PACIFIC HIGHWAY		MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020		2023		2024		
Total		\$1,100,000.00		\$27,500.00		\$5,119,961.00		\$6,247,461.00
Fund 1		Z001	\$1,014,420.00	Z001	\$25,360.50	Y001	\$4,721,628.03	
Match			\$85,580.00		\$2,139.50		\$398,332.97	

Footnote:

Name: Silverton Road at Desart Road (Marion County)

Key: 21565

Description

Reconfigure the intersection to improve driver safety.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
8.25 to 8.25		0.00						MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$273,800.00		\$336,800.00		\$56,100.00		\$898,400.00			\$1,565,100.00
Fund 1		ZS30	\$246,420.00	ZS32	\$310,596.96	YS30	\$51,735.42	YS30	\$828,504.48		
Match			\$27,380.00		\$26,203.04		\$4,364.58		\$69,895.52		

Footnote:

Name: OR99EB: Market St - Union St

Key: 21572

Description

Enhance/upgrade overhead guide & overhead lane-use signing and install bike lanes along Commercial Street to improve driver navigation and safety.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
4.36 to 4.36		0.00	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT	MARION	
4.36 to 4.84		0.48	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT	MARION	
4.37 to 4.73		0.36	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT	MARION	
4.73 to 4.79		0.06		SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024	2024		
Total		\$531,000.00			\$112,300.00	\$1,742,500.00		\$2,385,800.00
Fund 1		Z0E1	\$531,000.00		ZS30 \$103,563.06	ZS30 \$1,606,933.50		
Match					\$8,736.94	\$135,566.50		

Footnote:

Name: <b>OR164: Jefferson (Santiam River) Bridge</b>					Key: <b>21731</b>				
Description <b>Strengthen the bridge and overlay the bridge driving surface to ensure continued safety.</b>								Region: <b>2</b>	
MPO: <b>Albany Area MPO</b>				Work Type: <b>Bridge</b>					
Applicant: <b>ODOT</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>					

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
6.19 to 6.35		0.16	OR-164		JEFFERSON			CASCADES WEST ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2022		2024		2024			
Total		\$1,206,300.00		\$21,000.00		\$27,400.00		\$5,409,100.00			\$6,663,800.00
Fund 1		Z2E2	\$1,082,412.99	Y238	\$18,843.30	Y238	\$24,586.02	Y238	\$4,853,585.43		
Match			\$123,887.01		\$2,156.70		\$2,813.98		\$555,514.57		

Footnote:

Name: <b>I-5 northbound: Santiam overflow bridge</b>					Key: <b>21761</b>				
Description <b>Replace pavement on the bridge driving surface and install new bridge railing to meet current safety standards.</b>								Region: <b>2</b>	
MPO: <b>Non-MPO</b>				Work Type: <b>Bridge</b>					
Applicant: <b>ODOT</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>					

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
241.33 to 241.37		0.04	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2024		
Total		\$185,100.00			\$873,100.00		\$1,058,200.00
Fund 1		Z0E1	\$170,699.22		Z001	\$805,172.82	
Match			\$14,400.78			\$67,927.18	

Footnote:

Name: <b>Salem-Keizer area MPO planning SFY25</b>					Key: <b>21861</b>				
Description <b>Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).</b>								Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>				Work Type: <b>Planning</b>					
Applicant: <b>SKATS</b>				Status: <b>PLANNING ACTIVITY</b>					

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
						MID-WILLAMETTE VALLEY ACT		MARION	
						MID-WILLAMETTE VALLEY ACT		POLK	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2024								
Total	\$1,653,188.02							\$1,653,188.02	
Fund 1	Z230	\$750,000.00							
Match		\$85,840.86							
Fund 2	Z450	\$564,035.60							
Match		\$64,556.40							
Fund 3	Z77D	\$169,370.00							
Match		\$19,385.16							

Footnote:

Name: Pedestrian Safety Improved Crossings (Salem)

Key: 21879

Description Install enhanced pedestrian crossings at numerous locations to increase safety.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF SALEM

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
							MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2021		2023				2024		
Total		\$260,000.00		\$65,000.00				\$1,075,000.00		\$1,400,000.00
Fund 1		Z3E1	\$233,298.00	Z230	\$58,324.50	Z301	\$717,801.42			
Match			\$26,702.00		\$6,675.50		\$82,155.58			
Fund 2						Z230	\$218,260.00			
Match							\$24,981.00			
Fund 3						OTH0	\$31,802.00			
Match										

Footnote:

Name: Commercial St SE: Vista St to Ratcliff Dr (Salem)

Key: 21890

Description Construct sidewalks along the east side of Commercial Street SE and add a new signal at Ratcliff to increase safety.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Bicycle/Pedestrian, Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: CITY OF SALEM

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2024				2026			
Total		\$640,000.00		\$320,000.00				\$4,597,125.00			\$5,557,125.00
Fund 1		Z40E	\$340,407.80	Z230	\$287,136.00	Y400		\$3,253,625.95			
Match			\$38,961.20		\$32,864.00			\$372,392.05			
Fund 2		Z23E	\$233,864.20			Y301		\$871,374.31			
Match			\$26,766.80					\$99,732.69			

Footnote:

Name: State St: 4106 State St to 46th Ave

Key: 21895

Description Construct a center turn lane, bike lanes and sidewalks to improve pedestrian safety.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Modernization

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2024			2027		
Total		\$500,000.00		\$300,000.00			\$6,965,340.00		\$7,765,340.00
Fund 1		Z230	\$448,650.00	Z230	\$269,190.00		Y230 \$6,249,999.58		
Match			\$51,350.00		\$30,810.00		\$715,340.42		

Footnote:



Name: SAMTD Fixed Route Vehicle Replacement FY 2024

Key: 21899

DescriptionReplace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transit.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,100,000.00	\$2,100,000.00
Fund 1						Z230 \$1,884,330.00	
Match						\$215,670.00	

Footnote:

Name: Transit Urban (5307) Formula Capital ADA PM 2024 SKT

Key: 21913

DescriptionFunding for Preventative Maintenance and ADA to provide alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,998,665.00	\$3,998,665.00
Fund 1						5307 \$3,198,932.00	
Match						\$799,733.00	

Footnote:

Name: Transit Urban (5307) Formula Capital Projects 2024 SKT

Key: 21914

DescriptionFunding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,504,585.00	\$2,504,585.00
Fund 1						5307 \$2,003,668.00	
Match						\$500,917.00	

Footnote:

Name: Transit Urban (5307) Formula-Operating 2024 SKT

Key: 21915

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,934,800.00	\$2,934,800.00
Fund 1						5307 \$1,467,400.00	
Match						\$1,467,400.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2024 SKT

Key: 21916

Description Funding for transit enhanced mobility to provide transit options for seniors and individuals with disabilities.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$322,500.00	\$322,500.00
Fund 1						5310 \$258,000.00	
Match						\$64,500.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2024 SKT

Key: 21917

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,110,000.00	\$1,110,000.00
Fund 1						5339 \$888,000.00	
Match						\$222,000.00	

Footnote:

Name: Scotts Mills Road: Butte Creek Bridge (Scotts Mills)

Key: 21998

Description Replace the bridge with a new structure that conforms to current standards.

MPO: Non-MPO

Applicant: MARION COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023				2024			
Total		\$545,300.00		\$97,800.00				\$3,738,400.00			\$4,381,500.00
Fund 1		Z2E2	\$457,892.19	Z232	\$87,755.94			Z232	\$3,354,466.32		
Match			\$52,407.81		\$10,044.06				\$383,933.68		
Fund 2		L25E	\$31,405.50								
Match			\$3,594.50								

Footnote:

Name: Hazelgreen Road NE: Pudding River bridge

Key: 22002

Description Replace the bridge with one that meets current standards.

MPO: Non-MPO

Applicant: MARION COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						MID-WILLAMETTE VALLEY ACT	MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2021		2022			2024		
Total		\$730,500.11		\$113,902.00			\$4,581,300.00		\$5,425,702.11
Fund 1		Z2E2	\$419,936.40	Y238	\$80,577.54		Z240	\$4,110,800.49	
Match			\$48,063.60		\$9,222.46			\$470,499.51	
Fund 2		M2E2	\$137,287.00	OTH0	\$24,102.00				
Match			\$15,713.11						
Fund 3		L250	\$98,254.35						
Match			\$11,245.65						

Footnote:

Name: Mill Creek Road bridge

Key: 22003

Description Replace the bridge with one that meets current standards.

MPO: Non-MPO

Applicant: MARION COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						MID-WILLAMETTE VALLEY ACT	MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2021		2023			2024		
Total		\$704,101.00		\$89,800.00			\$2,337,400.00		\$3,131,301.00
Fund 1		Z232	\$490,405.42	Z240	\$80,577.54	Z240	\$2,097,349.02		
Match			\$56,129.10		\$9,222.46		\$240,050.98		
Fund 2		M232	\$109,978.90						
Match			\$12,587.58						
Fund 3		L25E	\$31,405.50						
Match			\$3,594.50						

Footnote:

Name: Rambler Drive SE: Little Pudding River bridge

Key: 22005

DescriptionReplace the deteriorated bridge driving surface; update the bridge rail system; repair the approaches, and repair the piling caps that were identified for immediate repair. These repairs will extend the life of the bridge.

MPO: Non-MPO

Applicant: MARION COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						MID-WILLAMETTE VALLEY ACT	MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021				2024		
Total		\$732,298.00				\$4,596,000.00		\$5,328,298.00
Fund 1		Z2E3	\$531,560.52			Z233 \$4,123,990.80		
Match			\$60,839.48			\$472,009.20		
Fund 2		OTH0	\$139,898.00					
Match								

Footnote:

Name: Oregon Transportation Network - SAMTD FFY24

Key: 22057

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,188,378.47	\$1,188,378.47
Fund 1						Z240 \$1,066,332.00	
Match						\$122,046.47	

Footnote:

Name: I-5: Aurora Donald Interchange (Exit 278) Phase 1(b)

Key: 22505

DescriptionConstruct new I-5 interchange bridge, reconfigure interchange ramps and Ehlen Road and construct new signals at ramp terminal intersection to improve safety and traffic flow.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION
			PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	MARION
277.94 to 279.48	1.54	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	MARION
278.00 to 279.45	1.45	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	MARION
278.63 to 278.76	0.13		PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	MARION

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2022		2024		
Total			\$1,450,000.00		\$62,532,053.40		\$63,982,053.40
Fund 1			Y001 \$1,337,190.00		Y002 \$45,466,593.42		
Match			\$112,810.00		\$3,835,719.98		
Fund 2					ACP0 \$11,963,700.60		
Match					\$1,266,039.40		

Footnote:

Name: River Rd N: Glynbrook St to McNary Estates Dr (Keizer)

Key: 22688

DescriptionModify the signal hardware at all ten signalized intersections on River Road N. Modifications include converting to flashing yellow arrow at Glynbrook St N, Sam Orcutt Way NE, Sunset Ave N, Cummings Ln N, Claggett St NE, and McNary Estates Dr N, Manbrin Dr NE, and Dearborn Ave NE to aid in reducing congestion and improving air quality.

MPO: Salem/Keizer Area MPO

Applicant: CITY OF KEIZER

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025			2027		
Total		\$323,350.00			\$1,208,338.00		\$1,531,688.00
Fund 1		YS32 \$323,350.00			YS32 \$1,208,338.00		
Match							

Footnote:

Name: City of Salem South Signal Improvements (2027)

Key: 22697

DescriptionMake signal improvements in South Salem to replace old substandard signal heads with new ones and replace outdated signal controllers to increase safety for both vehicles and pedestrians.

MPO: Salem/Keizer Area MPO

Applicant: CITY OF SALEM

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2027		
Total		\$323,996.00			\$1,213,002.00		\$1,536,998.00
Fund 1		YS32 \$323,996.00			YS32 \$1,213,002.00		
Match							

Footnote:

Name: Cascade Highway SE: Silverton to Sublimity (Marion County)

Key: 22702

Description

Install rumble strips on shoulder and new shoulder line striping on Cascade Highway from Silverton city limits (near Paradise Alley Rd NE) to Sublimity city limits (near Triumph Rd SE). Also install various curve warning aids on curves to help reduce curve crashes at night.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025				2027		
Total		\$232,205.00				\$868,266.00		\$1,100,471.00
Fund 1		YS32	\$232,205.00			YS32	\$868,266.00	
Match								

Footnote:

Name: Howell Prairie Rd: OR99E to OR214 (Marion County)

Key: 22703

Description

Design and install various curve warning markings on the Howell Prairie Rd corridor between OR99E and OR214 (Marion County) to reduce vehicle incidents.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025				2027		
Total		\$127,648.00				\$444,987.00		\$572,635.00
Fund 1		YS32	\$127,648.00			YS32	\$444,987.00	
Match								

Footnote:

Name: River Rd/French Prairie Rd: OR219-Parkmeadow Dr (Marion Co)

Key: 22704

Description

Install centerline rumble strips and recessed pavement markers on River Rd NE from Parkmeadow Dr NE to French Prairie Rd NE; and French Prairie Rd NE from River Rd NE to OR-219 to reduce vehicle incidents.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025			2027		
Total		\$120,902.00			\$417,250.00		\$538,152.00
Fund 1		YS32 \$120,902.00			YS32 \$417,250.00		
Match							

Footnote:



Name: Yergen/McKay/Ehlen Rd: OR219 to Bents Rd NE (Marion County)

Key: 22705

Description

Design and install driver speed feedback signs and rumble strips for each travel direction at two locations along the corridor between OR-219 (River Rd NE) and Bents Rd NE. The project will include analysis of the curves along the roadway and installation of required and recommended curve warning signs and other devices to help reduce curve collisions at night.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$189,869.00			\$707,878.00		\$897,747.00
Fund 1		YS32 \$189,869.00			YS32 \$707,878.00		
Match							

Footnote:

Name: Northwest Oregon pedestrian crossing enhancements (2027)

Key: 22709

Description

Complete design to increase pedestrian safety at several state highway intersections in the NW part of the state. Enhancements will include a mix of signs with flashing lights, intersection lighting and median islands.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.32 to 0.32		0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT		LINCOLN	
27.92 to 27.92		0.00	OR-219	HILLSBORO/SILVERTON	MID-WILLAMETTE VALLEY ACT		MARION	
33.11 to 33.11		0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION	
34.35 to 34.35		0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT		YAMHILL	
54.54 to 54.54		0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION	
64.34 to 64.35		0.01	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK	
83.49 to 83.49		0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT		WASHINGTON	
124.36 to 124.36		0.00	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT		LINCOLN	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2024	2024			
Total		\$364,477.00		\$149,134.00	\$9,843.00			\$523,454.00
Fund 1		YS30	\$328,029.30	YS30	\$134,220.60	YS30	\$8,858.70	
Match								
Fund 2		S070	\$36,447.70	S070	\$14,913.40	S070	\$984.30	
Match								

Footnote:

Name: Salem Area Traffic Signal Control Center Operations 25-26

Key: 22721

DescriptionOperation of the regional traffic control center to improve traffic flow for the 2025-2026 federal fiscal years. Operated by the city of Salem.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Operations

Applicant: CITY OF SALEM

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$848,883.00	\$848,883.00
Fund 1						Z230 \$662,999.72	
Match						\$75,883.28	
Fund 2						OTH0 \$110,000.00	
Match							

Footnote: MPO funds limited to \$663,000

Name: Salem Area Traffic Signal Control Center Operations 2027-2028

Key: 22722

DescriptionOperation of the regional traffic control center to improve traffic flow for the 2027-2028 federal fiscal years. Operated by the city of Salem.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Operations

Applicant: CITY OF SALEM

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$871,172.00	\$871,172.00
Fund 1						Y230 \$682,999.64	
Match						\$78,172.36	
Fund 2						OTH0 \$110,000.00	
Match							

Footnote: MPO funds limited to \$683,000

Name: Ehlen Rd NE at Butteville Rd NE (Marion County)

Key: 22725

DescriptionInstall a rural, single lane roundabout at the intersection of Ehlen Rd NE/Butteville Rd NE to improve traffic flow and safety.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024	2025	2025	2027		
Total		\$808,227.00	\$162,533.00	\$43,928.00	\$4,719,660.00		\$5,734,348.00
Fund 1		YS32 \$808,227.00	YS32 \$162,533.00	YS32 \$43,928.00	YS32 \$4,719,660.00		
Match							

Footnote:

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

DescriptionComplete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Project Total	
Year		2024		2024			
Total		\$480,382.00		\$14,728.00		\$495,110.00	
Fund 1		YS32	\$480,382.00	YS32	\$14,728.00		
Match							

Footnote:

Name: SAMTD Fixed Route Vehicle Replacement FY2026

Key: 22730

DescriptionReplace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION
				MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Project Total	
Year						2026	
Total						\$1,500,000.00	
Fund 1						Y230	\$1,345,950.00
Match						\$154,050.00	

Footnote:

Name: SAMTD Transportation Options FFY25-FF27

Key: 22731

Description

Combined Transportation Demand Management and Rideshare Program for state fiscal years 2025, 2026, and 2027. This project uses a strategic approach for service coordination and customer service including education, marketing and community outreach to promote & encourage the use of transportation options as an alternative to the single occupant vehicle in the Salem-Keizer urban area.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transportation Demand Management

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$987,964.00	\$987,964.00
Fund 1						Y230 \$886,500.10	
Match						\$101,463.90	

Footnote:

Name: Transit 5307 Formula Prevent Maint and ADA 2025 SAMTD

Key: 22732

Description

Funding for preventative maintenance and ADA services to promote alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,473,163.00	\$3,473,163.00
Fund 1						5307 \$2,778,530.00	
Match						\$694,633.00	

Footnote:

Name: Transit 5307 Formula Capital Projects 2025 SAMTD

Key: 22733

Description

Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,315,441.00	\$2,315,441.00
Fund 1						5307 \$1,852,353.00	
Match						\$463,088.00	

Footnote:

Name: Transit 5307 Formula Operating 2025 SAMTD

Key: 22734

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,315,440.00	\$2,315,440.00
Fund 1						5307 \$1,157,720.00	
Match						\$1,157,720.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2025 SAMTD

Key: 22735

Description Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$485,962.00	\$485,962.00
Fund 1						5310 \$388,769.00	
Match						\$97,193.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2025 SAMTD

Key: 22736

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$644,939.00	\$644,939.00
Fund 1						5339 \$515,951.00	
Match						\$128,988.00	

Footnote:

Name: Transit 5307 Formula Prevent Maint and ADA 2026 SAMTD

Key: 22755

Description Funding for preventative maintenance and ADA to promote alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$3,549,573.00	\$3,549,573.00
Fund 1						5307 \$2,839,658.00	
Match						\$709,915.00	

Footnote:

Name: Transit 5307 Formula Capital Projects 2026 SAMTD

Key: 22756

Description Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,366,380.00	\$2,366,380.00
Fund 1						5307 \$1,893,104.00	
Match						\$473,276.00	

Footnote:

Name: Transit 5307 Formula Operating 2026 SAMTD

Key: 22757

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,366,380.00	\$2,366,380.00
Fund 1						5307 \$1,183,190.00	
Match						\$1,183,190.00	

Footnote:



Name: Transit Urban (5310) Formula Program 2026 SAMTD						Key: 22758	
Description Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.						Region: 2	
MPO: Salem/Keizer Area MPO				Work Type: Transit			
Applicant: SAMTD				Status: NON-CONSTRUCTION PROJECT			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$496,653.00	\$496,653.00
Fund 1						5310 \$397,322.00	
Match						\$99,331.00	
Footnote:							

Name: <b>Transit Urban (5339) Formula Program 2026 SAMTD</b>						Key: <b>22760</b>	
Description <b>Funding for bus and bus facilities to provide alternative forms of transportation.</b>						Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>			Work Type: <b>Transit</b>				
Applicant: <b>SAMTD</b>			Status: <b>NON-CONSTRUCTION PROJECT</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$666,222.00	\$666,222.00
Fund 1						5339 \$532,977.00	
Match						\$133,245.00	

Name: Transit 5307 Formula Prevent Maint and ADA 2027 SAMTD						Key: 22761	
Description Funding for preventative maintenance and ADA to promote alternative forms of transportation.						Region: 2	
MPO: Salem/Keizer Area MPO			Work Type: Transit				
Applicant: SAMTD			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,627,663.00	\$3,627,663.00
Fund 1						5307 \$2,902,130.00	
Match						\$725,533.00	

Name: Transit 5307 Formula Capital Projects 2027 SAMTD

Key: 22763

Description

Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,418,441.00	\$2,418,441.00
Fund 1						5307 \$1,934,753.00	
Match						\$483,688.00	

Footnote:

Name: Transit 5307 Formula Operating 2027 SAMTD

Key: 22764

Description

Funding for transit operating expenses to promote the use of alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,418,440.00	\$2,418,440.00
Fund 1						5307 \$1,209,220.00	
Match						\$1,209,220.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2027 SAMTD

Key: 22765

Description

Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$507,579.00	\$507,579.00
Fund 1						5310 \$406,063.00	
Match						\$101,516.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2027 SAMTD

Key: 22766

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$688,207.00	\$688,207.00
Fund 1						5339 \$550,565.00	
Match						\$137,642.00	

Footnote:

Name: Northwest Oregon Rumble Strips (2027)

Key: 22775

Description Complete design to install centerline and shoulder/edge line rumble strips along various portions of Albany-Corvallis, Wilson River, Pacific Hwy East, Albany-Junction City, Mist-Clatskanie, Clear Lake-Belknap Springs, Goshen-Divide Highways as well as along US101 in NW Oregon (outside city limits) where the ODOT rumble strip policy allows to aid in reducing vehicle collisions.

MPO: Salem/Keizer Area MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$930,000.00					\$930,000.00
Fund 1		YS32 \$930,000.00					
Match							

Footnote:

Name: OR99E: Jct Hwy 051 - Dimmick Lane

Key: 22793

Description Complete design to repave the road to improve smoothness and reduce maintenance costs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
27.07 to 30.65		3.58	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$913,121.00						\$913,121.00
Fund 1		Y001	\$819,343.47					
Match								
Fund 2		S070	\$93,777.53					
Match								

Footnote: Shelf project.

Name: Salem-Keizer-Turner MPO planning SFY26

Key: 22848

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$2,036,346.00						\$2,036,346.00
Fund 1	Y230	\$800,000.48					
Match		\$91,563.63					
Fund 2	Y450	\$746,366.30					
Match		\$85,424.96					
Fund 3	21MP	\$280,846.50					
Match		\$32,144.13					

Footnote:

Name: Salem-Keizer-Turner MPO planning SFY27

Key: 22850

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$2,105,202.33						\$2,105,202.33
Fund 1	Y230	\$849,999.73					
Match		\$97,286.27					
Fund 2	Y450	\$746,137.49					
Match		\$85,398.77					
Fund 3	21MP	\$292,860.83					
Match		\$33,519.24					

Footnote:

Name: Salem-Keizer-Turner MPO planning SFY28

Key: 22851

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$2,174,496.20						\$2,174,496.20
Fund 1	Y230	\$899,999.98					
Match		\$103,009.02					
Fund 2	Y450	\$745,906.60					
Match		\$85,372.35					
Fund 3	21MP	\$305,268.86					
Match		\$34,939.39					

Footnote:

Name: Ehlen Rd NE Rail Crossing (Aurora)

Key: 22949

Description

Complete design to install a traffic control signal in eastbound direction to prevent stopping on tracks to improve safety and reduce incidents at crossings.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: RAIL DIVISION

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						MID-WILLAMETTE VALLEY ACT	MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$189,802.00		\$56,649.00					\$246,451.00
Fund 1		YS40	\$189,802.00	YS40	\$56,649.00				
Match									

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY25

Key: 23014

Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY26

Key: 23025

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY27

Key: 23040

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: McGilchrist St SE: 12th St SE to 25th St SE

Key: 23370

DescriptionFinal design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.

MPO: Salem/Keizer Area MPO

Applicant: CITY OF SALEM

Work Type: Modernization

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2025		
Total		\$1,787,050.00			\$14,749,600.00		\$16,536,650.00
Fund 1		RA01 \$1,429,640.00			RA01 \$11,799,680.00		
Match		\$357,410.00			\$2,949,920.00		

Footnote:



Name: OR22: Rickreall Rd to Doaks Ferry Rd NW

Key: 13188

Description

Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Modernization

Applicant: POLK COUNTY

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
19.30 to 19.40	0.10	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
19.34 to 20.10	0.76	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
20.11 to 20.56	0.45	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
20.75 to 21.19	0.44	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
21.20 to 21.65	0.45	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
21.66 to 21.87	0.21	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
21.88 to 22.02	0.14	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK
22.03 to 22.14	0.11	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2003		2024					
Total		\$10,444,380.18		\$525,536.00					\$10,969,916.18
Fund 1		Z240	\$4,665,960.00	Z240	\$471,563.45				
Match			\$534,040.00		\$53,972.55				
Fund 2		Q640	\$3,000,000.00						
Match									
Fund 3		Y240	\$1,605,817.47						
Match			\$183,793.00						
Fund 4		Y230	\$408,064.86						
Match			\$46,704.85						

Footnote:

Name: OR22: Perrydale Rd to Kings Valley Highway

Key: 21566

Description

Improve intersection safety by reconfiguring the roadways including realigning Perrydale Road for the safety of the traveling public.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	POLK
0.01 to 0.25	0.24	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
11.54 to 13.05	1.51	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2021		2024		2024		2024					
Total			\$3,011,025.00		\$536,675.00		\$22,500.00		\$7,863,600.00				\$11,433,800.00	
Fund 1			ZS3E	\$2,709,922.50	YS30	\$494,921.68	ZS30	\$20,749.50	ZS30	\$7,251,811.92				
Match				\$301,102.50		\$41,753.32		\$1,750.50		\$611,788.08				

Footnote:

Name: OR22: Center St Bridge (Salem)

Key: 21705

Description

Design and construct seismic retrofit improvements such that the bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
25.90 to 25.90		0.00	OR-22		WILLAMINA-SALEM		MID-WILLAMETTE VALLEY ACT	POLK	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2021		2024			2025		
Total		\$10,000,000.00		\$3,242,600.00			\$86,757,400.00		\$100,000,000.00
Fund 1		ACP0	\$10,000,000.00	ACP0	\$2,909,584.98		ACP0 \$77,847,415.02		
Match					\$333,015.02		\$8,909,984.98		

Footnote:

Name: Salem-Keizer area MPO planning SFY25

Key: 21861

Description

Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$1,653,188.02						\$1,653,188.02
Fund 1	Z230	\$750,000.00					
Match		\$85,840.86					
Fund 2	Z450	\$564,035.60					
Match		\$64,556.40					
Fund 3	Z77D	\$169,370.00					
Match		\$19,385.16					

Footnote:

Name: Orchard Heights Rd NW: Snowbird to Westhaven (Salem)

Key: 21883

Description

Add various updates to extend useful life of current facilities.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Bicycle/Pedestrian

Applicant: CITY OF SALEM

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						MID-WILLAMETTE VALLEY ACT	POLK	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2021			2024			
Total		\$475,000.00			\$1,900,000.00			\$2,375,000.00
Fund 1		Z40E \$426,217.50			Z400 \$1,256,220.00			
Match		\$48,782.50			\$143,780.00			
Fund 2					OTH0 \$500,000.00			
Match								

Footnote:

Name: SAMTD Fixed Route Vehicle Replacement FY 2024

Key: 21899

DescriptionReplace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transit.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,100,000.00	\$2,100,000.00
Fund 1						Z230 \$1,884,330.00	
Match						\$215,670.00	

Footnote:

Name: Transit Urban (5307) Formula Capital ADA PM 2024 SKT

Key: 21913

DescriptionFunding for Preventative Maintenance and ADA to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,998,665.00	\$3,998,665.00
Fund 1						5307 \$3,198,932.00	
Match						\$799,733.00	

Footnote:

Name: Transit Urban (5307) Formula Capital Projects 2024 SKT

Key: 21914

DescriptionFunding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,504,585.00	\$2,504,585.00
Fund 1						5307 \$2,003,668.00	
Match						\$500,917.00	

Footnote:

Name: Transit Urban (5307) Formula-Operating 2024 SKT

Key: 21915

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,934,800.00	\$2,934,800.00
Fund 1						5307 \$1,467,400.00	
Match						\$1,467,400.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2024 SKT

Key: 21916

Description Funding for transit enhanced mobility to provide transit options for seniors and individuals with disabilities.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$322,500.00	\$322,500.00
Fund 1						5310 \$258,000.00	
Match						\$64,500.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2024 SKT

Key: 21917

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,110,000.00	\$1,110,000.00
Fund 1						5339 \$888,000.00	
Match						\$222,000.00	

Footnote:

Name: Oregon Transportation Network - SAMTD FFY24

Key: 22057

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,188,378.47	\$1,188,378.47
Fund 1						Z240 \$1,066,332.00	
Match						\$122,046.47	

Footnote:

Name: OR223/OR99W curb ramps (Dallas/Rickreall)

Key: 22555

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route		Highway	ACT	County(s)	
0.00 to 1.55		1.55	OR-223		DALLAS-RICKREALL	MID-WILLAMETTE VALLEY ACT	POLK	
1.96 to 4.28		2.32	OR-223		KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK	
57.49 to 57.81		0.32	OR-99W		PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	POLK	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2025		
Total		\$3,676,700.00		\$1,463,294.00		\$8,554,858.00		\$13,694,852.00
Fund 1		Y240	\$3,299,102.91	Y240	\$1,313,013.71	Y240	\$7,676,274.08	
Match			\$377,597.09		\$150,280.29		\$878,583.92	

Footnote:

Name: OR18B curb ramps (Willamina/Sheridan)

Key: 22556

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
2.00 to 2.04		0.04	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT		POLK	
2.05 to 2.24		0.19	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT		YAMHILL	
2.26 to 2.90		0.64	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT		YAMHILL	
5.90 to 7.70		1.80	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT		YAMHILL	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2025		
Total		\$2,165,500.00		\$861,856.00		\$5,038,666.00		\$8,066,022.00
Fund 1		Y240	\$1,943,103.15	Y240	\$773,343.39	Y240	\$4,521,195.00	
Match			\$222,396.85		\$88,512.61		\$517,471.00	

Footnote:

Name: Luckiamute River, Helmick Road bridge (Polk Co)

Key: 22656

DescriptionRehabilitation of bridge including seismic retrofit, erosion control repair and other general maintenance needs to preserve the historic integrity of the bridge.

MPO: Non-MPO

Applicant: POLK COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate													
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2025				2026					
Total		\$698,300.00		\$50,700.00				\$3,079,500.00				\$3,828,500.00	
Fund 1		Y233	\$626,584.59	Y233	\$45,493.11			Y233	\$2,763,235.35				
Match			\$71,715.41		\$5,206.89				\$316,264.65				

Footnote:

Name: Polk County Striping & Marking Improvements (2027)

Key: 22692

DescriptionInstall raised or recessed pavement markers and widen the lines on the edge of road on 5 corridors in Polk Co to reduce the number of collisions and road departure incidents. The roads involved are: Corvallis Rd, Zena Rd, Falls City Rd, Airlie Rd, Ellendale Rd

MPO: Non-MPO, Salem/Keizer Area MPO

Applicant: POLK COUNTY

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	BENTON
				MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2027		
Total		\$182,209.00				\$681,411.00		\$863,620.00
Fund 1		YS32	\$182,209.00			YS32	\$681,411.00	
Match								

Footnote:

Name: OR99W at Bethel Rd (Polk County)

Key: 22708

DescriptionComplete design to construct left turn lanes (both directions) on OR-99W at Bethel Rd. Improve intersection sight distance from 99W approaches.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
49.72 to 49.72	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2024				
Total		\$629,761.00		\$186,938.00		\$283,239.00				\$1,099,938.00
Fund 1		YS30	\$566,784.90	YS30	\$168,244.20	YS30	\$254,915.10			
Match										
Fund 2		S070	\$62,976.10	S070	\$18,693.80	S070	\$28,323.90			
Match										

Footnote:



Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

DescriptionComplete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Project Total	
Year		2024					
Total		\$480,382.00		\$14,728.00		\$495,110.00	
Fund 1		YS32	\$480,382.00	YS32	\$14,728.00		
Match							

Footnote:

Name: SAMTD Fixed Route Vehicle Replacement FY2026

Key: 22730

DescriptionReplace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SALEM-KEIZER TRANSIT DISTRICT

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	MARION
				MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Project Total	
Year						2026	
Total						\$1,500,000.00	
Fund 1						Y230	\$1,345,950.00
Match						\$154,050.00	

Footnote:

Name: SAMTD Transportation Options FFY25-FF27

Key: 22731

Description

Combined Transportation Demand Management and Rideshare Program for state fiscal years 2025, 2026, and 2027. This project uses a strategic approach for service coordination and customer service including education, marketing and community outreach to promote & encourage the use of transportation options as an alternative to the single occupant vehicle in the Salem-Keizer urban area.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transportation Demand Management

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$987,964.00	\$987,964.00
Fund 1						Y230 \$886,500.10	
Match						\$101,463.90	

Footnote:

Name: Transit 5307 Formula Prevent Maint and ADA 2025 SAMTD

Key: 22732

Description

Funding for preventative maintenance and ADA services to promote alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,473,163.00	\$3,473,163.00
Fund 1						5307 \$2,778,530.00	
Match						\$694,633.00	

Footnote:

Name: Transit 5307 Formula Capital Projects 2025 SAMTD

Key: 22733

Description

Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,315,441.00	\$2,315,441.00
Fund 1						5307 \$1,852,353.00	
Match						\$463,088.00	

Footnote:

Name: Transit 5307 Formula Operating 2025 SAMTD

Key: 22734

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,315,440.00	\$2,315,440.00
Fund 1						5307 \$1,157,720.00	
Match						\$1,157,720.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2025 SAMTD

Key: 22735

Description Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$485,962.00	\$485,962.00
Fund 1						5310 \$388,769.00	
Match						\$97,193.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2025 SAMTD

Key: 22736

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$644,939.00	\$644,939.00
Fund 1						5339 \$515,951.00	
Match						\$128,988.00	

Footnote:

Name: Transit 5307 Formula Prevent Maint and ADA 2026 SAMTD

Key: 22755

Description Funding for preventative maintenance and ADA to promote alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$3,549,573.00	\$3,549,573.00
Fund 1						5307 \$2,839,658.00	
Match						\$709,915.00	

Footnote:

Name: Transit 5307 Formula Capital Projects 2026 SAMTD

Key: 22756

Description Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,366,380.00	\$2,366,380.00
Fund 1						5307 \$1,893,104.00	
Match						\$473,276.00	

Footnote:

Name: Transit 5307 Formula Operating 2026 SAMTD

Key: 22757

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,366,380.00	\$2,366,380.00
Fund 1						5307 \$1,183,190.00	
Match						\$1,183,190.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2026 SAMTD

Key: 22758

Description Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$496,653.00	\$496,653.00
Fund 1						5310 \$397,322.00	
Match						\$99,331.00	

Footnote:

Name: Transit Urban (5339) Formula Program 2026 SAMTD

Key: 22760

Description Funding for bus and bus facilities to provide alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$666,222.00	\$666,222.00
Fund 1						5339 \$532,977.00	
Match						\$133,245.00	

Footnote:

Name: Transit 5307 Formula Prevent Maint and ADA 2027 SAMTD

Key: 22761

Description Funding for preventative maintenance and ADA to promote alternative forms of transportation.

MPO: Salem/Keizer Area MPO

Applicant: SAMTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,627,663.00	\$3,627,663.00
Fund 1						5307 \$2,902,130.00	
Match						\$725,533.00	

Footnote:

Name: Transit 5307 Formula Capital Projects 2027 SAMTD

Key: 22763

Description Funding for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,418,441.00	\$2,418,441.00
Fund 1						5307 \$1,934,753.00	
Match						\$483,688.00	

Footnote:

Name: Transit 5307 Formula Operating 2027 SAMTD

Key: 22764

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,418,440.00	\$2,418,440.00
Fund 1						5307 \$1,209,220.00	
Match						\$1,209,220.00	

Footnote:

Name: Transit Urban (5310) Formula Program 2027 SAMTD

Key: 22765

Description Funding for transit enhanced mobility to provide options for seniors and individuals with disabilities.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$507,579.00	\$507,579.00
Fund 1						5310 \$406,063.00	
Match						\$101,516.00	

Footnote:



Name: Transit Urban (5339) Formula Program 2027 SAMTD

Key: 22766

Description Funding for bus and bus facilities to provide alternative forms of transportation.

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Transit

Applicant: SAMTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				MID-WILLAMETTE VALLEY ACT	MARION		
				MID-WILLAMETTE VALLEY ACT	POLK		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$688,207.00	\$688,207.00
Fund 1						5339 \$550,565.00	
Match						\$137,642.00	

Footnote:

Name: OR18: Long Fiber Road - Murphy Hill

Key: 22786

Description Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
11.40 to 14.89	3.49	OR-18	SALMON RIVER	NORTH WEST OREGON ACT	TILLAMOOK		
14.90 to 17.77	2.87	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	POLK		
17.92 to 18.80	0.88	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	POLK		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,095,571.00					\$1,095,571.00
Fund 1		Y001 \$983,055.86					
Match							
Fund 2		S070 \$112,515.14					
Match							

Footnote:

Name: OR22: Hart Road - Rickreall Interchange

Key: 22788

Description Complete design to repave the road to improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
7.76 to 15.34	7.58	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK		
8.38 to 8.38	0.00	OR-22	WILLAMINA-SALEM	MID-WILLAMETTE VALLEY ACT	POLK		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,027,697.00					\$1,027,697.00
Fund 1		Y001 \$922,152.52					
Match							
Fund 2		S070 \$105,544.48					
Match							

Footnote: Shelf project.

Name: OR223: MP 12.4 to 12.5 slide repair

Key: 22795

Description Complete design and right of way activities for repairs due to slide damage between mile points 12.4 and 12.5 for travelling safety.

Region: 2

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
12.40 to 12.50		0.10	OR-223	KINGS VALLEY		MID-WILLAMETTE VALLEY ACT	POLK		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024					
Total		\$678,049.00		\$73,642.00					\$751,691.00
Fund 1		Y001	\$608,413.37	Y001	\$66,078.97				
Match			\$69,635.63		\$7,563.03				

Footnote:

Name: Salem-Keizer-Turner MPO planning SFY26

Key: 22848

Description Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$2,036,346.00						\$2,036,346.00
Fund 1	Y230	\$800,000.48					
Match		\$91,563.63					
Fund 2	Y450	\$746,366.30					
Match		\$85,424.96					
Fund 3	21MP	\$280,846.50					
Match		\$32,144.13					

Footnote:

Name: Salem-Keizer-Turner MPO planning SFY27

Key: 22850

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$2,105,202.33						\$2,105,202.33
Fund 1	Y230	\$849,999.73					
Match		\$97,286.27					
Fund 2	Y450	\$746,137.49					
Match		\$85,398.77					
Fund 3	21MP	\$292,860.83					
Match		\$33,519.24					

Footnote:

Name: Salem-Keizer-Turner MPO planning SFY28

Key: 22851

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 2

MPO: Salem/Keizer Area MPO

Work Type: Planning

Applicant: SKATS

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$2,174,496.20						\$2,174,496.20
Fund 1	Y230	\$899,999.98					
Match		\$103,009.02					
Fund 2	Y450	\$745,906.60					
Match		\$85,372.35					
Fund 3	21MP	\$305,268.86					
Match		\$34,939.39					

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY25

Key: 23014

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY26

Key: 23025

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - SAMTD FY27

Key: 23040

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Salem/Keizer Area MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					MID-WILLAMETTE VALLEY ACT		MARION
					MID-WILLAMETTE VALLEY ACT		POLK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,580,544.00	\$1,580,544.00
Fund 1						5310 \$1,418,222.00	
Match						\$162,322.00	

Footnote:

Name: Willamette River and Independence bridge repair

Key: 23125

Description Strengthen the bridge to increase the load rating and perform other general repairs and maintenance to preserve the bridge.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: MARION COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate													
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2025		2025				2026					
Total		\$1,070,500.00		\$88,700.00				\$6,660,600.00				\$7,819,800.00	
Fund 1		Y230	\$960,559.65	Y230	\$79,590.51			Y230	\$5,976,556.38				
Match			\$109,940.35		\$9,109.49				\$684,043.62				

Footnote:

Name: US101: urban upgrade (Garibaldi)

Key: 20252

Description Upgrade sidewalks, parking, bike facilities, ADA compliance and improve transit facilities to enable future or concurrent pavement preservation project. Rail upgrades along 3rd and 7th St to Port of Tillamook Bay Rail property to increase safety for the traveling public.

Region: 2

MPO: Non-MPO

Work Type: Bicycle/Pedestrian, Safety

Applicant: CITY OF GARIBALDI

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
55.28 to 55.97		0.69	US-101		OREGON COAST HIGHWAY			NORTH WEST OREGON ACT		TILLAMOOK	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2021		2023		2024			
Total		\$1,837,000.00		\$2,175,000.00		\$45,000.00		\$8,628,571.00			\$12,685,571.00
Fund 1		Z300	\$806,576.52	Z303	\$1,034,461.89	Z303	\$40,378.50	Z303	\$5,649,250.92		
Match			\$92,316.29		\$118,398.79		\$4,621.50		\$646,582.05		
Fund 2		Z303	\$641,569.50	Z3E3	\$390,135.47			M001	\$1,159,886.80		
Match			\$73,430.50		\$44,652.75				\$132,754.23		
Fund 3		ZS50	\$109,285.98	Y300	\$220,892.65			S080	\$442,971.00		
Match			\$12,142.89		\$25,282.15						
Fund 4		ZS4E	\$70,714.02	Z300	\$141,057.46			ZS40	\$396,000.00		
Match			\$7,857.11		\$16,144.66				\$44,000.00		
Fund 5		M30E	\$20,734.08	Y308	\$84,133.00			OTH0	\$157,126.00		
Match			\$2,373.11		\$9,629.40						
Fund 6				M3E3	\$44,591.89						
Match					\$5,103.74						
Fund 7				M303	\$36,355.14						
Match					\$4,161.01						

Footnote:

Name: US101: Trask River Bridge						Key: 20448	
Description Repair bridge footing erosion to protect the structure from further damage.						Region: 2	
MPO: Non-MPO				Work Type: Bridge			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
67.95 to 68.01		0.06	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2019			2024		
Total		\$567,978.00			\$382,382.00		\$950,360.00
Fund 1		S070 \$567,978.00			S070 \$382,382.00		
Match							

Footnote:



Name: US101: Nedonna Creek Culvert

Key: 21558

Description Replace existing culverts with new culverts, box culverts, or structure to maintain integrity.

Region: 2

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
48.37 to 48.37		0.00	US-101		OREGON COAST HIGHWAY			NORTH WEST OREGON ACT		TILLAMOOK	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2023		2024			
Total		\$1,100,000.00		\$140,000.00		\$60,000.00		\$3,700,000.00			\$5,000,000.00
Fund 1		Z0E1	\$908,752.42	ACP0	\$125,622.00	Z001	\$53,838.00	Y800	\$2,960,000.00		
Match			\$104,010.79		\$14,378.00		\$6,162.00				
Fund 2		L24E	\$50,736.07					S070	\$740,000.00		
Match			\$5,806.97								
Fund 3		M232	\$26,163.22								
Match			\$2,994.50								
Fund 4		M24E	\$1,378.26								
Match			\$157.75								
Fund 5		L250	\$0.01								
Match			\$0.01								

Footnote:

Name: OR6: Devils Lake Fork Wilson River Bridge										Key: 21737	
Description Paint the bridge to help preserve the structure.										Region: 2	
MPO: Non-MPO					Work Type: Bridge						
Applicant: ODOT					Status: PROJECT SCHEDULED FOR CONSTRUCTION						
Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
31.99 to 32.11		0.12	OR-6	WILSON RIVER			NORTH WEST OREGON ACT		TILLAMOOK		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023				2024			
Total		\$218,900.00		\$5,600.00				\$6,935,100.00			\$7,159,600.00
Fund 1		ACP0	\$218,900.00	ACP0	\$5,024.88			ACP0	\$3,783,555.18		
Match					\$575.12				\$433,044.82		
Fund 2								Z240	\$2,439,310.05		
Match									\$279,189.95		

Footnote:

Name: OR131: Tillamook River Bridge										Key: 21760	
Description <b>Paint the bridge to help preserve the structure.</b>										Region: 2	
MPO: <b>Non-MPO</b>					Work Type: <b>Bridge</b>						
Applicant: <b>ODOT</b>					Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>						
Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
7.43 to 7.55		0.12	OR-131	NETARTS			NORTH WEST OREGON ACT		TILLAMOOK		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021						2024			
Total		\$239,200.00						\$1,342,800.00			\$1,582,000.00
Fund 1		Z2E2	\$214,634.16			Z240	\$1,204,894.44				
Match			\$24,565.84				\$137,905.56				

Footnote:

Name: US101: Butte Creek culvert

Key: 22419

DescriptionDesign and land acquisition to replace the existing culvert to restore access to over three miles of spawning and rearing habitat for federally protected and native fish species.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert, Fish Passage

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 2

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
97.13 to 97.13		0.00	US-101		OREGON COAST HIGHWAY		NORTH WEST OREGON ACT	TILLAMOOK	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2024					
Total		\$1,750,000.00		\$50,000.00					\$1,800,000.00
Fund 1		Y001	\$1,570,275.00	Y800	\$40,000.00				
Match			\$179,725.00						
Fund 2				S070	\$10,000.00				
Match									

Footnote:

Name: OR6: Roadside Barrier Upgrades

Key: 22509

DescriptionUpgrade the roadside barrier along this corridor to improve safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
0.00 to 4.63		4.63	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	TILLAMOOK	
5.00 to 32.91		27.91	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	TILLAMOOK	
32.92 to 51.50		18.58	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$1,867,593.00			\$9,022,679.00		\$10,890,272.00
Fund 1		YS30 \$1,867,593.00			YS30 \$8,120,411.10		
Match					\$902,267.90		

Footnote:

Name: Dougherty Slough, Blum Lane, Prince bridge (Tillamook Co)

Key: 22657

DescriptionReplace the bridge in order to meet current road standards.

MPO: Non-MPO

Applicant: TILLAMOOK COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							NORTH WEST OREGON ACT	TILLAMOOK	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2025			2026		
Total		\$655,400.00		\$107,700.00			\$2,990,600.00		\$3,753,700.00
Fund 1		Y233	\$588,090.42	Y233	\$96,639.21		Y233	\$2,683,465.38	
Match			\$67,309.58		\$11,060.79			\$307,134.62	

Footnote:

Name: OR6 at Wilson River Loop (East at MP 2.07) (Tillamook)

Key: 22706

Description

Complete design to improve intersection safety by increasing sight distance at the intersection for turning vehicles from Wilson River Loop (East).

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
2.07 to 2.07		0.00	OR-6		WILSON RIVER			NORTH WEST OREGON ACT		TILLAMOOK
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2025				
Total		\$727,550.00		\$45,318.00		\$113,296.00				\$886,164.00
Fund 1		YS30	\$654,795.00	YS30	\$40,786.20	YS30	\$101,966.40			
Match										
Fund 2		S070	\$72,755.00	S070	\$4,531.80	S070	\$11,329.60			
Match										

Footnote:

Name: Northwest Oregon pedestrian crossing enhancements (2027)

Key: 22709

Description

Complete design to increase pedestrian safety at several state highway intersections in the NW part of the state. Enhancements will include a mix of signs with flashing lights, intersection lighting and median islands.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
0.32 to 0.32		0.00	US-20	CORVALLIS-NEWPORT		CASCADES WEST ACT	LINCOLN		
27.92 to 27.92		0.00	OR-219	HILLSBORO/SILVERTON		MID-WILLAMETTE VALLEY ACT	MARION		
33.11 to 33.11		0.00	OR-22	NORTH SANTIAM		MID-WILLAMETTE VALLEY ACT	MARION		
34.35 to 34.35		0.00	OR-47	TUALATIN VALLEY HIGHWAY		MID-WILLAMETTE VALLEY ACT	YAMHILL		
54.54 to 54.54		0.00	OR-22	NORTH SANTIAM		MID-WILLAMETTE VALLEY ACT	MARION		
64.34 to 64.35		0.01	US-101	OREGON COAST HIGHWAY		NORTH WEST OREGON ACT	TILLAMOOK		
83.49 to 83.49		0.00	OR-47	NEHALEM		NORTH WEST OREGON ACT	WASHINGTON		
124.36 to 124.36		0.00	US-101	OREGON COAST HIGHWAY		CASCADES WEST ACT	LINCOLN		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024		2024			
Total		\$364,477.00		\$149,134.00		\$9,843.00			\$523,454.00
Fund 1		YS30	\$328,029.30	YS30	\$134,220.60	YS30	\$8,858.70		
Match									
Fund 2		S070	\$36,447.70	S070	\$14,913.40	S070	\$984.30		
Match									

Footnote:

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

Description

Complete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2024			
Total		\$480,382.00		\$14,728.00			\$495,110.00
Fund 1		YS32 \$480,382.00		YS32 \$14,728.00			
Match							

Footnote:

Name: OR18: Long Fiber Road - Murphy Hill

Key: 22786

Description

Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
11.40 to 14.89	3.49	OR-18	SALMON RIVER	NORTH WEST OREGON ACT	TILLAMOOK
14.90 to 17.77	2.87	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	POLK
17.92 to 18.80	0.88	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	POLK

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$1,095,571.00						\$1,095,571.00
Fund 1		Y001	\$983,055.86					
Match								
Fund 2		S070	\$112,515.14					
Match								

Footnote:

Name: <b>OR6: MP 4.4-9.0</b>				Key: <b>22787</b>			
Description <b>Complete design for future construction project to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.</b>							Region: <b>2</b>
MPO: <b>Non-MPO</b>				Work Type: <b>Pavement Preservation</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>			

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
4.40 to 4.63		0.23	OR-6	WILSON RIVER	NORTH WEST OREGON ACT		TILLAMOOK	
5.00 to 9.00		4.00	OR-6	WILSON RIVER	NORTH WEST OREGON ACT		TILLAMOOK	
6.90 to 6.90		0.00	OR-6	WILSON RIVER	NORTH WEST OREGON ACT		TILLAMOOK	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024					
Total			\$868,791.00					\$868,791.00
Fund 1			Y001	\$779,566.16				
Match								
Fund 2			S070	\$89,224.84				
Match								

Footnote:

Name: <b>US101: Washington state line to California state line</b>				Key: <b>22977</b>			
Description <b>Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.</b>							Region: <b>2</b>
MPO: <b>Non-MPO</b>				Work Type: <b>ELECTRIC</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>			

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 37.10		37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		CLATSOP	
37.10 to 102.80		65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK	
102.80 to 167.60		64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT		LINCOLN	
167.60 to 198.60		31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION		LANE	
198.60 to 220.58		21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		DOUGLAS	
220.58 to 285.78		65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		COOS	
285.78 to 363.00		77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025			2025		
Total	\$311,000.00		\$1,875,000.00			\$4,095,000.00		\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00		Y130 \$3,276,000.00		
Match	\$62,200.00		\$375,000.00			\$819,000.00		

Footnote:

Name: US101 over Port of Tillamook Bay Railroad bridge (Juno)

Key: 23120

Description Complete design to rehabilitate the deck (priority), and replace the sidewalks and rails with new overhangs to extend the bridge life.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
63.48 to 63.48		0.00	US-101		OREGON COAST HIGHWAY			NORTH WEST OREGON ACT		TILLAMOOK
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2025		2026				
Total		\$841,180.00		\$90,637.00		\$116,887.00				\$1,048,704.00
Fund 1		Y001	\$754,790.81	Y001	\$81,328.58	Y001	\$104,882.71			
Match										
Fund 2		S070	\$86,389.19	S070	\$9,308.42	S070	\$12,004.29			
Match										

Footnote:

Name: Sand Creek, Sand Lake Road "Atkinson" bridge (Tillamook Co)

Key: 23141

Description Replace the bridge with a new one providing erosion protection and fish passage.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: TILLAMOOK COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							NORTH WEST OREGON ACT		TILLAMOOK		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2025				2026			
Total		\$665,100.00		\$107,700.00				\$2,692,700.00			\$3,465,500.00
Fund 1		Y240	\$596,794.23	Y240	\$96,639.21			Y240	\$2,416,159.71		
Match			\$68,305.77		\$11,060.79				\$276,540.29		

Footnote:



Name: OR47/OR8/US30 curb ramps

Key: 22435

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Longview-Rainier-Kelso MPO, Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
17.88 to 19.38	1.50	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.39 to 19.43	0.04	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.44 to 19.56	0.12	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.57 to 19.94	0.37	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
19.95 to 19.96	0.01	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.97 to 20.20	0.23	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
20.21 to 20.29	0.08	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
20.30 to 20.40	0.10	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
21.08 to 21.60	0.52	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.37 to 25.71	0.34	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.72 to 25.72	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
25.73 to 26.54	0.81	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.66 to 48.40	1.74	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	COLUMBIA
60.87 to 62.77	1.90	OR-47	NEHALEM	NORTH WEST OREGON ACT	COLUMBIA
88.02 to 88.52	0.50	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.53 to 88.53	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.54 to 88.61	0.07	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.62 to 88.66	0.04	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.67 to 88.80	0.13	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.68 to 88.70	0.02	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.81 to 90.15	1.34	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON
90.16 to 90.59	0.43	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$4,200,000.00		\$1,512,000.00				\$8,854,171.00			\$14,566,171.00
Fund 1		Z24E	\$1,969,368.92	ACP0	\$1,356,717.60			Y240	\$7,944,847.64		
Match			\$225,403.08		\$155,282.40				\$909,323.36		
Fund 2		Y240	\$1,799,291.08								
Match			\$205,936.92								

Footnote:

Name: OR6: Roadside Barrier Upgrades

Key: 22509

Description Upgrade the roadside barrier along this corridor to improve safety.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
0.00 to 4.63		4.63	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	TILLAMOOK	
5.00 to 32.91		27.91	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	TILLAMOOK	
32.92 to 51.50		18.58	OR-6	WILSON RIVER	NORTH WEST OREGON ACT	WASHINGTON	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$1,867,593.00			\$9,022,679.00		\$10,890,272.00
Fund 1		YS30 \$1,867,593.00			YS30 \$8,120,411.10		
Match					\$902,267.90		

Footnote:

Name: Northwest Oregon pedestrian crossing enhancements (2027)

Key: 22709

Description Complete design to increase pedestrian safety at several state highway intersections in the NW part of the state. Enhancements will include a mix of signs with flashing lights, intersection lighting and median islands.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route	Highway	ACT		County(s)			
0.32 to 0.32		0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT		LINCOLN			
27.92 to 27.92		0.00	OR-219	HILLSBORO/SILVERTON	MID-WILLAMETTE VALLEY ACT		MARION			
33.11 to 33.11		0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION			
34.35 to 34.35		0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT		YAMHILL			
54.54 to 54.54		0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT		MARION			
64.34 to 64.35		0.01	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK			
83.49 to 83.49		0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT		WASHINGTON			
124.36 to 124.36		0.00	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT		LINCOLN			
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total	
Year		2024		2024		2024				
Total		\$364,477.00		\$149,134.00		\$9,843.00				\$523,454.00
Fund 1		YS30	\$328,029.30	YS30	\$134,220.60	YS30	\$8,858.70			
Match										
Fund 2		S070	\$36,447.70	S070	\$14,913.40	S070	\$984.30			
Match										

Footnote:

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

DescriptionComplete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024				2024							
Total		\$480,382.00				\$14,728.00						\$495,110.00	
Fund 1		YS32	\$480,382.00			YS32	\$14,728.00						
Match													

Footnote:

Name: OR47: MP 83.6 Illumination Replacement (Banks)

Key: 22797

DescriptionComplete design to replace the lights and poles at this location to provide better illumination.

Region: 2

MPO: Non-MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
83.60 to 83.60	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$374,107.00					\$374,107.00
Fund 1		Y001	\$335,686.21				
Match			\$38,420.79				

Footnote:

Name: OR47: Realignment (Carlton)

Key: 18746

DescriptionReroute OR47 on N Pine Street and W Monroe Street and construct new OR47 alignment at Yamhill Street. Jurisdictionally transfer OR47 from Main Street/Yamhill Street to city of Carlton to aid traffic flow.

MPO: Non-MPO

Applicant: CITY OF CARLTON

Work Type: Operations, Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-												
Mileposts		Length	Route	Highway				ACT			County(s)	
								MID-WILLAMETTE VALLEY ACT			YAMHILL	
37.69 to 38.04		0.35	OR-47	TUALATIN VALLEY HIGHWAY				MID-WILLAMETTE VALLEY ACT			YAMHILL	
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2018		2024		2024		2024		2024		
Total		\$988,251.38		\$2,450,000.00		\$115,000.00		\$5,637,025.00		\$450,000.00		\$9,640,276.38
Fund 1		Z300	\$482,972.96	Y240	\$2,198,385.00	Y240	\$103,189.50	Y240	\$5,058,102.53	S010	\$450,000.00	
Match			\$55,278.42		\$251,615.00		\$11,810.50		\$578,922.47			
Fund 2		Z3E3	\$403,785.00									
Match			\$46,215.00									

Footnote:

Name: OR47/OR8/US30 curb ramps

Key: 22435

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Longview-Rainier-Kelso MPO, Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
17.88 to 19.38	1.50	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.39 to 19.43	0.04	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.44 to 19.56	0.12	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.57 to 19.94	0.37	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
19.95 to 19.96	0.01	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
19.97 to 20.20	0.23	OR-47	TUALATIN VALLEY HIGHWAY	REGION 1 ACT	WASHINGTON
20.21 to 20.29	0.08	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
20.30 to 20.40	0.10	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
21.08 to 21.60	0.52	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.37 to 25.71	0.34	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
25.72 to 25.72	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
25.73 to 26.54	0.81	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.66 to 48.40	1.74	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	COLUMBIA
60.87 to 62.77	1.90	OR-47	NEHALEM	NORTH WEST OREGON ACT	COLUMBIA
88.02 to 88.52	0.50	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.53 to 88.53	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.54 to 88.61	0.07	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.62 to 88.66	0.04	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.67 to 88.80	0.13	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.68 to 88.70	0.02	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
88.81 to 90.15	1.34	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON
90.16 to 90.59	0.43	OR-47	NEHALEM	REGION 1 ACT	WASHINGTON

Current Project Estimate												
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year			2022		2023				2024			
Total			\$4,200,000.00		\$1,512,000.00				\$8,854,171.00			\$14,566,171.00
Fund 1			Z24E	\$1,969,368.92	ACP0	\$1,356,717.60			Y240	\$7,944,847.64		
Match				\$225,403.08		\$155,282.40				\$909,323.36		
Fund 2			Y240	\$1,799,291.08								
Match				\$205,936.92								

Footnote:

Name: OR99W/OR18 curb ramps (McMinnville)

Key: 22554

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
34.00 to 35.14	1.14	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
35.15 to 39.18	4.03	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
39.19 to 39.22	0.03	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.23 to 46.41	0.18	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.26 to 46.51	0.25		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.28 to 46.40	0.12		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.41 to 46.41	0.00		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.42 to 46.75	0.33		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.42 to 48.52	2.10	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.48 to 46.49	0.01		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.50 to 46.56	0.06		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.52 to 46.66	0.14		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.57 to 46.87	0.30		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.67 to 46.74	0.07		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.76 to 46.85	0.09		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
46.88 to 47.20	0.32		MCMINNVILLE SPUR	MID-WILLAMETTE VALLEY ACT	YAMHILL
47.25 to 47.38	0.13		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
47.39 to 47.41	0.02		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
48.53 to 48.53	0.00	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
48.54 to 48.60	0.06	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL

Current Project Estimate													
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2024				2025					
Total		\$5,780,000.00		\$2,300,348.00				\$13,448,527.00				\$21,528,875.00	
Fund 1		Y240	\$5,186,394.00	Y240	\$2,064,102.26			Y240	\$12,067,363.28				
Match			\$593,606.00		\$236,245.74				\$1,381,163.72				

Footnote:

Name: OR18B curb ramps (Willamina/Sheridan)

Key: 22556

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
2.00 to 2.04	0.04	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT	POLK
2.05 to 2.24	0.19	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT	YAMHILL
2.26 to 2.90	0.64	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT	YAMHILL
5.90 to 7.70	1.80	OR-18B	WILLAMINA-SHERIDAN	MID-WILLAMETTE VALLEY ACT	YAMHILL

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2024				2025					
Total		\$2,165,500.00		\$861,856.00				\$5,038,666.00				\$8,066,022.00	
Fund 1		Y240	\$1,943,103.15	Y240	\$773,343.39			Y240	\$4,521,195.00				
Match			\$222,396.85		\$88,512.61				\$517,471.00				

Footnote:



Name: Ash Swale, Patty Lane bridge (Yamhill Co)

Key: 22658

Description Replace the bridge in order to meet current road standards.

MPO: Non-MPO

Applicant: YAMHILL COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-												
Mileposts		Length	Route		Highway		ACT		County(s)			
							MID-WILLAMETTE VALLEY ACT		YAMHILL			
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year			2023		2025				2026			
Total			\$915,100.00		\$107,700.00				\$4,175,600.00		\$5,198,400.00	
Fund 1			Y233	\$821,119.23	Y233	\$96,639.21			Y233	\$3,746,765.88		
Match			\$93,980.77		\$11,060.79				\$428,834.12			

Footnote:

Name: OR18: SE Lafayette Highway to SE Ash Rd

Key: 22707

Description Complete design for a roundabout at the intersection of OR18 and SE Lafayette Hwy (OR233). Close Ash Rd north of OR18, install a multi-lane roundabout at the OR18/OR154/Lafayette Hwy intersection, and widen Lafayette Hwy and OR154 near the intersection. This is a shelf project and will be constructed when funds become available.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH ENVIRONMENTAL DOCUMENTS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
49.91 to 50.10		0.19	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT		YAMHILL
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,962,820.00					\$1,962,820.00
Fund 1		YS32 \$1,962,820.00					
Match							

Footnote:

Name: Northwest Oregon pedestrian crossing enhancements (2027)

Key: 22709

Description

Complete design to increase pedestrian safety at several state highway intersections in the NW part of the state. Enhancements will include a mix of signs with flashing lights, intersection lighting and median islands.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.32 to 0.32	0.00	US-20	CORVALLIS-NEWPORT	CASCADES WEST ACT	LINCOLN
27.92 to 27.92	0.00	OR-219	HILLSBORO/SILVERTON	MID-WILLAMETTE VALLEY ACT	MARION
33.11 to 33.11	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
34.35 to 34.35	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
54.54 to 54.54	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
64.34 to 64.35	0.01	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
83.49 to 83.49	0.00	OR-47	NEHALEM	NORTH WEST OREGON ACT	WASHINGTON
124.36 to 124.36	0.00	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2024				
Total		\$364,477.00		\$149,134.00		\$9,843.00				\$523,454.00
Fund 1		YS30	\$328,029.30	YS30	\$134,220.60	YS30	\$8,858.70			
Match										
Fund 2		S070	\$36,447.70	S070	\$14,913.40	S070	\$984.30			
Match										

Footnote:

Name: NW Oregon lighting & enhanced intersection warning (2027)

Key: 22726

Description

Complete design to install signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.

Region: 2

MPO: Non-MPO, Salem/Keizer Area MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
1.52 to 1.52	0.00	OR-202	NEHALEM	NORTH WEST OREGON ACT	CLATSOP
8.55 to 8.55	0.00	OR-58	WILLAMETTE	LANE AREA COMMISSION ON TRANSPORTATION	LANE
9.55 to 9.55	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	YAMHILL
9.95 to 9.95	0.00	OR-223	KINGS VALLEY	MID-WILLAMETTE VALLEY ACT	POLK
14.22 to 14.22	0.00	OR-22	NORTH SANTIAM	MID-WILLAMETTE VALLEY ACT	MARION
14.98 to 14.98	0.00	OR-221	SALEM-DAYTON	MID-WILLAMETTE VALLEY ACT	POLK
22.31 to 22.31	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
23.80 to 23.80	0.00	OR-47	TUALATIN VALLEY HIGHWAY	NORTH WEST OREGON ACT	WASHINGTON
37.14 to 37.14	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
39.93 to 39.93	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
40.75 to 40.75	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
42.43 to 42.43	0.00	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL
42.78 to 42.78	0.00	OR-99E	PACIFIC HWY EAST	MID-WILLAMETTE VALLEY ACT	MARION
43.38 to 43.38	0.00	OR-99W	PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
57.52 to 57.52	0.00	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
95.08 to 95.08	0.00	US-30	LOWER COLUMBIA RIVER	NORTH WEST OREGON ACT	CLATSOP

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2024			
Total		\$480,382.00		\$14,728.00			\$495,110.00
Fund 1		YS32 \$480,382.00		YS32 \$14,728.00			
Match							

Footnote:

Name: OR18: S McMinnville Interchange - E McMinnville Interchange

Key: 22792

Description Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
39.28 to 39.45	0.17		PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
39.46 to 39.49	0.03		PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
39.50 to 39.52	0.02		PACIFIC HWY WEST	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.53 to 43.66	0.13		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.67 to 43.86	0.19		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.79 to 43.79	0.00	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.80 to 44.11	0.31	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.80 to 44.24	0.44	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
43.84 to 44.02	0.18		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.03 to 44.08	0.05		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.06 to 44.06	0.00		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.09 to 44.48	0.39		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.12 to 44.23	0.11	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.24 to 44.25	0.01	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.25 to 45.06	0.81	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.59 to 44.80	0.21		SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
44.79 to 44.79	0.00	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
45.07 to 45.17	0.10	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL
45.18 to 45.80	0.62	OR-18	SALMON RIVER	MID-WILLAMETTE VALLEY ACT	YAMHILL

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2024		2025		2025							
Total			\$1,604,791.00		\$192,603.00		\$28,324.00							\$1,825,718.00
Fund 1			Y001	\$1,439,978.96	Y001	\$172,822.67	Y001	\$25,415.13						
Match														
Fund 2			S070	\$164,812.04	S070	\$19,780.33	S070	\$2,908.87						
Match														

Footnote:

Name: Old Railroad Grade (N Yamhill River) bridge

Key: 23142

Description Replace the bridge to meet current standards.

Region: 2

MPO: Non-MPO

Work Type: Bridge

Applicant: YAMHILL COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				MID-WILLAMETTE VALLEY ACT	YAMHILL

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2025				2026					
Total		\$1,244,000.00		\$50,700.00				\$5,680,700.00				\$6,975,400.00	
Fund 1		Y233	\$1,116,241.20	Y233	\$45,493.11			Y233	\$5,097,292.11				
Match		\$127,758.80		\$5,206.89				\$583,407.89					

Footnote:

Name: OR47: NW Olson Rd to NW Matteson Rd (Gaston)

Key: 23158

Description Construct a sidewalk along the west side of OR47 from NW Olson Rd to NE Matteson Rd for pedestrian safety.

Region: 2

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
26.53 to 26.80	0.27	OR-47	TUALATIN VALLEY HIGHWAY	MID-WILLAMETTE VALLEY ACT	YAMHILL

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2025				2026		2027					
Total		\$860,388.00				\$29,222.00		\$1,798,035.00				\$2,687,645.00	
Fund 1		Y240	\$772,026.15			Y240	\$26,220.90	Y240	\$1,613,376.81				
Match													
Fund 2		S080	\$88,361.85			S080	\$3,001.10	S080	\$184,658.19				
Match													

Footnote:

Name: NW Oregon (Central Portion) curve warning upgrades

Key: 20190

DescriptionInstall chevrons and updated curve warning signs at various locations to increase safety.

MPO: Salem/Keizer Area MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2024		
Total		\$177,340.00			\$1,692,760.00		\$1,870,100.00
Fund 1		ZS3E	\$177,340.00		YS30	\$1,523,484.00	
Match					\$169,276.00		

Footnote:

Name: Rumble Strips (Unit 1 NW Oregon) (2024)

Key: 21574

DescriptionInstall rumble strips along various portions highways in Northwest Oregon (outside city limits) to aid in reduction of lane departures and improve driver safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					CASCADES WEST ACT		VARIOUS	
					LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS	
					MID-WILLAMETTE VALLEY ACT		VARIOUS	
					NORTH WEST OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2021			2024		
Total			\$830,000.00			\$4,969,700.00		\$5,799,700.00
Fund 1			ZS3E \$830,000.00			ZS30 \$4,583,057.34		
Match						\$386,642.66		

Footnote:

Name: Curve warning upgrades (NW Oregon)

Key: 21577

DescriptionInstall chevrons and updated curve warning signs at various locations throughout Northwest Oregon (Southern Portion) to improve driver awareness and safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CASCADES WEST ACT	VARIOUS	
						LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2021			2024		
Total			\$225,200.00			\$1,535,218.00		\$1,760,418.00
Fund 1			ZSE2 \$225,200.00			ZS30 \$1,415,778.04		
Match						\$119,439.96		

Footnote:



Name: Sign replacements (NW Oregon) (21-24)				Key: 21587			
Description Replace signs and posts in various locations throughout Northwest Oregon that are damaged or worn to increase driver safety.							Region: 2
MPO: Non-MPO				Work Type: Signs, Signals, Illumination			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$100,000.00			\$300,000.00		\$400,000.00
Fund 1		Y240	\$89,730.00		Y240	\$269,190.00	
Match			\$10,270.00			\$30,810.00	

Footnote:

Name: I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments				Key: 22723			
Description Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 in NW Oregon to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in Eugene.							Region: 2
MPO: Albany Area MPO, Central Lane MPO, Salem/Keizer Area MPO				Work Type: Safety			
Applicant: ODOT				Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
5.33 to 12.99	7.66	OR-569	BELTLINE	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
5.37 to 12.99	7.62	OR-569	BELTLINE	LANE AREA COMMISSION ON TRANSPORTATION	LANE		
168.37 to 263.74	95.37	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT	VARIOUS		
168.37 to 263.74	95.37	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS		
168.37 to 263.74	95.37	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	VARIOUS		
168.46 to 263.68	95.22	I-5	PACIFIC HIGHWAY	CASCADES WEST ACT	VARIOUS		
168.46 to 263.68	95.22	I-5	PACIFIC HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS		
168.46 to 263.68	95.22	I-5	PACIFIC HIGHWAY	MID-WILLAMETTE VALLEY ACT	VARIOUS		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$545,290.00					\$545,290.00
Fund 1		YS32	\$545,290.00				
Match							

Footnote: The affected exits on I-5 are: 170, 172, 174, 176, 182, 188, 189, 191, 199, 209, 216, 233, 234, 235, 237, 238, 239, 242, 243, 244, 248 & 263. OR-569 in Eugene. The affected exits on OR OR-569 in Eugene are exits 5, 6, 7, 8, 9 & 12.

Name: Curve warning upgrades (Clatsop, Lincoln & Polk Counties)

Key: 22728

DescriptionComplete design to install warning signs at curves on the following highway segments to aid in reducing vehicle collisions.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS	
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS	
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2024					
Total			\$529,423.00					\$529,423.00
Fund 1			YS32 \$529,423.00					
Match								

Footnote:

Name: NW Oregon Sign Replacements (24-27)

Key: 22800

DescriptionReplace signs and posts in various locations throughout Northwest Oregon that are damaged or worn to increase driver safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS		
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025			2027		
Total		\$100,000.00			\$300,000.00		\$400,000.00
Fund 1		Y240 \$89,730.00			Y240 \$269,190.00		
Match		\$10,270.00			\$30,810.00		

Footnote:

Name: NW Oregon Electrical Improvements (24-27)

Key: 22801

DescriptionEquipment purchase for Region wide electrical improvements to include signal heads, loops, illumination, and signal upgrades to improve driver safety and awareness.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,000,000.00	\$1,000,000.00
Fund 1						Y240 \$897,300.00	
Match						\$102,700.00	

Footnote:

Name: NW Oregon Signal Technology Upgrades (24-27)

Key: 22802

DescriptionPurchase signal equipment related to technology upgrades to update or replace damaged equipment to improve efficiency at intersections and travel times.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: NON-CONSTRUCTION PROJECT

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$300,000.00	\$300,000.00
Fund 1						Y240 \$269,190.00	
Match						\$30,810.00	

Footnote:

Name: NW Oregon Pavement Marking (24-27)

Key: 22803

DescriptionFunding for pavement marking improvements in various locations throughout region 2 that may have become worn or damaged to improve lane visibility.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$300,000.00		\$300,000.00
Fund 1					Y240 \$269,190.00		
Match					\$30,810.00		

Footnote:

Name: NW Oregon Preservation program funding reserve (FFY24)

Key: 22817

DescriptionFunding for federal fiscal year 2024 for the Region 2 preservation program construction phases.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$11,458,916.00		\$11,458,916.00
Fund 1					Y001 \$10,282,085.33		
Match					\$795,925.00		
Fund 2					S070 \$380,905.67		
Match							

Footnote:

Name: NW Oregon Preservation program funding reserve (FFY25)

Key: 22818

Description Funding for federal fiscal year 2025 for the Region 2 preservation program construction phases.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$11,458,915.00		\$11,458,915.00
Fund 1					Y001 \$10,282,084.43		
Match							
Fund 2					S070 \$1,176,830.57		
Match							

Footnote:

Name: NW Oregon Preservation program funding reserve (FFY26)						Key: 22819		
Description Funding for federal fiscal year 2026 for the Region 2 preservation program construction phases.						Region: 2		
MPO: Non-MPO			Work Type: Pavement Preservation					
Applicant: ODOT			Status: BUCKET OF FUNDS					
Location(s)-								
Mileposts	Length	Route	Highway		ACT		County(s)	
		Various	VARIOUS HIGHWAYS		CASCADES WEST ACT		VARIOUS	
		Various	VARIOUS HIGHWAYS		LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS	
		Various	VARIOUS HIGHWAYS		MID-WILLAMETTE VALLEY ACT		VARIOUS	
		Various	VARIOUS HIGHWAYS		NORTH WEST OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2026			
Total					\$11,458,915.00			\$11,458,915.00
Fund 1					Y001	\$10,282,084.43		
Match								
Fund 2					S070	\$1,176,830.57		
Match								

Footnote:

Name: NW Oregon Preservation program funding reserve (FFY27)

Key: 22820

Description Funding for federal fiscal year 2027 for the Region 2 preservation program construction phases.

Region: 2

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS
		Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$11,458,916.00		\$11,458,916.00
Fund 1					Y001 \$10,282,085.33		
Match							
Fund 2					S070 \$1,176,830.67		
Match							

Footnote:

Name: NW Oregon Operations program funding reserve (FFY24)

Key: 22821

Description Funding for federal fiscal year 2024 for the Region 2 operations program construction phases.

Region: 2

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS
		Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,796,872.25		\$2,796,872.25
Fund 1					Y001 \$2,509,633.47		
Match					\$287,238.78		

Footnote:



Name: NW Oregon Operations program funding reserve (FFY25)

Key: 22822

Description Funding for federal fiscal year 2025 for the Region 2 operations program construction phases.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$2,796,872.25		\$2,796,872.25
Fund 1					Y001 \$2,509,633.47		
Match					\$287,238.78		

Footnote:

Name: NW Oregon Operations program funding reserve (FFY26)

Key: 22823

Description Funding for federal fiscal year 2026 for the Region 2 operations program construction phases.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$2,796,872.25		\$2,796,872.25
Fund 1					Y001 \$2,509,633.47		
Match					\$287,238.78		

Footnote:

Name: NW Oregon Operations program funding reserve (FFY27)

Key: 22824

Description Funding for federal fiscal year 2027 for the Region 2 operations program construction phases.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$2,796,872.25		\$2,796,872.25
Fund 1					Y001 \$2,509,633.47		
Match					\$287,238.78		

Footnote:

Name: NW Oregon Rock fall Screening (24-27)

Key: 22833

Description Rock fall screening improvements in various locations throughout Northwest Oregon to aid in preventing rockfalls.

MPO: Non-MPO

Applicant: ODOT

Work Type: Slides and Rockfalls

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$900,000.00		\$900,000.00
Fund 1					Y240 \$807,570.00		
Match					\$92,430.00		

Footnote:

Name: NW Oregon ARTS program funding reserve (Hot Spot) (FFY24-27)

Key: 22834

Description Reserve for construction phases of hot spot intersection safety projects.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$6,003,098.00		\$6,003,098.00
Fund 1					YS32 \$5,520,968.90		
Match							
Fund 2					S070 \$482,129.10		
Match							

Footnote:

Name: NW Oregon ARTS program funding reserve (Systemic) (FFY24-27)

Key: 22835

Description Reserve for construction phases of systemic (intersection, road departure, and bicycle/pedestrian) safety projects.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$7,749,376.65		\$7,749,376.65
Fund 1					YS32	\$7,640,132.28	
Match							
Fund 2					S070	\$109,244.37	
Match							

Footnote:

Name: NW Oregon HB2017 safety funding reserve (FFY24-27)

Key: 22836

Description Reserve for construction phases of HB2017 Safety Program and quick fix projects.

Region: 2

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$6,137,618.94		\$6,137,618.94
Fund 1					ACP0 \$5,523,857.04		
Match					\$613,761.90		

Footnote:

Name: US26: US101 to Nyssa

Key: 22983

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 26 between US101 and Nyssa, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 2

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 55.20		55.20	US-26	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS	
55.20 to 62.15		6.95	US-26	VARIOUS HIGHWAYS	REGION 1 ACT		VARIOUS	
62.15 to 96.90		34.75	US-26	VARIOUS HIGHWAYS	CENTRAL OREGON ACT		VARIOUS	
96.90 to 278.20		181.30	US-26	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025			2025		
Total	\$444,000.00		\$2,650,000.00			\$5,850,000.00		\$8,944,000.00
Fund 1	Y130	\$355,200.00	Y130	\$2,120,000.00		Y130 \$4,680,000.00		
Match	\$88,800.00		\$530,000.00			\$1,170,000.00		

Footnote:

Name: Northwest Oregon 2024-2027 ADA curb ramp design, phase 2

Key: 23029

DescriptionDesign curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Central Lane MPO, Corvallis Area MPO, Non-MPO, Salem/Keizer Area MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CASCADES WEST ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LANE AREA COMMISSION ON TRANSPORTATION		LANE
			Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$10,710,000.00					\$10,710,000.00
Fund 1		ACP0 \$10,710,000.00					
Match							

Footnote:

Name: Northwest Oregon 2024-2027 ADA curb ramp right of way

Key: 23031

DescriptionADA program funding for future right of way activities. Projects to be identified at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: BUCKET OF FUNDS

Region: 2

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CASCADES WEST ACT		VARIOUS
					LANE AREA COMMISSION ON TRANSPORTATION		VARIOUS
					MID-WILLAMETTE VALLEY ACT		VARIOUS
					NORTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$10,515,000.00				\$10,515,000.00
Fund 1			ACP0 \$10,515,000.00				
Match							

Footnote:

Name: Northwest Oregon 2024-2027 ADA curb ramp construction

Key: 23044

Description ADA program funding for future construction activities. Projects to be identified at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: BUCKET OF FUNDS

Region: 2

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CASCADES WEST ACT	VARIOUS
				LANE AREA COMMISSION ON TRANSPORTATION	VARIOUS
				MID-WILLAMETTE VALLEY ACT	VARIOUS
				NORTH WEST OREGON ACT	VARIOUS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$106,015,000.00		\$106,015,000.00
Fund 1					ACP0 \$106,015,000.0		
Match							

Footnote:



Name: Powers-Agness Hwy: Burma Slide Sec (MP4.4-8.4)

Key: 13933

Description Slide stabilization to make the roadway safer to traveling public.

MPO: Non-MPO

Applicant: OTHER

Work Type: Modernization, Slides and Rockfalls

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
4.40 to 8.40	4.00	OR-542	POWERS	SOUTH WEST OREGON ACT	COOS

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2014		2014				2025		2019	
Total		\$6,242,570.62		\$1,000,000.00				\$13,657,312.51		\$360,000.00	\$21,259,883.13
Fund 1		F150	\$3,199,884.38	S010	\$1,000,000.00			K200	\$13,632,550.70	S010	\$360,000.00
Match											
Fund 2		K200	\$1,967,267.24					S010	\$24,761.81		
Match											
Fund 3		G200	\$605,419.00								
Match											
Fund 4		S010	\$470,000.00								
Match											

Footnote:

Name: OR241: Chandler (Coos River) Bridge

Key: 21773

Description Paint the bridge and replace the lift span tower ladders and access platforms to preserve the structure and keep it operating smoothly. Upgrade the barrier attached to the structure to improve safety for the traveling public.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety, Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
3.64 to 3.82	0.18	OR-241	COOS RIVER	SOUTH WEST OREGON ACT	COOS

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$523,000.00		\$32,000.00		\$1,000.00		\$4,262,000.00			\$4,818,000.00
Fund 1		Z240	\$469,287.90	Y240	\$28,713.60	Z240	\$897.30	Z240	\$3,679,827.30		
Match		\$53,712.10		\$3,286.40		\$102.70		\$421,172.70			
Fund 2								YS30	\$144,900.00		
Match								\$16,100.00			

Footnote:

Name: OR42: Endicott, Middle Fork Coquille and Hoffman bridges

Key: 21774

Description Remove portions of the existing bridge driving surface and place a new surface. Replace expansion joints on three bridges and repair the bearings on one bridge.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
23.32 to 23.42		0.10	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		COOS	
26.71 to 26.73		0.02	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		COOS	
30.54 to 30.64		0.10	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		COOS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2024		
Total		\$423,000.00				\$1,369,000.00		\$1,792,000.00
Fund 1		Z001	\$269,190.00			Y240	\$1,228,403.70	
Match			\$30,810.00					
Fund 2		Y001	\$110,367.90			S070	\$140,596.30	
Match								
Fund 3		S070	\$12,632.10					
Match								

Footnote:

Name: Sandy Creek Rd at mile point 2.70

Key: 22423

Description Permanent repair at an emergency site to replace a culvert for better water flow and to meet environmental requirements.

MPO: Non-MPO

Applicant: COOS COUNTY

Work Type: Emergency Relief

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								SOUTH WEST OREGON ACT		COOS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$434,200.00		\$15,000.00				\$1,667,000.00			\$2,116,200.00
Fund 1		ER14	\$389,607.66	0980	\$13,459.50			0980	\$1,495,799.10		
Match			\$44,592.34		\$1,540.50				\$171,200.90		

Footnote:

Name: US101/OR241/OR540 curb ramps (Coos Bay/North Bend)

Key: 22437

Description Construct curb ramps on US101 and OR241 and design only for curb ramps on OR540 to meet compliance with the Americans with Disabilities Act (ADA) standards.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-															
Mileposts		Length		Route		Highway			ACT		County(s)				
				Various		VARIOUS HIGHWAYS			SOUTH WEST OREGON ACT		COOS				
Current Project Estimate															
Planning			Prelim. Engineering			Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2021		2023				2024						
Total			\$3,117,359.00		\$1,536,000.00				\$8,782,016.00				\$13,435,375.00		
Fund 1			Z0E1	\$2,000,629.05	Y001	\$1,378,252.80			Y001	\$7,880,102.96					
Match				\$228,980.95		\$157,747.20				\$901,913.04					
Fund 2			Y001	\$796,577.18											
Match				\$91,171.82											

Footnote:

Name: US101/OR540 curb ramps (Coos Bay/North Bend), phase 2

Key: 22570

DescriptionDesign and construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 3

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT		County(s)	
0.05 to 2.24		2.19	OR-540		CAPE ARAGO		SOUTH WEST OREGON ACT		COOS	
234.88 to 235.60		0.72	US-101		OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT		COOS	
237.69 to 238.98		1.29	US-101		OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT		COOS	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$8,395,000.00		\$975,000.00				\$27,460,000.00		\$36,830,000.00
Fund 1		Z0E2	\$4,375,593.72	Y001	\$874,867.50	Y001		\$24,639,858.00		
Match			\$500,806.28		\$100,132.50			\$2,820,142.00		
Fund 2		Y001	\$3,157,239.78							
Match			\$361,360.22							

Footnote:

Name: OR42: US101 to I-5 (Roseburg)

Key: 22964

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along OR42 between US101 and I-5 Roseburg, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 3

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 44.95		44.95	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		COOS	
44.95 to 77.00		32.05	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2026			2026		
Total	\$32,000.00		\$530,000.00			\$1,170,000.00		\$1,732,000.00
Fund 1	Y130	\$25,600.00	Y130	\$424,000.00		Y130 \$936,000.00		
Match	\$6,400.00		\$106,000.00			\$234,000.00		

Footnote:

Name: US101: Washington state line to California state line

Key: 22977

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 37.10	37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	CLATSOP
37.10 to 102.80	65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
102.80 to 167.60	64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN
167.60 to 198.60	31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
198.60 to 220.58	21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS
220.58 to 285.78	65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	COOS
285.78 to 363.00	77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate										
	Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2024		2025				2025			
Total	\$311,000.00		\$1,875,000.00				\$4,095,000.00			\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00			Y130	\$3,276,000.00		
Match	\$62,200.00		\$375,000.00				\$819,000.00			

Footnote:

Name: Southwest Oregon Rural Intersection Safety Improvements

Key: 23053

DescriptionInstall signs to provide a safer roadway to the traveling public in ODOT region 3.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2024						2025					
Total			\$433,308.00						\$2,686,680.00				\$3,119,988.00	
Fund 1			YS30	\$389,977.20					YS30	\$2,418,012.00				
Match														
Fund 2			S070	\$43,330.80					S070	\$268,668.00				
Match														

Footnote:

Name: Southwest Oregon 2024-2027 ADA curb ramp design, phase 2

Key: 23069

DescriptionDesign for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 3

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$8,316,400.00					\$8,316,400.00
Fund 1		ACP0 \$8,316,400.00					
Match							

Footnote:

Name: Highway Barrier Upgrades (Coos/Curry)

Key: 23095

DescriptionReplace the barrier on various highways in Coos and Curry counties to improve safety on the roadway for the traveling public.

Region: 3

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	COOS
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	CURRY
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2026		
Total		\$661,623.00			\$2,916,862.00		\$3,578,485.00
Fund 1		YS30 \$661,623.00			YS30 \$2,916,862.00		
Match							

Footnote:

Name: SW Oregon safety program funding reserve (FFY25-27)

Key: 23305

Description Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,195,529.00		\$1,195,529.00
Fund 1					YS30 \$1,075,976.00		
Match							
Fund 2					S070 \$119,553.00		
Match							

Footnote:

Name: SW Oregon preservation program funding reserve (FFY25-27)

Key: 23312

Description Funding reserved for future preservation projects in the 2024-2027 STIP cycle.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,163,235.00		\$1,163,235.00
Fund 1					Y240	\$1,043,771.00	
Match							
Fund 2					S070	\$119,464.00	
Match							

Footnote:



Name: SW Oregon HB2017 safety program funding reserve (FFY25-27)

Key: 23413

Description Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$143,554.00		\$143,554.00
Fund 1					ACPO \$129,198.60		
Match					\$14,355.40		

Footnote:

Name: US101: Parkview Dr - Lucky Ln (Brookings)

Key: 20261

Description

Construct a bike lane and a sidewalk along the east side of US101 and replace deficient sidewalk, add a short segment of sidewalk on Ransom St, add flashing lights at Ransom Ave and Arnold Ave, and convert a 4-lane section to 3-lane from Heather Ln to Arnold Ln to improve pedestrian safety.

Region: 3

MPO: Non-MPO

Work Type: Modernization, Bicycle/Pedestrian

Applicant: CITY OF BROOKINGS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
355.87 to 356.74		0.87	US-101		OREGON COAST HIGHWAY			SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2022		2023		2024			
Total		\$1,176,000.00		\$750,000.00		\$2,000.00		\$3,034,000.00			\$4,962,000.00
Fund 1		Y300	\$538,380.00	Z240	\$364,000.00	Y240	\$897.30	Y240	\$1,370,177.10		
Match			\$61,620.00		\$91,000.00		\$102.70		\$156,822.90		
Fund 2		Z302	\$275,200.00	S010	\$150,000.00	Z240	\$800.00	Z240	\$929,600.00		
Match			\$68,800.00				\$200.00		\$232,400.00		
Fund 3		S080	\$232,000.00	Y240	\$103,189.50			OTH0	\$345,000.00		
Match					\$11,810.50						
Fund 4				OTH0	\$30,000.00						
Match											

Footnote:

Name: US101: Anderson Rockfall

Key: 21698

Description

Install rock protection screening to help prevent rock falling on roadway.

Region: 3

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
334.30 to 334.30		0.00	US-101	OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT	CURRY	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021				2024		
Total		\$323,718.00				\$1,684,501.00		\$2,008,219.00
Fund 1		Y001	\$172,925.86			Y001	\$1,511,502.75	
Match			\$19,792.14				\$172,998.25	
Fund 2		Z001	\$117,546.30					
Match			\$13,453.70					

Footnote:

Name: US101: Gold Beach (Rogue River) Bridge

Key: 21769

Description

Replace the existing cathodic protection system, a technique used to control the corrosion of a metal surface, to preserve the bridge structure.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
327.52 to 327.88		0.36	US-101		OREGON COAST HIGHWAY			SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2023		2024			
Total		\$722,000.00		\$135,000.00		\$1,000.00		\$24,283,000.00			\$25,141,000.00
Fund 1		ACP0	\$722,000.00	Y001	\$121,135.50	ACP0	\$897.30	ACP0	\$21,789,135.90		
Match					\$13,864.50		\$102.70		\$2,493,864.10		

Footnote:

Name: US101: Floras Creek and Willow Creek bridges

Key: 21776

Description

Replace the bridge rails on Floras Creek and Willow Creek structures to meet current safety standards. Replace the driving surfaces and joints on each bridge. Remove asphalt from the Willow Creek bridge and adjust the substructure of the roadway to match.

Region: 3

MPO: Non-MPO

Work Type: Bridge, Bridge rail retrofit

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
288.46 to 288.54		0.08	US-101	OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT	CURRY		
290.37 to 290.39		0.02	US-101	OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT	CURRY		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2023		2024		2024	
Total		\$628,000.00		\$107,000.00		\$1,000.00		\$4,371,000.00	\$5,107,000.00
Fund 1		Z001	\$563,504.40	Z001	\$96,011.10	Z001	\$897.30	Z001 \$3,922,098.30	
Match			\$64,495.60		\$10,988.90		\$102.70	\$448,901.70	

Footnote:

Name: Arizona Ranch Rd: Myrtle Creek Bridge

Key: 22638

Description

Replace the bridge with a wider and modern bridge to increase safety and improve access.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: CURRY COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2025		2025		2026			
Total		\$514,800.00		\$6,300.00		\$6,300.00		\$2,089,100.00			\$2,616,500.00
Fund 1		Y233	\$461,930.04	Y233	\$5,652.99	Y233	\$5,652.99	Y233	\$1,874,549.43		
Match			\$52,869.96		\$647.01		\$647.01		\$214,550.57		

Footnote:

Name: US101: Washington state line to California state line

Key: 22977

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 3

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 37.10		37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		CLATSOP	
37.10 to 102.80		65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT		TILLAMOOK	
102.80 to 167.60		64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT		LINCOLN	
167.60 to 198.60		31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION		LANE	
198.60 to 220.58		21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		DOUGLAS	
220.58 to 285.78		65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		COOS	
285.78 to 363.00		77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT		CURRY	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025			2025		
Total	\$311,000.00		\$1,875,000.00			\$4,095,000.00		\$6,281,000.00
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00		Y130 \$3,276,000.00		
Match	\$62,200.00		\$375,000.00			\$819,000.00		

Footnote:

Name: US101: Woodroof Creek Slide

Key: 23036

Description Drainage improvements and pavement resurfacing to provide a safer roadway to the traveling public.

Region: 3

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
315.90 to 315.98		0.08	US-101	OREGON COAST HIGHWAY		SOUTH WEST OREGON ACT	CURRY	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025		2026		2027		
Total		\$437,426.00		\$198,284.00		\$2,189,174.00		\$2,824,884.00
Fund 1		Y001	\$392,502.35	Y001	\$177,920.23	Y001	\$1,964,345.83	
Match			\$44,923.65		\$20,363.77		\$224,828.17	

Footnote:

Name: Southwest Oregon Rural Intersection Safety Improvements

Key: 23053

Description Install signs to provide a safer roadway to the traveling public in ODOT region 3.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JACKSON	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JOSEPHINE	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		COOS	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		CURRY	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2025			
Total		\$433,308.00				\$2,686,680.00			\$3,119,988.00
Fund 1		YS30	\$389,977.20			YS30	\$2,418,012.00		
Match									
Fund 2		S070	\$43,330.80			S070	\$268,668.00		
Match									

Footnote:

Name: Southwest Oregon 2024-2027 ADA curb ramp design, phase 2

Key: 23069

Description Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 3

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	COOS	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	CURRY	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025					
Total			\$8,316,400.00					\$8,316,400.00
Fund 1			ACP0 \$8,316,400.00					
Match								

Footnote:

Name: US101: Robin Lane - California State Line

Key: 23092

Description

Design project to remove existing pavement and replace with new asphalt to extend service life of pavement. Safety upgrades to include the installation of barrier. Repair culverts and replace bridge driving surfaces to improve safety for the traveling public.

Region: 3

MPO: Non-MPO

Work Type: Safety, Bridge, Culvert, Pavement Preservation

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
360.00 to 362.60	2.60	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY
362.61 to 362.61	0.00	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY
362.61 to 363.10	0.49	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY
363.11 to 363.11	0.00	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$655,815.00						\$655,815.00
Fund 1		Y001	\$547,266.86					
Match								
Fund 2		S070	\$62,637.14					
Match								
Fund 3		YS30	\$45,911.00					
Match								

Footnote:

Name: Highway Barrier Upgrades (Coos/Curry)

Key: 23095

Description

Replace the barrier on various highways in Coos and Curry counties to improve safety on the roadway for the traveling public.

Region: 3

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2026		
Total		\$661,623.00			\$2,916,862.00		\$3,578,485.00
Fund 1		YS30 \$661,623.00			YS30 \$2,916,862.00		
Match							

Footnote:

Name: Edson Creek "A" bridge rehab

Key: 23159

Description

Strengthen the existing bridge girders as needed to maintain the integrity of the bridge.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: CURRY COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				SOUTH WEST OREGON ACT	CURRY

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024			2026		
Total		\$307,300.00			\$682,000.00		\$989,300.00
Fund 1		Y240 \$275,740.29			Y240 \$611,958.60		
Match		\$31,559.71			\$70,041.40		

Footnote:

Name: SW Oregon safety program funding reserve (FFY25-27)

Key: 23305

Description Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,195,529.00		\$1,195,529.00
Fund 1					YS30 \$1,075,976.00		
Match							
Fund 2					S070 \$119,553.00		
Match							

Footnote:

Name: SW Oregon preservation program funding reserve (FFY25-27)

Key: 23312

Description Funding reserved for future preservation projects in the 2024-2027 STIP cycle.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,163,235.00		\$1,163,235.00
Fund 1					Y240	\$1,043,771.00	
Match							
Fund 2					S070	\$119,464.00	
Match							

Footnote:



Name: SW Oregon HB2017 safety program funding reserve (FFY25-27)

Key: 23413

Description Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$143,554.00		\$143,554.00
Fund 1					ACPO \$129,198.60		
Match					\$14,355.40		

Footnote:

Name: OR42: Lookingglass Creek to I-5 (Winston)

Key: 21677

Description

Remove existing pavement and replace with new asphalt to extend service life of pavement. Safety upgrades to include intersection improvements, ADA ramp upgrades and the installation of barrier. Repair or replace bridge driving surfaces and joint repairs to improve safety for the traveling public.

Region: 3

MPO: Non-MPO

Work Type: Pavement Preservation, Bridge, Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
72.54 to 76.95		4.41	OR-42	COOS BAY-ROSEBURG			SOUTH WEST OREGON ACT		DOUGLAS		
74.12 to 74.14		0.02	OR-42	COOS BAY-ROSEBURG			SOUTH WEST OREGON ACT		DOUGLAS		
74.41 to 74.53		0.12	OR-42	COOS BAY-ROSEBURG			SOUTH WEST OREGON ACT		DOUGLAS		
75.95 to 76.03		0.08	OR-42	COOS BAY-ROSEBURG			SOUTH WEST OREGON ACT		DOUGLAS		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$977,000.00		\$312,000.00		\$100,000.00		\$16,464,700.00			\$17,853,700.00
Fund 1		M001	\$716,045.40	Y001	\$279,957.60	Z001	\$89,730.00	Z001	\$9,590,648.62		
Match			\$81,954.60		\$32,042.40		\$10,270.00		\$1,097,692.65		
Fund 2		ACP0	\$179,000.00					ACP0	\$4,734,476.69		
Match									\$541,882.04		
Fund 3								ZS30	\$450,000.00		
Match									\$50,000.00		

Footnote:

Name: OR38: Hinsdale Slough Culvert

Key: 21718

Description

Repair the existing culvert and repair or replace the metal pipe extension portion of the culvert to extend the life of this structure.

Region: 3

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
4.90 to 4.90		0.00	OR-38		UMPQUA			ROGUE VALLEY ACT		DOUGLAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2024		2024			
Total		\$550,000.00		\$14,000.00		\$1,000.00		\$1,431,710.00			\$1,996,710.00
Fund 1		Z240	\$493,515.00	Z001	\$12,562.20	Z001	\$897.30	Z001	\$1,284,673.38		
Match			\$56,485.00		\$1,437.80		\$102.70		\$147,036.62		

Footnote:

Name: OR42: US101 to Cedar Point Rd

Key: 21719

DescriptionRepair or replace culverts and remove existing pavement & replace with new asphalt. This will address federal fish passage requirements and provide a smoother driving surface for the traveling public.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert, Bridge, Pavement Preservation, Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
0.00 to 9.70		9.70	OR-42	COOS BAY-ROSEBURG		SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022				2025		
Total		\$550,000.00				\$13,536,481.00		\$14,086,481.00
Fund 1		Y001	\$269,190.00			Y001 \$11,232,460.62		
Match			\$30,810.00					
Fund 2		ACP0	\$250,000.00			S070 \$1,285,605.38		
Match								
Fund 3						YS30 \$1,018,415.00		
Match								

Footnote:

Name: Stewart Park Drive: South Umpqua River Bridge (Roseburg)

Key: 22020

DescriptionRehabilitate the South Umpqua River Bridge by making bridge steel repairs; painting; replacing existing timber driving surface with concrete panels; upgrade sidewalks to conform to American Disability Act standards; add a new handrail, and install loose stone at the base of the bridge to mitigate water erosion issues. These updates will preserve the bridge life and help to meet American Disability Act standards.

MPO: Non-MPO

Applicant: CITY OF ROSEBURG

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
								SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2023		2024			
Total		\$972,573.00		\$10,105.00		\$1,123.00		\$4,588,085.00			\$5,571,886.00
Fund 1		Z2E3	\$872,689.75	Y233	\$9,067.22	Z233	\$1,007.67	Z233	\$4,116,888.67		
Match			\$99,883.25		\$1,037.78		\$115.33		\$471,196.33		

Footnote:

Name: Douglas Avenue: Deer Creek Bridge (Roseburg)

Key: 22030

DescriptionReplace the bridge due to deterioration.

MPO: Non-MPO

Applicant: CITY OF ROSEBURG

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2021		2024			2025		
Total		\$1,696,475.00		\$95,900.00			\$9,220,600.00		\$11,012,975.00
Fund 1		Z240	\$1,522,247.02	Y233	\$86,051.07		Y233 \$8,273,644.38		
Match			\$174,227.98		\$9,848.93		\$946,955.62		

Footnote:

Name: South Myrtle Road: South Myrtle Creek bridge

Key: 22032

Description Design to replace the existing bridge with a new bridge that meets current design standards.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: DOUGLAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2026		
Total		\$413,000.00				\$2,115,000.00		\$2,528,000.00
Fund 1		Y233	\$370,584.90			Y233	\$1,897,789.50	
Match			\$42,415.10				\$217,210.50	

Footnote:

Name: Days Creek Rd: Days Creek Bridge

Key: 22639

Description Replace the bridge to restore load rating and access for all vehicles.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: DOUGLAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-												
Mileposts		Length	Route		Highway		ACT		County(s)			
							SOUTH WEST OREGON ACT		DOUGLAS			
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year			2023		2025				2026			
Total			\$684,000.00		\$6,300.00				\$3,406,100.00		\$4,096,400.00	
Fund 1			Y233	\$613,753.20	Y233	\$5,652.99			Y233	\$3,056,293.53		
Match			\$70,246.80		\$647.01				\$349,806.47			

Footnote:

Name: South Deer Creek (Hatfield Truss)

Key: 22640

Description Replace the existing structure with a new bridge that meets current standards.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: DOUGLAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							SOUTH WEST OREGON ACT		DOUGLAS		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2025				2026			
Total		\$500,500.00		\$10,100.00				\$2,030,300.00			\$2,540,900.00
Fund 1		Y233	\$449,098.65	Y233	\$9,062.73			Y233	\$1,821,788.19		
Match			\$51,401.35		\$1,037.27				\$208,511.81		

Footnote:

Name: **Newton Creek Bridge**

Key: **22655**

Description **Replace bridge to restore load rating and access for all vehicles.**

Region: **3**

MPO: **Non-MPO**

Work Type: **Bridge**

Applicant: **CITY OF ROSEBURG**

Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-													
Mileposts		Length	Route		Highway				ACT		County(s)		
									SOUTH WEST OREGON ACT		DOUGLAS		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2025		2025		2026					
Total		\$645,800.00		\$12,700.00		\$12,700.00		\$2,620,900.00				\$3,292,100.00	
Fund 1		Y233	\$579,476.34	Y233	\$11,395.71	Y233	\$11,395.71	Y233	\$2,351,733.57				
Match			\$66,323.66		\$1,304.29		\$1,304.29		\$269,166.43				

Footnote:

Name: **Central Ave Pedestrian Improvements (Sutherlin)**

Key: **22889**

Description **Install two flashing lights at the intersections of Central Ave and Mardonna Way and Central Ave and Abby's to improve pedestrian safety.**

Region: **3**

MPO: **Non-MPO**

Work Type: **Safety**

Applicant: **CITY OF SUTHERLIN**

Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
								SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024				2025		2025			
Total		\$177,988.00				\$25,358.00		\$296,654.00			\$500,000.00
Fund 1		YS30	\$160,189.20			YS30	\$22,822.20	YS30	\$266,988.60		
Match			\$17,798.80				\$2,535.80		\$29,665.40		

Footnote:

Name: **Roseburg Signal Improvements**

Key: **22900**

Description **Intersection updates that may include flashing lights, signals, and reconstruct curb ramps at Stewart Parkway/Harvey to provide a safer route to the traveling public.**

Region: **3**

MPO: **Non-MPO**

Work Type: **Safety**

Applicant: **CITY OF ROSEBURG**

Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
								SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025				2026		2026			
Total		\$266,259.00				\$45,658.00		\$1,030,555.00			\$1,342,472.00
Fund 1		YS30	\$239,633.10			YS30	\$41,092.20	YS30	\$927,499.50		
Match			\$26,625.90				\$4,565.80		\$103,055.50		

Footnote:

Name: Garden Valley Rd at Melrose Rd Roundabout

Key: 22914

DescriptionConstruct a partial multi-lane roundabout at the Garden Valley Road and Melrose Road Intersection to reduce the number and severity of intersection crashes.

Region: 3

MPO: Non-MPO

Work Type: Safety

Applicant: DOUGLAS COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length		Route		Highway				ACT		County(s)	
										SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2026		2027		2027					
Total		\$1,891,578.00		\$165,672.00		\$53,788.00		\$6,903,690.00				\$9,014,728.00	
Fund 1		OTH0	\$1,002,689.11	YS30	\$80,000.00	OTH0	\$53,788.00	YS30	\$3,456,284.00				
Match				\$8,888.89				\$384,031.55					
Fund 2		YS30	\$800,000.00	OTH0	\$76,783.11			OTH0	\$3,063,374.45				
Match		\$88,888.89											

Footnote:

Name: OR42 at Brockway Road Roundabout

Key: 22937

DescriptionDesign a roundabout to reduce the number and severity of intersection crashes.

Region: 3

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Footnote:

Name: I-5:N Umpqua R & CORP NB & SB bridges (Winchester)					Key: 22963	
Description Design to update bridge driving surfaces, reconstruct joints, and retrofit bridge rail to meet current height standards.					Region: 3	
MPO: Non-MPO			Work Type: Bridge			
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
128.92 to 128.92	0.00	I-5	PACIFIC HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate						

Footnote:

Name: I-5:N Umpqua R & CORP NB & SB bridges (Winchester)

Key: 22963

DescriptionDesign to update bridge driving surfaces, reconstruct joints, and retrofit bridge rail to meet current height standards.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Footnote:

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Footnote:



Name: OR42: US101 to I-5 (Roseburg)

Key: 22964

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along OR42 between US101 and I-5 Roseburg, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 44.95		44.95	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		COOS	
44.95 to 77.00		32.05	OR-42	COOS BAY-ROSEBURG	SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025		2026			2026		
Total	\$32,000.00		\$530,000.00			\$1,170,000.00		\$1,732,000.00
Fund 1	Y130	\$25,600.00	Y130	\$424,000.00		Y130 \$936,000.00		
Match	\$6,400.00		\$106,000.00			\$234,000.00		

Footnote:

Name: I-5: South Douglas County Culverts

Key: 22966

DescriptionDesign for a future construction project to repair or replace culverts in poor or critical condition to extend the life of the structures.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 3

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
88.00 to 115.30		27.30	I-5	PACIFIC HIGHWAY		SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2025							
Total		\$674,000.00							\$674,000.00
Fund 1		Y001	\$621,562.80						
Match									
Fund 2		S070	\$52,437.20						
Match									

Footnote:

Name: US101: Washington state line to California state line

Key: 22977

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US101 between Washington and California state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 37.10	37.10	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	CLATSOP
37.10 to 102.80	65.70	US-101	OREGON COAST HIGHWAY	NORTH WEST OREGON ACT	TILLAMOOK
102.80 to 167.60	64.80	US-101	OREGON COAST HIGHWAY	CASCADES WEST ACT	LINCOLN
167.60 to 198.60	31.00	US-101	OREGON COAST HIGHWAY	LANE AREA COMMISSION ON TRANSPORTATION	LANE
198.60 to 220.58	21.98	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS
220.58 to 285.78	65.20	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	COOS
285.78 to 363.00	77.22	US-101	OREGON COAST HIGHWAY	SOUTH WEST OREGON ACT	CURRY

Current Project Estimate												
Planning			Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other	Project Total	
Year	2024		2025						2025			
Total	\$311,000.00		\$1,875,000.00						\$4,095,000.00		\$6,281,000.00	
Fund 1	Y130	\$248,800.00	Y130	\$1,500,000.00					Y130	\$3,276,000.00		
Match	\$62,200.00		\$375,000.00						\$819,000.00			

Footnote:

Name: I-5: Stage Road Pass

Key: 22987

DescriptionDesign to add northbound and southbound climbing lanes on the interstate to improve traffic flow.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 3

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
79.00 to 80.32	1.32	I-5	PACIFIC HIGHWAY	ROGUE VALLEY ACT	JOSEPHINE
79.23 to 80.70	1.47	I-5	PACIFIC HIGHWAY	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2025				
Total		\$4,300,000.00		\$200,000.00				\$4,500,000.00
Fund 1		Y001	\$3,965,460.00	Y001	\$184,440.00			
Match			\$334,540.00		\$15,560.00			

Footnote:

Name: Southwest Oregon Rural Intersection Safety Improvements

Key: 23053

Description Install signs to provide a safer roadway to the traveling public in ODOT region 3.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2025		
Total		\$433,308.00				\$2,686,680.00		\$3,119,988.00
Fund 1		YS30	\$389,977.20			YS30	\$2,418,012.00	
Match								
Fund 2		S070	\$43,330.80			S070	\$268,668.00	
Match								

Footnote:

Name: Southwest Oregon 2024-2027 ADA curb ramp design, phase 2						Key: 23069	
Description Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						Region: 3	
MPO: Non-MPO				Work Type: ADA			
Applicant: ODOT				Status: PROJECT FUNDED THROUGH FINAL PLANS			
Location(s)-							
Mileposts	Length	Route	Highway		ACT	County(s)	
		Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	COOS	
		Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	CURRY	
		Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$8,316,400.00					\$8,316,400.00
Fund 1		ACP0 \$8,316,400.00					
Match							

Footnote:

Name: <b>Bilger Creek, County Rd 15 bridge</b>						Key: <b>23160</b>	
Description <b>Replace the existing bridge to meet current standards.</b>						Region: <b>3</b>	
MPO: <b>Non-MPO</b>				Work Type: <b>Bridge</b>			
Applicant: <b>DOUGLAS COUNTY</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					<b>SOUTH WEST OREGON ACT</b>		<b>DOUGLAS</b>
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		<b>2024</b>			<b>2026</b>		
Total		<b>\$430,300.00</b>			<b>\$1,691,900.00</b>		<b>\$2,122,200.00</b>
Fund 1		Y240 \$386,108.19			Y240 \$1,518,141.87		
Match		\$44,191.81			\$173,758.13		

Footnote:

Name: SW Oregon safety program funding reserve (FFY25-27)

Key: 23305

Description Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT	JACKSON	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT	JOSEPHINE	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	COOS	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	CURRY	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$1,195,529.00			\$1,195,529.00
Fund 1					YS30	\$1,075,976.00		
Match								
Fund 2					S070	\$119,553.00		
Match								

Footnote:

Name: SW Oregon preservation program funding reserve (FFY25-27)

Key: 23312

Description Funding reserved for future preservation projects in the 2024-2027 STIP cycle.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$1,163,235.00			\$1,163,235.00
Fund 1					Y240	\$1,043,771.00		
Match								
Fund 2					S070	\$119,464.00		
Match								

Footnote:

Name: SW Oregon HB2017 safety program funding reserve (FFY25-27)

Key: 23413

Description Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$143,554.00		\$143,554.00
Fund 1					ACPO \$129,198.60		
Match					\$14,355.40		

Footnote:

Name: West Pine St reconstruction

Key: 21017

Description Add sidewalk, curb & gutter, bike lanes, 2 travel lanes and one continuous left turn lane.

Region: 3

MPO: Rogue Valley MPO

Work Type: Safety

Applicant: CITY OF CENTRAL POINT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
								ROGUE VALLEY ACT			JACKSON		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2024				2026		2024			
Total		\$862,308.00		\$50,000.00				\$3,971,066.62		\$187,462.00		\$5,070,836.62	
Fund 1		Y400	\$517,385.00	OTH0	\$50,000.00			Y400	\$1,468,244.00	Y240	\$187,462.00		
Match		\$344,923.00						\$168,047.10					
Fund 2								OTH0	\$1,220,321.04				
Match													
Fund 3								Y240	\$1,000,000.00				
Match								\$114,454.48					

Footnote:

Name: OR66: Railroad Bridge - Southbound exit 14

Key: 21184

Description Grind out existing surface and inlay new asphalt to extend the service life of the pavement.

Region: 3

MPO: Rogue Valley MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT			County(s)
0.79 to 1.29		0.50	OR-66		GREEN SPRINGS			ROGUE VALLEY ACT			JACKSON
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year	2021		2024		2024				2025		
Total	\$250,000.00		\$155,893.00		\$36,825.00				\$1,356,653.00		\$1,799,371.00
Fund 1	ACPO	\$250,000.00	Y240	\$139,882.79	Y240	\$33,043.07			Y240	\$1,217,324.74	
Match											
Fund 2			S070	\$16,010.21	S070	\$3,781.93			S070	\$139,328.26	
Match											

Footnote:

Name: OR99: Rogue Valley Intersection Improvements

Key: 21408

Description Safety upgrades by removing and relocating signs and utility posts, geometry improvements by realigning the existing approach to create a perpendicular intersection and constructing a right turn lane to improve safety and traffic flow.

Region: 3

MPO: Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT			County(s)
4.03 to 4.82		0.79	OR-99		ROGUE VALLEY			ROGUE VALLEY ACT			JACKSON
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2019		2022		2024		2024			
Total		\$453,000.00		\$265,000.00		\$50,000.00		\$800,000.00			\$1,568,000.00
Fund 1		ZS30	\$407,700.00	ZS30	\$152,100.00	ZS30	\$45,000.00	ZS30	\$720,000.00		
Match			\$45,300.00		\$16,900.00		\$5,000.00		\$80,000.00		
Fund 2				S010	\$96,000.00						
Match											

Footnote:



Name: OR99/OR238/OR62: Big X Intersection (Medford)

Key: 21676

Description

Remove existing pavement and replace with new asphalt; Add additional through lane at OR238 East onto OR62 East; Signalize the right turn lane from OR62 West onto 1-5 South; Replace ADA ramps and improve the bike and pedestrian connections leading to and through the Big X intersection; Preventative maintenance on four structures within the project limits. This project will extend the useful life of both the pavement and bridges while improving safety for bikes and pedestrians.

Region: 3

MPO: Rogue Valley MPO

Work Type: Bridge, Pavement Preservation, Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
0.00 to 0.91		0.91	OR-62		CRATER LAKE		ROGUE VALLEY ACT		JACKSON		
0.36 to 0.40		0.04	OR-62		CRATER LAKE		ROGUE VALLEY ACT		JACKSON		
0.45 to 0.49		0.04	OR-62		CRATER LAKE		ROGUE VALLEY ACT		JACKSON		
0.55 to 0.59		0.04	OR-62		CRATER LAKE		ROGUE VALLEY ACT		JACKSON		
5.31 to 5.46		0.15	OR-99		ROGUE VALLEY		ROGUE VALLEY ACT		JACKSON		
37.63 to 38.75		1.12	OR-238		JACKSONVILLE		ROGUE VALLEY ACT		JACKSON		
38.24 to 38.28		0.04	OR-238		JACKSONVILLE		ROGUE VALLEY ACT		JACKSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2022		2024		2024			
Total		\$1,324,436.00		\$725,000.00		\$60,000.00		\$12,109,736.00			\$14,219,172.00
Fund 1		Z231	\$896,697.01	Y001	\$650,542.50	Z001	\$53,838.00	Z001	\$8,380,843.02		
Match			\$102,630.99		\$74,457.50		\$6,162.00		\$959,224.98		
Fund 2		Z2E1	\$123,321.32					B4A0	\$2,231,668.00		
Match			\$14,114.68								
Fund 3		ACP0	\$101,100.59					ZS30	\$484,200.00		
Match			\$11,571.41						\$53,800.00		
Fund 4		ZS30	\$67,500.00								
Match			\$7,500.00								

Footnote:

Name: Transportation Demand Management rideshare in 2024

Key: 21697

Description

Rogue Valley Transit District transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transportation Demand Management

Applicant: RVTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$150,000.00	\$150,000.00
Fund 1						Z240 \$134,595.00	
Match						\$15,405.00	

Footnote:

Name: Rogue Valley Rural Intersection Improvements

Key: 21717

Description

Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections. This will help improve intersection visibility to motorists.

Region: 3

MPO: Middle Rogue MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
3.59 to 3.59		0.00	OR-140	LAKE OF THE WOODS		ROGUE VALLEY ACT	JACKSON		
4.44 to 20.18		15.74	OR-99	REDWOOD		ROGUE VALLEY ACT	JOSEPHINE		
10.68 to 12.61		1.93	OR-234	SAMS VALLEY		ROGUE VALLEY ACT	JACKSON		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2024		2024			
Total		\$220,000.00		\$2,000.00		\$25,000.00		\$968,000.00	\$1,215,000.00
Fund 1		YS60	\$220,000.00	ZS30	\$1,844.40	ZS30	\$23,055.00	ZS30 \$892,689.60	
Match					\$155.60		\$1,945.00	\$75,310.40	

Footnote:

Name: Crater Lake Ave Signal Improvements (Medford)

Key: 21728

Description

Install retroreflective backplates at 8 signalized intersections. Install flashing lights at the intersections of Minnesota Ave, Grand Ave, and Bradbury St with a ped refuge island at Bradbury. Replace the signal at Brookhurst St to include east/west left turn pockets, replace all permissive left turn phasing and relocate a refuge island; modify the signal at Roberts Rd N to replace five section "doghouse" signal heads. Upgrade ADA.

Region: 3

MPO: Rogue Valley MPO

Work Type: Safety

Applicant: CITY OF MEDFORD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2024		2024		2024			
Total		\$405,321.60		\$5,000.00		\$5,000.00		\$1,611,286.40			\$2,026,608.00
Fund 1		YS30	\$364,789.44	YS30	\$4,500.00	YS30	\$4,500.00	YS30	\$1,450,157.76		
Match			\$40,532.16		\$500.00		\$500.00		\$161,128.64		

Footnote:

Name: I-5: Evans Creek Bridge & Bridge over Depot St (Rogue River)

Key: 21775

Description

Widen the Evans Creek Bridge to the west side (southbound lanes). Widen the bridge over Depot Street to the west side (southbound lanes). Remove portions of the bridge driving surfaces of both bridges and place new surface. Replace the deck expansion joints.

Region: 3

MPO: Middle Rogue MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
48.80 to 48.84		0.04	I-5	PACIFIC HIGHWAY				ROGUE VALLEY ACT		JACKSON	
49.05 to 49.09		0.04	I-5	PACIFIC HIGHWAY				ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2023		2024			
Total		\$1,500,000.00		\$30,000.00		\$50,000.00		\$7,307,000.00			\$8,887,000.00
Fund 1		Z0E1	\$1,383,300.00	Z001	\$27,666.00	Z001	\$46,110.00	Z001	\$6,738,515.40		
Match			\$116,700.00		\$2,334.00		\$3,890.00		\$568,484.60		

Footnote:

Name: Rogue Valley MPO planning SFY25

Key: 21866

Description

Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Rogue Valley MPO

Work Type: Planning

Applicant: ROGUE VALLEY MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$525,897.80						\$525,897.80
Fund 1	Z450	\$362,912.09					
Match		\$41,536.91					
Fund 2	Z77D	\$108,976.00					
Match		\$12,472.80					

Footnote:

Name: Enhanced Mobility Program - RVTD FFY24

Key: 21991

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$417,500.00	\$417,500.00
Fund 1						5310 \$374,623.00	
Match						\$42,877.00	

Footnote:

Name: Oregon Transportation Network - RVTD FFY24

Key: 22054

Description

Urbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$567,470.19	\$567,470.19
Fund 1						Z240 \$509,191.00	
Match						\$58,279.19	

Footnote:

Name: Stevens Street: Crater Lake Ave to Wabash Ave

Key: 22277

DescriptionDesign and construct bike and pedestrian facilities to improve pedestrian safety.

MPO: Rogue Valley MPO

Applicant: CITY OF MEDFORD

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway			ACT			County(s)
								ROGUE VALLEY ACT			JACKSON
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2024				2026		2024	
Total		\$315,763.00		\$524,908.00				\$1,781,797.00		\$84,699.00	\$2,707,167.00
Fund 1		Y240	\$283,334.00	Y240	\$471,000.00			Y240	\$730,602.20	Y240	\$76,000.00
Match		\$32,429.00		\$53,908.00				\$83,620.69		\$8,699.00	
Fund 2								Y400	\$546,230.58		
Match								\$62,518.53			
Fund 3								OTH0	\$358,825.00		
Match											

Footnote:

Name: Clay Street: Faith Ave to Siskiyou Blvd

Key: 22278

DescriptionInstall bike and pedestrian facilities with curb, gutter, sidewalk and drainage to facilitate the addition of the bike and pedestrian facilities.

MPO: Rogue Valley MPO

Applicant: JACKSON COUNTY

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-												
Mileposts		Length		Route		Highway				ACT		County(s)
										ROGUE VALLEY ACT		JACKSON
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total
Year		2023		2024		2026		2027		2024		
Total		\$1,561,210.71		\$1,205,000.00		\$50,000.00		\$4,385,463.00		\$100,000.00		\$7,301,673.71
Fund 1		Y400	\$1,110,997.12	Y400	\$1,036,381.50	Y400	\$44,865.00	Y400	\$2,001,911.29	Y240	\$89,730.00	
Match			\$127,158.59		\$118,618.50		\$5,135.00		\$229,127.71		\$10,270.00	
Fund 2		Z240	\$289,877.25	Y240	\$44,865.00			Y240	\$1,933,164.66			
Match			\$33,177.75		\$5,135.00				\$221,259.34			

Footnote:

Name: 2024 capitalization of maintenance (MPO STP XFER)

Key: 22288

DescriptionVehicle & Facility Maintenance/Transit Improvements

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$780,118.13	\$780,118.13
Fund 1						Z240 \$700,000.00	
Match						\$80,118.13	

Footnote:

Name: OR99: Glenwood - Coleman Creek

Key: 22384

DescriptionWiden road to add sidewalks, bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety to the traveling public.

MPO: Rogue Valley MPO

Applicant: ODOT

Work Type: Transit, Operations, Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
10.23 to 11.03		0.80	OR-99		ROGUE VALLEY			ROGUE VALLEY ACT			JACKSON		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2021		2021		2022		2024		2023			
Total		\$1,000,000.00		\$6,500,000.00		\$1,700,000.00		\$8,074,568.00		\$300,000.00		\$17,574,568.00	
Fund 1		Z0E1	\$897,300.00	Y001	\$4,849,906.50	Y001	\$1,525,410.00	Y001	\$3,207,459.87	Y001	\$269,190.00		
Match			\$102,700.00		\$555,093.50		\$174,590.00		\$130,898.13		\$30,810.00		
Fund 2				Z0E1	\$897,300.00			ACP0	\$3,100,000.00				
Match					\$102,700.00								
Fund 3				S010	\$95,000.00			S080	\$1,636,210.00				
Match													

Footnote:

Name: OR99 at Water St Signal (Ashland)

Key: 22428

DescriptionInstall a new traffic signal at the intersection of N Main St (OR99) & Water St to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.

MPO: Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
19.11 to 19.11		0.00	OR-99	ROGUE VALLEY				ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$150,000.00		\$20,000.00				\$780,000.00			\$950,000.00
Fund 1		ZS3E	\$150,000.00	Z240	\$18,444.00			Y240	\$719,316.00		
Match					\$1,556.00				\$60,684.00		

Footnote:

Name: Jackson and Josephine County curb ramps, phase 3

Key: 22571

DescriptionConstruct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards

MPO: Middle Rogue MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: ADA

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
			Various		VARIOUS HIGHWAYS			ROGUE VALLEY ACT		JACKSON	
			Various		VARIOUS HIGHWAYS			ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023				2024			
Total		\$4,698,430.00		\$1,506,697.00				\$10,363,064.00			\$16,568,191.00
Fund 1		Y240	\$4,215,901.24	Y240	\$1,351,959.22			Y240	\$9,298,777.33		
Match			\$482,528.76		\$154,737.78				\$1,064,286.67		

Footnote:

Name: OR99: Rogue River Bridge, Gold Hill Spur

Key: 22630

Description Design to widen and strengthen the bridge deck to allow for all emergency vehicles to cross and improve traffic safety.

Region: 3

MPO: Middle Rogue MPO

Work Type: Bridge

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
2.56 to 2.76		0.20	OR-99		GOLD HILL SPUR			ROGUE VALLEY ACT			JACKSON		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2023		2024		2026				2024			
Total		\$2,139,000.00		\$432,000.00		\$326,000.00				\$184,000.00		\$3,081,000.00	
Fund 1		Y240	\$1,919,324.70	ACP0	\$387,633.60	ACP0	\$292,519.80			ACP0	\$165,103.20		
Match			\$219,675.30		\$44,366.40		\$33,480.20				\$18,896.80		

Footnote:

Name: Trail Creek, County Rd 776

Key: 22663

Description Replace bridge to serve two lanes of traffic.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: JACKSON COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2025				2026			
Total		\$585,100.00		\$19,000.00				\$2,373,900.00			\$2,978,000.00
Fund 1		Y233	\$525,010.23	Y233	\$17,048.70			Y233	\$2,130,100.47		
Match		\$60,089.77		\$1,951.30				\$243,799.53			

Footnote:

Name: RVTD-Transit operations (5307) FY2024

Key: 22685

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: RVTD

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$7,000,000.00	\$7,000,000.00
Fund 1						5307 \$3,500,000.00	
Match						\$3,500,000.00	

Footnote:



Name: 2021 Transportation Facility and Parking Structure (RVTD-5339)

Key: 22687

Description

Design and construct a transportation facility and parking structure located at RVTD’s main operations headquarters. The transportation facility Includes approx. 10,000 sq ft building with offices, driver breakroom, lockers, and training room. The project also includes a 30,000 sq ft parking structure, removal of existing office building well beyond its useful life, electric vehicle charging, solar panels, and landscaping to enhance ongoing operations.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: RVTD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						ROGUE VALLEY ACT	JACKSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2024		
Total		\$1,300,000.00				\$14,390,654.00		\$15,690,654.00
Fund 1		5339	\$1,040,000.00			5339 \$11,512,523.00		
Match		\$260,000.00				\$2,878,131.00		

Footnote:

Name: N Columbus Ave at W Jackson St Roundabout (Medford)

Key: 22846

Description

Construct a roundabout at the intersection of North Columbus Avenue and Jackson Street in the city of Medford to reduce the number and severity of intersection crashes.

Region: 3

MPO: Rogue Valley MPO

Work Type: Safety

Applicant: CITY OF MEDFORD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						ROGUE VALLEY ACT	JACKSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2025		2027		
Total		\$691,083.00		\$173,702.00		\$1,694,327.00		\$2,559,112.00
Fund 1		YS30	\$621,974.70	YS30	\$156,331.80	YS30	\$1,524,894.30	
Match			\$69,108.30		\$17,370.20		\$169,432.70	

Footnote:

Name: Pine Street Signal Improvements (Central Point)

Key: 22860

Description

Intersection updates that may include signal upgrades, install a right-turn signal and pedestrian crossing on the northbound right turn lane at Pine,10th and Freeman Street to provide a safer route for the traveling public.

Region: 3

MPO: Rogue Valley MPO

Work Type: Safety

Applicant: CITY OF CENTRAL POINT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
								ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025		2026		2026			
Total		\$184,125.00		\$46,912.00		\$65,225.00		\$742,261.00			\$1,038,523.00
Fund 1		YS30	\$165,712.50	YS30	\$42,220.80	YS30	\$58,702.50	YS30	\$668,034.90		
Match			\$18,412.50		\$4,691.20		\$6,522.50		\$74,226.10		

Footnote:

Name: Rogue Valley MPO planning SFY26

Key: 22908

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Rogue Valley MPO

Work Type: Planning

Applicant: ROGUE VALLEY MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$808,087.89						\$808,087.89
Fund 1	Y450	\$526,851.07					
Match		\$60,300.46					
Fund 2	21MP	\$198,246.20					
Match		\$22,690.16					

Footnote:

Name: Rogue Valley MPO planning SFY27

Key: 22911

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Rogue Valley MPO

Work Type: Planning

Applicant: ROGUE VALLEY MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$819,421.70						\$819,421.70
Fund 1	Y450	\$528,018.51					
Match		\$60,434.08					
Fund 2	21MP	\$207,248.58					
Match		\$23,720.53					

Footnote:

Name: Rogue Valley MPO planning SFY28

Key: 22912

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Rogue Valley MPO

Work Type: Planning

Applicant: ROGUE VALLEY MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$831,132.12						\$831,132.12
Fund 1	Y450	\$529,196.51					
Match		\$60,568.91					
Fund 2	21MP	\$216,578.34					
Match		\$24,788.36					

Footnote:

Name: OR238 at Shafer Lane Pedestrian Improvements

Key: 22940

DescriptionInstall lighting and signage to reduce the number of pedestrian injuries at this intersection.

MPO: Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
33.96 to 33.98		0.02	OR-238		JACKSONVILLE		ROGUE VALLEY ACT		JACKSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2026			
Total		\$122,750.00		\$46,912.00				\$161,758.00			\$331,420.00
Fund 1		YS30	\$110,475.00	YS30	\$42,220.80			YS30	\$145,582.20		
Match											
Fund 2		S070	\$12,275.00	S070	\$4,691.20			S070	\$16,175.80		
Match											

Footnote:

Name: OR62 at OR234 Roundabout

Key: 22947

DescriptionConstruct a roundabout to reduce the number and severity of intersection crashes.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
13.40 to 13.82		0.42	OR-62		CRATER LAKE		ROGUE VALLEY ACT		JACKSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2026			
Total		\$1,076,518.00		\$382,906.00				\$6,755,371.00			\$8,214,795.00
Fund 1		YS30	\$968,866.20	YS30	\$344,615.40			YS30	\$3,434,705.90		
Match											
Fund 2		S070	\$107,651.80	S070	\$38,290.60			ACP0	\$2,645,128.00		
Match											
Fund 3								S070	\$675,537.10		
Match											

Footnote:

Name: Enhanced Mobility Program (5310) - RVTD FY25

Key: 22959

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

MPO: Rogue Valley MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$556,923.00	\$556,923.00
Fund 1						5310 \$445,538.00	
Match						\$111,385.00	

Footnote:

Name: Enhanced Mobility Program (5310) - RVTD FY26

Key: 22971

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$580,838.00	\$580,838.00
Fund 1						5310 \$464,670.00	
Match						\$116,168.00	

Footnote:

Name: Enhanced Mobility Program (5310) - RVTD FY27

Key: 22984

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 3

MPO: Rogue Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$606,920.00	\$606,920.00
Fund 1						5310 \$485,536.00	
Match						\$121,384.00	

Footnote:

Name: OR140 (Leigh Way) at OR62 Right Turn Lane

Key: 22999

Description

Add dedicated right turn lane from Leigh Way (OR140) to westbound OR62 to improve traffic flow.

Region: 3

MPO: Rogue Valley MPO

Work Type: Operations

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
6.03 to 6.03		0.00	OR-62		CRATER LAKE			ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025		2026		2026			
Total		\$288,463.00		\$204,132.00		\$65,225.00		\$1,451,909.00			\$2,009,729.00
Fund 1		Y001	\$258,837.85	Y001	\$183,167.64	Y001	\$58,526.39	Y001	\$1,302,797.95		
Match			\$29,625.15		\$20,964.36		\$6,698.61		\$149,111.05		

Footnote:

Name: Enhanced Mobility E&D (5310) - RVTD FY25

Key: 23004

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Rogue Valley MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$754,736.00	\$754,736.00
Fund 1						5310 \$677,225.00	
Match						\$77,511.00	

Footnote:

Name: OR99: Main St at Laurel Ave (Ashland)

Key: 23022

DescriptionReplace signal to improve functionality.

MPO: Rogue Valley MPO

Applicant: ODOT

Work Type: Operations

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
18.87 to 18.87		0.00	OR-99		ROGUE VALLEY			ROGUE VALLEY ACT		JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2026		2027		2027			
Total		\$379,102.00		\$100,447.00		\$67,235.00		\$1,437,484.00			\$1,984,268.00
Fund 1		Y001	\$340,168.22	Y001	\$90,131.09	Y001	\$60,329.97	Y001	\$1,289,854.39		
Match			\$38,933.78		\$10,315.91		\$6,905.03		\$147,629.61		

Footnote:

Name: I-5: Rock Slope Stabilization

Key: 23034

DescriptionStabilize rocks so they will not fall on the roadway.

MPO: Non-MPO

Applicant: ODOT

Work Type: Slides and Rockfalls

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
9.65 to 9.65		0.00	I-5	PACIFIC HIGHWAY		ROGUE VALLEY ACT	JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2026			2027		
Total		\$344,388.00			\$1,433,433.00		\$1,777,821.00
Fund 1		Y001 \$317,594.61			Y001 \$1,286,219.43		
Match		\$26,793.39			\$147,213.57		

Footnote:

Name: Enhanced Mobility E&D (5310) - RVTD FY27

Key: 23035

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Rogue Valley MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$754,736.00	\$754,736.00
Fund 1						5310 \$677,225.00	
Match						\$77,511.00	

Footnote:

Name: Southwest Oregon Rural Intersection Safety Improvements

Key: 23053

DescriptionInstall signs to provide a safer roadway to the traveling public in ODOT region 3.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2025		
Total		\$433,308.00				\$2,686,680.00		\$3,119,988.00
Fund 1		YS30	\$389,977.20			YS30	\$2,418,012.00	
Match								
Fund 2		S070	\$43,330.80			S070	\$268,668.00	
Match								

Footnote:



Name: OR66/OR273: Barrier Upgrades

Key: 23094

Description Replace the barrier on Green Springs and Siskiyou highways and connect barriers at bridge ends to improve safety on the roadway for the traveling public.

Region: 3

MPO: Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
0.73 to 2.49		1.76	OR-66	GREEN SPRINGS		ROGUE VALLEY ACT		JACKSON	
2.51 to 27.87		25.36	OR-66	GREEN SPRINGS		ROGUE VALLEY ACT		JACKSON	
27.88 to 44.01		16.13	OR-66	GREEN SPRINGS		SOUTH CENTRAL OREGON ACT		KLAMATH	
44.17 to 50.00		5.83	OR-66	GREEN SPRINGS		SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024			2026		2026		
Total		\$1,070,380.00			\$78,270.00		\$5,557,645.00		\$6,706,295.00
Fund 1		YS30	\$1,070,380.00		YS30	\$78,270.00	YS30	\$5,557,645.00	
Match									

Footnote:

Name: Galls Creek (Lampman Rd) bridge

Key: 23163

Description Replace the existing bridge to meet current standards.

Region: 3

MPO: Middle Rogue MPO

Work Type: Bridge

Applicant: JACKSON COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts	Length	Route	Highway		ACT		County(s)	
					ROGUE VALLEY ACT		JACKSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2025		2026		
Total		\$812,700.00		\$63,300.00		\$2,857,300.00		\$3,733,300.00
Fund 1		Y233	\$729,235.71	Y233	\$56,799.09	Y233	\$2,563,855.29	
Match			\$83,464.29		\$6,500.91		\$293,444.71	

Footnote:

Name: OR99: Sage to Willig Way

Key: 23279

Description Construct sidewalks to improve safety for pedestrians.

Region: 3

MPO: Rogue Valley MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
4.52 to 4.64		0.12	OR-99		ROGUE VALLEY		ROGUE VALLEY ACT		JACKSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2026			2027				
Total		\$750,000.00		\$500,000.00			\$2,750,000.00				\$4,000,000.00
Fund 1		Y240	\$672,975.00	Y240	\$448,650.00		Y240	\$2,467,575.00			
Match											
Fund 2		S080	\$77,025.00	S080	\$51,350.00		S080	\$282,425.00			
Match											

Footnote:

Name: 10th St Bike and Pedestrian Improvements

Key: 23301

Description Construct multi-use path for bicycle and pedestrian travel and install water quality structures for stormwater containment.

Region: 3

MPO: Rogue Valley MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Bicycle/Pedestrian

Applicant: CITY OF CENTRAL POINT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						ROGUE VALLEY ACT	JACKSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2026		2026		2027		
Total		\$629,507.00		\$528,000.00		\$3,887,828.00		\$5,045,335.00
Fund 1		Y400	\$564,856.63	Y400	\$473,774.40	Y400	\$2,546,834.41	
Match			\$64,650.37		\$54,225.60		\$291,496.59	
Fund 2						Y240	\$496,344.19	
Match							\$56,808.81	
Fund 3						OTH0	\$496,344.00	
Match								

Footnote:

Name: Delta Waters: Waterford Ct to Colonial Ave

Key: 23302

Description Improvements to include widening and restriping of the roadway, add new sidewalks and bike/ped facilities to improve pedestrian safety.

Region: 3

MPO: Rogue Valley MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: CITY OF MEDFORD

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							ROGUE VALLEY ACT		JACKSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2026				2027			
Total		\$525,000.00		\$175,000.00				\$1,300,000.00			\$2,000,000.00
Fund 1		Y400	\$471,082.50	Y400	\$157,027.50			Y400	\$1,166,490.00		
Match			\$53,917.50		\$17,972.50				\$133,510.00		

Footnote:

Name: Table Rock Rd: Merriman to I-5

Key: 23303

Description Add sidewalks, bike lanes, center turn lane and lighting to provide a safer travel experience for pedestrians and bicycles on the roadway.

Region: 3

MPO: Rogue Valley MPO

Work Type: Bicycle/Pedestrian, Congestion Mitigation and Air Quality (CMAQ) improvement

Applicant: CITY OF MEDFORD

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
							ROGUE VALLEY ACT	JACKSON	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2026					
Total		\$2,000,000.00		\$1,000,000.00					\$3,000,000.00
Fund 1		Y240	\$1,794,600.00	Y400	\$706,646.18				
Match			\$205,400.00		\$80,878.82				
Fund 2				Y240	\$190,653.82				
Match					\$21,821.18				

Footnote:

Name: SW Oregon safety program funding reserve (FFY25-27)

Key: 23305

DescriptionFunding for federal fiscal year 2024-2027 for the Region 3 ARTS program.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,195,529.00		\$1,195,529.00
Fund 1					YS30 \$1,075,976.00		
Match							
Fund 2					S070 \$119,553.00		
Match							

Footnote:

Name: SW Oregon preservation program funding reserve (FFY25-27)

Key: 23312

DescriptionFunding reserved for future preservation projects in the 2024-2027 STIP cycle.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 3

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$1,163,235.00			\$1,163,235.00
Fund 1					Y240	\$1,043,771.00		
Match								
Fund 2					S070	\$119,464.00		
Match								

Footnote:

Name: 2025 capitalization of maintenance (MPO STP XFER)

Key: 23346

Description Vehicle & Facility Maintenance/Transit Improvements

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				ROGUE VALLEY ACT	JACKSON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$780,118.00	\$780,118.00
Fund 1						Y240 \$699,999.88	
Match						\$80,118.12	

Footnote:

Name: 2026 Capitalization of Maintenance (MPO STP Transfer)

Key: 23347

Description Vehicle & Facility Maintenance/Transit Improvements

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				ROGUE VALLEY ACT	JACKSON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$780,118.00	\$780,118.00
Fund 1						Y240 \$699,999.88	
Match						\$80,118.12	

Footnote:

Name: 2027 Capitalization of Maintenance (MPO STP Transfer)

Key: 23348

Description Vehicle & Facility Maintenance/Transit Improvements

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				ROGUE VALLEY ACT	JACKSON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$780,118.00	\$780,118.00
Fund 1						Y240 \$699,999.88	
Match						\$80,118.12	

Footnote:

Name: Urban Operating assistance FY25 (RVTD) 5307

Key: 23349

DescriptionOperation support, including operating assistance and preventive maintenance to transit agencies.

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$7,800,000.00	\$7,800,000.00
Fund 1						5307 \$3,900,000.00	
Match						\$3,900,000.00	

Footnote:

Name: Urban Operating assistance FY26 (RVTD) 5307

Key: 23350

DescriptionOperation support, including operating assistance and preventive maintenance to transit agencies.

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$8,000,000.00	\$8,000,000.00
Fund 1						5307 \$4,000,000.00	
Match						\$4,000,000.00	

Footnote:

Name: Urban Operating assistance FY27 (RVTD) 5307

Key: 23351

DescriptionOperation support, including operating assistance and preventive maintenance to transit agencies.

MPO: Rogue Valley MPO

Applicant: RVTD

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JACKSON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$8,500,000.00	\$8,500,000.00
Fund 1						5307 \$4,250,000.00	
Match						\$4,250,000.00	

Footnote:

Name: SW Oregon HB2017 safety program funding reserve (FFY25-27)

Key: 23413

Description Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON
		Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY
		Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$143,554.00		\$143,554.00
Fund 1					ACPO \$129,198.60		
Match					\$14,355.40		

Footnote:



Name: Josephine Co - Transit operations (5307) FY2024

Key: 20979

Description Transit operation expenses

MPO: Middle Rogue MPO

Applicant: JOSEPHINE COUNTY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,564,762.00	\$1,564,762.00
Fund 1						5307 \$782,381.00	
Match						\$782,381.00	

Footnote:

Name: I-5: Monument Dr - N. Grants Pass

Key: 21674

Description Remove existing pavement and replace with new asphalt to improve pavement condition and extend service life. Remove trees near the roadway to help prevent avoidable collisions. Install traffic safety barriers to protect drivers from roadside hazards that cannot be removed. Repair or replace bridge driving surfaces and joint repairs to extend the structure life.

MPO: Middle Rogue MPO, Non-MPO

Applicant: ODOT

Work Type: Operations, Pavement Preservation, Safety, Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
							ROGUE VALLEY ACT		JOSEPHINE		
58.16 to 58.20		0.04	I-5	PACIFIC HIGHWAY			ROGUE VALLEY ACT		JOSEPHINE		
58.16 to 66.70		8.54	I-5	PACIFIC HIGHWAY			ROGUE VALLEY ACT		JOSEPHINE		
61.43 to 61.47		0.04	I-5	PACIFIC HIGHWAY			ROGUE VALLEY ACT		JOSEPHINE		
61.45 to 61.47		0.02	I-5	PACIFIC HIGHWAY			ROGUE VALLEY ACT		JOSEPHINE		
65.71 to 65.77		0.06	I-5	PACIFIC HIGHWAY			ROGUE VALLEY ACT		JOSEPHINE		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023		2024		2024			
Total		\$1,220,000.00		\$3,000.00		\$25,000.00		\$18,894,000.00			\$20,142,000.00
Fund 1		Z0E2	\$1,125,084.00	Z001	\$2,766.60	Z001	\$23,055.00	Z001	\$16,962,946.80		
Match			\$94,916.00		\$233.40		\$1,945.00		\$1,431,053.20		
Fund 2								ZS30	\$450,000.00		
Match									\$50,000.00		

Footnote:

Name: <b>Rogue Valley Rural Intersection Improvements</b>										Key: <b>21717</b>		
Description <b>Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections. This will help improve intersection visibility to motorists.</b>												Region: <b>3</b>
MPO: <b>Middle Rogue MPO, Rogue Valley MPO</b>						Work Type: <b>Safety</b>						
Applicant: <b>ODOT</b>						Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>						

Location(s)-											
Mileposts		Length	Route	Highway			ACT			County(s)	
3.59 to 3.59		0.00	OR-140	LAKE OF THE WOODS			ROGUE VALLEY ACT			JACKSON	
4.44 to 20.18		15.74	OR-99	REDWOOD			ROGUE VALLEY ACT			JOSEPHINE	
10.68 to 12.61		1.93	OR-234	SAMS VALLEY			ROGUE VALLEY ACT			JACKSON	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2024		2024		2024			
Total		\$220,000.00		\$2,000.00		\$25,000.00		\$968,000.00			\$1,215,000.00
Fund 1		YS60	\$220,000.00	ZS30	\$1,844.40	ZS30	\$23,055.00	ZS30	\$892,689.60		
Match					\$155.60		\$1,945.00		\$75,310.40		

Footnote:

Name: <b>OR99: Fruitdale Creek Culvert</b>										Key: <b>21720</b>		
Description		<b>Design, acquire right of way, and relocate utilities in preparation of a construction project to replace a culvert with a bridge. The replacement will improve fish passage.</b>									Region: <b>3</b>	
MPO:		<b>Middle Rogue MPO</b>					Work Type: <b>Fish Passage</b>					
Applicant:		<b>ODOT</b>					Status: <b>FUNDED THROUGH UTILITY RELOCATION</b>					

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
1.41 to 1.41		0.00	OR-99	ROGUE RIVER			ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2024		2024				
Total		\$1,466,000.00		\$630,000.00		\$50,000.00				\$2,146,000.00
Fund 1		Z001	\$1,315,441.80	Z001	\$565,299.00	Z001	\$44,865.00			
Match			\$150,558.20		\$64,701.00		\$5,135.00			

Footnote:

Name: <b>Middle Rogue MPO planning SFY25</b>										Key: <b>21865</b>	
Description	<b>Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).</b>										Region: <b>3</b>
	MPO: <b>Middle Rogue MPO</b>					Work Type: <b>Planning</b>					
Applicant:	<b>MIDDLE ROGUE MPO</b>					Status: <b>PLANNING ACTIVITY</b>					

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
						ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2024								
Total	\$308,244.67							\$308,244.67	
Fund 1	Z450	\$212,713.94							
Match		\$24,346.06							
Fund 2	Z77D	\$63,874.00							
Match		\$7,310.67							

Footnote:

Name: Enhanced Mobility Program - Josephine Co FFY24

Key: 21989

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 3

MPO: Middle Rogue MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$136,250.00	\$136,250.00
Fund 1						5310 \$122,257.00	
Match						\$13,993.00	

Footnote:

Name: Oregon Transportation Network - Josephine Co FFY24

Key: 22052

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 3

MPO: Middle Rogue MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$282,857.47	\$282,857.47
Fund 1						Z240 \$253,808.00	
Match						\$29,049.47	

Footnote:

Name: I-5: Smith and Sexton Pass

Key: 22562

DescriptionInstallation of a curve warning sign and message sign to provide additional safety and real-time communication with the travelling public.

Region: 3

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS), Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
70.10 to 70.10		0.00	I-5	PACIFIC HIGHWAY		ROGUE VALLEY ACT		JOSEPHINE		
73.55 to 73.55		0.00	I-5	PACIFIC HIGHWAY		ROGUE VALLEY ACT		JOSEPHINE		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$300,000.00		\$125,000.00				\$2,125,000.00		\$2,550,000.00
Fund 1		Z0E1	\$230,550.00	Z240	\$92,220.00			Z240	\$1,291,080.00	
Match			\$19,450.00		\$7,780.00			\$108,920.00		
Fund 2		YS30	\$45,000.00	ZS30	\$22,500.00			ZS30	\$652,500.00	
Match			\$5,000.00		\$2,500.00			\$72,500.00		

Footnote:

Name: Jackson and Josephine County curb ramps, phase 3							Key: 22571	
Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards							Region: 3	
MPO: Middle Rogue MPO, Rogue Valley MPO				Work Type: ADA				
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT	JACKSON	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT	JOSEPHINE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022		2023		2024		
Total		\$4,698,430.00		\$1,506,697.00		\$10,363,064.00		\$16,568,191.00
Fund 1		Y240	\$4,215,901.24	Y240	\$1,351,959.22	Y240	\$9,298,777.33	
Match			\$482,528.76		\$154,737.78		\$1,064,286.67	
Footnote:								

Name: <b>Caves Camp Rd - West Fork Williams Creek bridge</b>					Key: <b>22662</b>		
Description <b>Replace bridge deck and re-paint entire bridge.</b>							Region: <b>3</b>
MPO: <b>Non-MPO</b>				Work Type: <b>Bridge</b>			
Applicant: <b>JOSEPHINE COUNTY</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023			2026		
Total		\$327,700.00			\$1,104,000.00		\$1,431,700.00
Fund 1		Y233 \$294,045.21			Y233 \$990,619.20		
Match		\$33,654.79			\$113,380.80		
Footnote:							

Name: <b>Josephine Co - Transit operations (5307) FY2024</b>							Key: <b>22678</b>	
Description <b>Funding for transit operating expenses to promote the use of alternative forms of transportation.</b>							Region: <b>3</b>	
MPO: <b>Middle Rogue MPO</b>				Work Type: <b>Transit</b>				
Applicant: <b>JOSEPHINE COUNTY</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>				
Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	
Year						2024		
Total						\$1,840,000.00	\$1,840,000.00	
Fund 1						5307 \$920,000.00		
Match						\$920,000.00		
Footnote:								

Name: Middle Rogue MPO planning SFY26

Key: 22901

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Middle Rogue MPO

Work Type: Planning

Applicant: MIDDLE ROGUE MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$493,690.99						\$493,690.99
Fund 1	Y450	\$321,872.95					
Match		\$36,839.79					
Fund 2	21MP	\$121,115.98					
Match		\$13,862.27					

Footnote:

Name: Middle Rogue MPO planning SFY27

Key: 22904

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Middle Rogue MPO

Work Type: Planning

Applicant: MIDDLE ROGUE MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$501,182.31						\$501,182.31
Fund 1	Y450	\$322,951.58					
Match		\$36,963.25					
Fund 2	21MP	\$126,759.30					
Match		\$14,508.18					

Footnote:

Name: Middle Rogue MPO planning SFY28

Key: 22905

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 3

MPO: Middle Rogue MPO

Work Type: Planning

Applicant: MIDDLE ROGUE MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$508,922.55						\$508,922.55
Fund 1	Y450	\$324,039.98					
Match		\$37,087.83					
Fund 2	21MP	\$132,616.22					
Match		\$15,178.52					

Footnote:

Name:

Enhanced Mobility Program (5310) - Josephine County FY25

Key:

22956

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region:

3

MPO:

Middle Rogue MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$182,604.00	\$182,604.00
Fund 1						5310 \$146,083.00	
Match						\$36,521.00	

Footnote:

Name:

Enhanced Mobility Program (5310) - Josephine County FY26

Key:

22969

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region:

3

MPO:

Middle Rogue MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$190,060.00	\$190,060.00
Fund 1						5310 \$152,048.00	
Match						\$38,012.00	

Footnote:

Name:

Enhanced Mobility Program (5310) - Josephine County FY27

Key:

22981

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region:

3

MPO:

Middle Rogue MPO

Work Type:

Transit

Applicant:

TRANSIT

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$197,969.00	\$197,969.00
Fund 1						5310 \$158,375.00	
Match						\$39,594.00	

Footnote:



Name: I-5: Stage Road Pass

Key: 22987

DescriptionDesign to add northbound and southbound climbing lanes on the interstate to improve traffic flow.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 3

Location(s)-									
Mileposts		Length	Route		Highway		ACT	County(s)	
79.00 to 80.32		1.32	I-5		PACIFIC HIGHWAY		ROGUE VALLEY ACT	JOSEPHINE	
79.23 to 80.70		1.47	I-5		PACIFIC HIGHWAY		SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$4,300,000.00		\$200,000.00					\$4,500,000.00
Fund 1		Y001	\$3,965,460.00	Y001	\$184,440.00				
Match			\$334,540.00		\$15,560.00				

Footnote:

Name: Enhanced Mobility E&D (5310) - Josephine County FY25

Key: 23002

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MPO: Middle Rogue MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$376,201.00	\$376,201.00
Fund 1						5310 \$337,565.00	
Match						\$38,636.00	

Footnote:

Name: US199: Elliot Creek Rd Turn Lane

Key: 23005

DescriptionAdd a left turn lane to improve traffic flow.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 3

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
11.11 to 11.49		0.38	US-199		REDWOOD			ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2026		2027		2027			
Total		\$513,500.00		\$159,149.00		\$26,894.00		\$2,350,536.00			\$3,050,079.00
Fund 1		YS30	\$473,549.70	YS30	\$146,767.21	YS30	\$24,131.99	YS30	\$2,109,135.95		
Match			\$39,950.30		\$12,381.79		\$2,762.01		\$241,400.05		

Footnote:

Name:

Enhanced Mobility E&D (5310) - Josephine County FY26

Key:

23019

Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 3

MPO:

Middle Rogue MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$376,201.00	\$376,201.00
Fund 1						5310 \$337,565.00	
Match						\$38,636.00	

Footnote:

Name:

Enhanced Mobility E&D (5310) - Josephine County FY27

Key:

23032

Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 3

MPO:

Middle Rogue MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$376,201.00	\$376,201.00
Fund 1						5310 \$337,565.00	
Match						\$38,636.00	

Footnote:

Name:

Southwest Oregon Rural Intersection Safety Improvements

Key:

23053

Description

Install signs to provide a safer roadway to the traveling public in ODOT region 3.

Region: 3

MPO:

Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type:

Safety

Applicant:

ODOT

Status:

PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JACKSON	
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JOSEPHINE	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		COOS	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		CURRY	
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		DOUGLAS	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2025			
Total		\$433,308.00				\$2,686,680.00			\$3,119,988.00
Fund 1		YS30	\$389,977.20			YS30	\$2,418,012.00		
Match									
Fund 2		S070	\$43,330.80			S070	\$268,668.00		
Match									

Footnote:

Name: Democrat Creek (Takilma Road) bridge

Key: 23161

Description Replace the existing bridge to meet current standards.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: JOSEPHINE COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
						ROGUE VALLEY ACT		JOSEPHINE		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2023		2025				2026		
Total		\$750,000.00		\$111,800.00				\$2,189,100.00		\$3,050,900.00
Fund 1		Y233	\$672,975.00	Y233	\$100,318.14			Y233	\$1,964,279.43	
Match			\$77,025.00		\$11,481.86			\$224,820.57		

Footnote:

Name: Wolf Creek (Lower Grave Creek Rd) bridge

Key: 23162

Description Replace the existing bridge to meet current standards.

Region: 3

MPO: Non-MPO

Work Type: Bridge

Applicant: JOSEPHINE COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						ROGUE VALLEY ACT	JOSEPHINE	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2026		
Total		\$556,500.00				\$1,190,300.00		\$1,746,800.00
Fund 1		Y233	\$499,347.45			Y233	\$1,068,056.19	
Match			\$57,152.55			\$122,243.81		

Footnote:

Name: OR46: Curb Ramps and Sidewalk Infill (Cave Junction)

Key: 23292

Description Complete design for a future project to construct sidewalks for pedestrian safety.

Region: 3

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
0.01 to 0.35		0.34	OR-46	OREGON CAVES		ROGUE VALLEY ACT		JOSEPHINE	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024				2027			
Total		\$682,728.00				\$1,834,273.00			\$2,517,001.00
Fund 1		Y240	\$612,611.83			Y240	\$1,645,893.16		
Match									
Fund 2		S080	\$70,116.17			S080	\$188,379.84		
Match									

Footnote:

Name: Lincoln Rd Multi-Modal and Transit Enhancement

Key: 23304

DescriptionModernize Lincoln Rd from Bridge to G St to include bike lanes and sidewalks. Work to include turn lane and resurfacing of existing lanes.

Region: 3

MPO: Middle Rogue MPO

Work Type: Congestion Mitigation and Air Quality (CMAQ) improvement, Bicycle/Pedestrian

Applicant: CITY OF GRANTS PASS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
							ROGUE VALLEY ACT	JOSEPHINE		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2025		2026				2027		
Total		\$1,862,040.00		\$2,265,016.00				\$4,454,884.00		\$8,581,940.00
Fund 1		Y240	\$1,132,421.31	Y230	\$1,516,437.00			OTH0	\$3,027,950.00	
Match			\$129,610.69		\$173,563.00					
Fund 2		Y400	\$538,387.18	Y400	\$515,961.86			Y240	\$831,723.52	
Match			\$61,620.82		\$59,054.14				\$95,194.48	
Fund 3								Y400	\$448,664.36	
Match									\$51,351.64	

Footnote:

Name: SW Oregon safety program funding reserve (FFY25-27)

Key: 23305

DescriptionFunding for federal fiscal year 2024-2027 for the Region 3 ARTS program.

Region: 3

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS		ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS		SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$1,195,529.00			\$1,195,529.00
Fund 1					YS30	\$1,075,976.00		
Match								
Fund 2					S070	\$119,553.00		
Match								

Footnote:

Name: SW Oregon preservation program funding reserve (FFY25-27)

Key: 23312

Description Funding reserved for future preservation projects in the 2024-2027 STIP cycle.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JACKSON
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT		JOSEPHINE
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		COOS
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		CURRY
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT		DOUGLAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,163,235.00		\$1,163,235.00
Fund 1					Y240	\$1,043,771.00	
Match							
Fund 2					S070	\$119,464.00	
Match							

Footnote:

Name: Josephine Co - Transit operations (5307) FY2025

Key: 23336

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Middle Rogue MPO

Applicant: JOSEPHINE COUNTY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,300,130.00	\$2,300,130.00
Fund 1						5307 \$1,150,065.00	
Match						\$1,150,065.00	

Footnote:

Name: Josephine Co - Transit operations (5307) FY2026

Key: 23337

Description Funding for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Middle Rogue MPO

Applicant: JOSEPHINE COUNTY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,369,134.00	\$2,369,134.00
Fund 1						5307 \$1,184,567.00	
Match						\$1,184,567.00	

Footnote:

Name: Josephine Co - Transit operations (5307) FY2027

Key: 23338

DescriptionAllocation used for transit operating expenses to promote the use of alternative forms of transportation.

MPO: Middle Rogue MPO

Applicant: JOSEPHINE COUNTY

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		JOSEPHINE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,440,208.00	\$2,440,208.00
Fund 1						5307 \$1,220,104.00	
Match						\$1,220,104.00	

Footnote:

Name: SW Oregon HB2017 safety program funding reserve (FFY25-27)

Key: 23413

DescriptionFunding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.

MPO: Middle Rogue MPO, Non-MPO, Rogue Valley MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 3

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JACKSON	
			Various	VARIOUS HIGHWAYS	ROGUE VALLEY ACT	JOSEPHINE	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	COOS	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	CURRY	
			Various	VARIOUS HIGHWAYS	SOUTH WEST OREGON ACT	DOUGLAS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$143,554.00		\$143,554.00
Fund 1					ACP0 \$129,198.60		
Match					\$14,355.40		

Footnote:



Name: Road Departure Safety (Klamath County)

Key: 22768

Description

Install centerline rumble strips along Clover Creek Rd (21.1 miles) and Sliver Lake Rd (49.5 miles). Install chevron signs and post-mounted delineators along 44 curves along full length of Bliss Rd, Bly Mountain Rd, and North Poe Valley Rd. Install approximately 3,000 feet of guardrail on North Poe Valley Rd near the Lost River (steep drop-off on one side of the roadway) and 700 feet of guardrail on Bliss Rd near NF-22 (hairpin curves).

Region: 3

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
							SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other	Project Total
Year		2025			2026		2026			
Total		\$582,469.00			\$34,213.00		\$1,762,824.00			\$2,379,506.00
Fund 1		YS30	\$524,222.00		YS30	\$30,792.00	YS30	\$1,586,542.00		
Match										
Fund 2		OTH0	\$58,247.00		OTH0	\$3,421.00	OTH0	\$176,282.00		
Match										

Footnote:

Name: OR66/OR273: Barrier Upgrades

Key: 23094

Description

Replace the barrier on Green Springs and Siskiyou highways and connect barriers at bridge ends to improve safety on the roadway for the traveling public.

Region: 3

MPO: Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT		County(s)	
0.73 to 2.49		1.76	OR-66	GREEN SPRINGS		ROGUE VALLEY ACT		JACKSON	
2.51 to 27.87		25.36	OR-66	GREEN SPRINGS		ROGUE VALLEY ACT		JACKSON	
27.88 to 44.01		16.13	OR-66	GREEN SPRINGS		SOUTH CENTRAL OREGON ACT		KLAMATH	
44.17 to 50.00		5.83	OR-66	GREEN SPRINGS		SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2024			2026	2026			
Total		\$1,070,380.00			\$78,270.00	\$5,557,645.00			\$6,706,295.00
Fund 1		YS30	\$1,070,380.00		YS30 \$78,270.00	YS30	\$5,557,645.00		
Match									

Footnote:

Name: Southwest Oregon 2024-2027 ADA curb ramp right of way

Key: 23075

Description ADA program funding for future right of way activities. Projects to be identified at a later date.

Region: 3

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						ROGUE VALLEY ACT	VARIOUS
						SOUTH WEST OREGON ACT	VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$5,495,000.00				\$5,495,000.00
Fund 1			ACP0 \$5,495,000.00				
Match							

Footnote:

Name: Southwest Oregon 2024-2027 ADA curb ramp construction

Key: 23076

Description ADA program funding for future construction activities. Projects to be identified at a later date.

Region: 3

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					ROGUE VALLEY ACT		VARIOUS
					SOUTH WEST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$40,440,000.00		\$40,440,000.00
Fund 1					ACP0 \$40,440,000.00		
Match							

Footnote:

Name: OR126: Redmond - Powell Butte

Key: 20167

Description

Pavement preservation, bike/pedestrian improvements, ADA upgrades, bridge rail retrofit work and signing to make travel more accessible for pedestrians and multi-modal travelers. Intersection safety work at OR126 and Powell Butte to reduce collisions and increase driver safety.

Region: 4

MPO: Non-MPO

Work Type: Bridge, Safety, Bicycle/Pedestrian, Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT			County(s)
0.22 to 3.58		3.36	OR-126		OCHOCO HWY			CENTRAL OREGON ACT			DESCHUTES
3.59 to 7.09		3.50	OR-126		OCHOCO HWY			CENTRAL OREGON ACT			CROOK
10.54 to 10.54		0.00	OR-126		OCHOCO HWY			CENTRAL OREGON ACT			CROOK
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2023		2024		2024			
Total		\$1,700,000.00		\$590,000.00		\$100,000.00		\$10,829,242.00			\$13,219,242.00
Fund 1		Y240	\$800,391.60	Z001	\$419,315.47	Y001	\$89,730.00	Y001	\$9,717,078.85		
Match			\$91,608.40		\$47,992.53		\$10,270.00		\$1,112,163.15		
Fund 2		Z240	\$725,018.40	S080	\$122,692.00						
Match			\$82,981.60								

Footnote:

Name: OR126 and US26 curb ramps (Redmond/Prineville)

Key: 22558

Description

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 4

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
15.84 to 17.92		2.08	OR-126		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
17.93 to 18.00		0.07	OR-126		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
18.01 to 18.05		0.04	OR-126		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
18.06 to 18.15		0.09	OR-126		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
18.16 to 18.23		0.07	US-26		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
18.24 to 20.73		2.49	US-26		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
20.74 to 20.74		0.00	US-26		OCHOCO HWY		CENTRAL OREGON ACT	CROOK		
110.15 to 111.93		1.78	OR-126		MCKENZIE		CENTRAL OREGON ACT	DESCHUTES		
111.54 to 111.97		0.43	OR-126		MCKENZIE		CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$4,642,700.00		\$1,847,719.00				\$14,297,189.00		\$20,787,608.00
Fund 1		Y001	\$4,165,894.71	Y240	\$1,657,958.26		Y240	\$12,828,867.69		
Match			\$476,805.29		\$189,760.74			\$1,468,321.31		

Footnote:

Name: OR126: Redmond - Powell Butte

Key: 20167

Description

Pavement preservation, bike/pedestrian improvements, ADA upgrades, bridge rail retrofit work and signing to make travel more accessible for pedestrians and multi-modal travelers. Intersection safety work at OR126 and Powell Butte to reduce collisions and increase driver safety.

Region: 4

MPO: Non-MPO

Work Type: Bridge, Safety, Bicycle/Pedestrian, Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
0.22 to 3.58		3.36	OR-126		OCHOCO HWY			CENTRAL OREGON ACT		DESCHUTES	
3.59 to 7.09		3.50	OR-126		OCHOCO HWY			CENTRAL OREGON ACT		CROOK	
10.54 to 10.54		0.00	OR-126		OCHOCO HWY			CENTRAL OREGON ACT		CROOK	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2023		2024		2024			
Total		\$1,700,000.00		\$590,000.00		\$100,000.00		\$10,829,242.00			\$13,219,242.00
Fund 1		Y240	\$800,391.60	Z001	\$419,315.47	Y001	\$89,730.00	Y001	\$9,717,078.85		
Match			\$91,608.40		\$47,992.53		\$10,270.00		\$1,112,163.15		
Fund 2		Z240	\$725,018.40	S080	\$122,692.00						
Match			\$82,981.60								

Footnote:

Name: Archie Briggs Rd (Deschutes River) Bridges

Key: 20378

Description

Replace bridges 17C05 & 17C040 with ones that meet current standards.

Region: 4

MPO: Bend MPO

Work Type: Bridge

Applicant: CITY OF BEND

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						CENTRAL OREGON ACT	DESCHUTES	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020				2024		
Total		\$809,340.00				\$5,042,200.00		\$5,851,540.00
Fund 1		Z001	\$726,220.78			Y001 \$4,524,366.06		
Match			\$83,119.22			\$517,833.94		

Footnote:

Name: US97: Multi-Use Trail (Baker Rd - Lava Butte)

Key: 20714

Description

Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting Baker/Knott Road and the Lava Lands visitor center at Lava Butte, to create a safe path for multi modal travelers.

Region: 4

MPO: Bend MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-													
Mileposts		Length	Route		Highway				ACT		County(s)		
143.45 to 149.58		6.13	US-97		THE DALLES-CALIFORNIA HWY				CENTRAL OREGON ACT		DESCHUTES		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year	2018		2021		2023		2024		2024				
Total	\$270,000.00		\$934,511.90		\$20,000.00		\$75,567.00		\$4,677,093.52				\$5,977,172.42
Fund 1	K200	\$242,271.00	Z21E	\$838,537.53	Y240	\$20,000.00	K200	\$67,806.27	K200	\$4,196,756.01			
Match	\$27,729.00		\$95,974.37										
Fund 2							S080	\$7,760.73	S080	\$480,337.51			
Match													

Footnote:

Name: All Roads Transportation Safety (Bend) Ph2

Key: 21594

DescriptionSign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce collisions for travelers.

Region: 4

MPO: Bend MPO

Work Type: Safety

Applicant: BEND MPO

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$848,400.00		\$848,400.00
Fund 1					S060 \$782,394.48		
Match					\$66,005.52		

Footnote:

Name: US20: Central Oregon Hwy Culverts Corridor

Key: 21756

DescriptionDesign, right of way and utility relocation for a future culvert replacement and repair addressing 12 poor and critical culverts to provide functioning culverts on US20 in the future.

Region: 4

MPO: Bend MPO, Non-MPO

Work Type: Culvert, Operations

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
2.70 to 17.60		14.90	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES	
18.01 to 20.97		2.96	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES	
21.69 to 69.24		47.55	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES	
69.25 to 83.79		14.54	US-20	CENTRAL OREGON		SOUTH CENTRAL OREGON ACT	LAKE	
83.80 to 87.00		3.20	US-20	CENTRAL OREGON		SOUTH EAST OREGON ACT	HARNEY	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2020	2024		2024			
Total		\$250,000.00	\$250,000.00		\$32,916.00			\$532,916.00
Fund 1		Z240	\$224,325.00	Y001	\$224,325.00	Y001	\$29,535.53	
Match			\$25,675.00					
Fund 2				S070	\$25,675.00	S070	\$3,380.47	
Match								

Footnote:

Name: Enhanced Mobility Program - COIC FFY24

Key: 21987

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$227,500.00	\$227,500.00
Fund 1						5310 \$182,000.00	
Match						\$45,500.00	

Footnote:

Name: Oregon Transportation Network - Deschutes Co FFY24

Key: 22051

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$509,721.39	\$509,721.39
Fund 1						Z240 \$457,373.00	
Match						\$52,348.39	

Footnote:

Name: US20 at Locust Street (Sisters)

Key: 22072

DescriptionIntersection improvements including roundabout, sidewalk and curb ramps to increase safety for pedestrians and drivers.

Region: 4

MPO: Non-MPO

Work Type: Signs, Signals, Illumination

Applicant: CITY OF SISTERS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
92.75 to 93.02		0.27	US-20		MCKENZIE			CENTRAL OREGON ACT		DESCHUTES	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2024		2024		2024			
Total		\$799,000.00		\$851,000.00		\$590,000.00		\$5,010,000.00			\$7,250,000.00
Fund 1		Y001	\$506,287.80	OTH0	\$500,000.00	Y001	\$544,098.00	Y001	\$3,236,922.00		
Match			\$42,712.20				\$45,902.00		\$273,078.00		
Fund 2		OTH0	\$250,000.00	Y001	\$323,692.20			OTH0	\$1,500,000.00		
Match					\$27,307.80						

Footnote:

Name: Bend Transit operations capital 2023 (5307)

Key: 22395

DescriptionOperations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services for federal fiscal year 2023.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: COIC

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,176,578.00	\$2,176,578.00
Fund 1						5307 \$1,271,132.00	
Match						\$905,446.00	

Footnote: FTA 5307 Program



Name: Bend MPO Planning SFY25

Key: 22499

Description

Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 4

MPO: Bend MPO

Work Type: Planning

Applicant: BEND MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$523,364.00						\$523,364.00
Fund 1	Z240	\$269,190.00					
Match		\$30,810.00					
Fund 2	Z450	\$151,331.00					
Match		\$17,321.00					
Fund 3	Z77D	\$49,093.00					
Match		\$5,619.00					

Footnote:

Name: OR126 and US26 curb ramps (Redmond/Prineville)

Key: 22558

Description

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 4

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway	ACT	County(s)		
15.84 to 17.92		2.08	OR-126		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
17.93 to 18.00		0.07	OR-126		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
18.01 to 18.05		0.04	OR-126		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
18.06 to 18.15		0.09	OR-126		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
18.16 to 18.23		0.07	US-26		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
18.24 to 20.73		2.49	US-26		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
20.74 to 20.74		0.00	US-26		OCHOCO HWY	CENTRAL OREGON ACT	CROOK		
110.15 to 111.93		1.78	OR-126		MCKENZIE	CENTRAL OREGON ACT	DESCHUTES		
111.54 to 111.97		0.43	OR-126		MCKENZIE	CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2023			2024		
Total		\$4,642,700.00		\$1,847,719.00			\$14,297,189.00		\$20,787,608.00
Fund 1		Y001	\$4,165,894.71	Y240	\$1,657,958.26		Y240 \$12,828,867.69		
Match			\$476,805.29		\$189,760.74		\$1,468,321.31		

Footnote:

Name: Reed Rd Rail Crossing (LaPine)

Key: 22616

DescriptionDesign, right of way and utility relocation for future construction of gates and lighting at the rail crossing to provide a safer traveling experience for the public.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway			ACT		County(s)
								CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2025		2025				
Total		\$362,000.00		\$58,000.00		\$34,000.00				\$454,000.00
Fund 1		YS40	\$250,000.00	YS40	\$58,000.00	YS40	\$34,000.00			
Match										
Fund 2		ZS4E	\$112,000.00							
Match										

Footnote:

Name: US97: I-84 to California border

Key: 22739

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 4

MPO: Bend MPO, Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway	ACT		County(s)		
0.00 to 48.80		48.80	US-97	SHERMAN	LOWER JOHN DAY ACT		SHERMAN		
48.80 to 74.26		25.46	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT		WASCO		
74.26 to 112.83		38.57	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT		JEFFERSON		
112.83 to 172.19		59.36	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT		DESCHUTES		
172.19 to 291.00		118.81	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT		KLAMATH		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2023		2024				2024		
Total	\$709,000.00		\$1,590,000.00				\$3,510,000.00		\$5,809,000.00
Fund 1	Y130	\$567,200.00	Y130	\$1,272,000.00		Y130	\$2,808,000.00		
Match	\$141,800.00		\$318,000.00				\$702,000.00		

Footnote:

Name: Driver Feedback Signs (Deschutes County)

Key: 22767

DescriptionInstall two speed feedback signs on each of the following roads; Alfalfa Market Rd, Burgess Rd, Cline Falls Hwy, Day Rd, Old Bend-Redmond Hwy, Powell Butte Hwy, South Canal Blvd and South Century Dr.

Region: 4

MPO: Bend MPO, Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2025		2025			2026		
Total		\$241,613.00		\$69,567.00			\$721,693.00		\$1,032,873.00
Fund 1		YS30	\$217,451.70	YS30	\$62,610.30		YS30	\$649,523.70	
Match			\$24,161.30		\$6,956.70			\$72,169.30	

Footnote:

Name: NE Norton Ave (Bend)

Key: 22774

Description

Installation of bike boulevard treatments along NE Norton Avenue from 4th Street to 12th Street, which is an alternative bike route to Greenwood Avenue. Treatments may include speed humps, striping and signing.

Region: 4

MPO: Bend MPO

Work Type: Safety

Applicant: BEND MPO

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
							CENTRAL OREGON ACT		DESCHUTES		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2025		2025				2026			
Total		\$177,110.00		\$46,758.00				\$354,931.00			\$578,799.00
Fund 1		ZS30	\$159,399.00	ZS30	\$42,082.00			ZS30	\$319,438.00		
Match											
Fund 2		OTH0	\$17,711.00	OTH0	\$4,676.00			OTH0	\$35,493.00		
Match											

Footnote:

Name: US97: Redmond-Bend Phase 2										Key: 22776			
Description		Install center median barrier and provide turning opportunities on US97 from Bend to Redmond. Phase 1 is under construction (2022) and this project would continue extending the barrier as well as providing vehicles turn around access.									Region: 4		
MPO: Non-MPO					Work Type: Safety								
Applicant: ODOT					Status: PROJECT SCHEDULED FOR CONSTRUCTION								
Location(s)-													
Mileposts		Length	Route		Highway			ACT			County(s)		
125.20 to 130.20		5.00	US-97		THE DALLES-CALIFORNIA HWY			CENTRAL OREGON ACT			DESCHUTES		
129.72 to 129.72		0.00	US-97		THE DALLES-CALIFORNIA HWY			CENTRAL OREGON ACT			DESCHUTES		
Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2025		2025		2026					
Total		\$1,986,700.00		\$274,847.00		\$11,404.00		\$8,580,822.00				\$10,853,773.00	
Fund 1		ZS30	\$1,788,030.00	ZS30	\$247,362.30	ZS30	\$10,263.60	ZS30	\$7,722,739.80				
Match													
Fund 2		S070	\$198,670.00	S070	\$27,484.70	S070	\$1,140.40	S070	\$858,082.20				
Match													

Footnote:

Name: US97 at O'Neil Hwy										Key: 22777		
Description		Design features that will eliminate all intersection crossing and left turn crashes from the side streets at this location and allow for only right-in, right-out, left in traffic movements to O'Neil Hwy.									Region: 4	
MPO: Non-MPO					Work Type: Safety							
Applicant: ODOT					Status: PROJECT SCHEDULED FOR CONSTRUCTION							
Location(s)-												
Mileposts		Length	Route		Highway			ACT			County(s)	
118.00 to 118.60		0.60	US-97		THE DALLES-CALIFORNIA HWY			CENTRAL OREGON ACT			DESCHUTES	
Current Project Estimate												
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total	
Year		2024		2025		2026		2026				
Total		\$556,981.00		\$253,451.00		\$11,405.00		\$1,924,909.00			\$2,746,746.00	
Fund 1		YS30	\$501,283.00	YS30	\$228,106.00	YS30	\$10,265.00	YS30	\$1,732,418.00			
Match												
Fund 2		S070	\$55,698.00	S070	\$25,345.00	S070	\$1,140.00	S070	\$192,491.00			
Match												

Footnote:

Name: US20: (3rd Street) at Empire

Key: 22791

Description

Replace the traffic signal at the intersection of US20 at Empire Avenue to accommodate increased traffic volumes and safety issues to account for the proposed elements that are part of the Bend North Corridor Infra Grant project. Pedestrian and bicycle infrastructure can be incorporated into traffic controlled crossing and ADA deficiencies can be addressed.

Region: 4

MPO: Bend MPO

Work Type: Signs, Signals, Illumination

Applicant: BEND MPO

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
18.80 to 18.80	0.00	US-20	MCKENZIE-BEND	CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$250,000.00					\$250,000.00
Fund 1		Z001 \$225,000.00					
Match		\$25,000.00					

Footnote:

Name: Bend MPO planning SFY26

Key: 22916

Description

Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 4

MPO: Bend MPO

Work Type: Planning

Applicant: BEND MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$345,109.87						\$345,109.87
Fund 1	Y450	\$225,002.15					
Match		\$25,752.50					
Fund 2	21MP	\$84,664.94					
Match		\$9,690.28					

Footnote:

Name: Bend MPO planning SFY27

Key: 22920

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 4

MPO: Bend MPO

Work Type: Planning

Applicant: BEND MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$348,657.67						\$348,657.67
Fund 1	Y450	\$224,667.84					
Match		\$25,714.24					
Fund 2	21MP	\$88,182.69					
Match		\$10,092.90					

Footnote:

Name: Bend MPO planning SFY28

Key: 22921

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 4

MPO: Bend MPO

Work Type: Planning

Applicant: BEND MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$352,323.35						\$352,323.35
Fund 1	Y450	\$224,330.50					
Match		\$25,675.63					
Fund 2	21MP	\$91,809.24					
Match		\$10,507.98					

Footnote:

Name: Enhanced Mobility Program (5310) - Deschutes County FY25

Key: 22955

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$302,871.00	\$302,871.00
Fund 1						5310 \$242,297.00	
Match						\$60,574.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Deschutes County FY26

Key: 22968

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$316,174.00	\$316,174.00
Fund 1						5310 \$252,939.00	
Match						\$63,235.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Deschutes County FY27

Key: 22979

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$330,554.00	\$330,554.00
Fund 1						5310 \$264,443.00	
Match						\$66,111.00	

Footnote:

Name: Bend Transit operations capital 2024 (5307)

Key: 22998

DescriptionProgram 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2024.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: BEND MPO

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Footnote:

Name: Enhanced Mobility E&D (5310) - Deschutes County FY25

Key: 23001

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Footnote:



Name: Bend Transit operations capital 2025 (5307)

Key: 23006

DescriptionProgram 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2025.

MPO: Bend MPO

Applicant: BEND MPO

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 4

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Footnote:

Name: Bend Transit operations capital 2026 (5307)

Key: 23008

DescriptionProgram 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2026.

MPO: Bend MPO

Applicant: BEND MPO

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 4

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Footnote:

Name: Bend Transit operations capital 2027 (5307)

Key: 23010

DescriptionProgram 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2027.

MPO: Bend MPO

Applicant: BEND MPO

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 4

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Footnote:

Name: Enhanced Mobility E&D (5310) - Deschutes County FY26

Key: 23018

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Deschutes County FY27

Key: 23030

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 4

MPO: Bend MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Footnote:

Name: Local STBG allocation FFY26-27 - Bend MPO

Key: 23056

DescriptionSurface Transportation Block Grant Program (STBG) funding for the Bend MPO to use on projects to be determined through their project selection process and budget development. Comprised of funding from FY25, 26 and 27 estimated allocations.

Region: 4

MPO: Bend MPO

Work Type: Operations

Applicant: BEND MPO

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		DESCHUTES
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$2,659,591.50		\$2,659,591.50
Fund 1					Y236 \$2,386,451.45		
Match					\$273,140.05		

Footnote:

Name: Local STBG FFY25-27-city of Bend Street Maintenance

Key: 23059

DescriptionSurface Transportation Block Grant Program (STBG) funding for the city of Bend to use on maintenance, preservation and signal projects. Comprised of funding from FY25, 26 and 27 estimated allocations from Bend MPO.

MPO: Bend MPO

Applicant: BEND MPO

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$2,279,257.50		\$2,279,257.50
Fund 1					Y236 \$2,045,177.75		
Match					\$234,079.75		

Footnote:

Name: I-84: Columbia River Hwy Culverts phase 2

Key: 21757

Description Repair/replace poor and failing culverts on I-84 to make sure there are functioning culverts in the future.

Region: 4

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
64.43 to 64.44	0.01	I-84	COLUMBIA RIVER	NORTH WEST OREGON ACT	HOOD RIVER
64.44 to 67.72	3.28	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER
67.73 to 114.58	46.85	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	SHERMAN
114.59 to 149.50	34.91	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT	GILLIAM
149.51 to 159.30	9.79	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2026		
Total		\$425,000.00			\$2,000,000.00		\$2,425,000.00
Fund 1		Z240 \$381,352.50			Y001 \$1,794,600.00		
Match		\$43,647.50			\$205,400.00		

Footnote:

Name: I-84: Columbia River Hwy Culverts phase 2

Key: 21757

DescriptionRepair/replace poor and failing culverts on I-84 to make sure there are functioning culverts in the future.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
64.43 to 64.44		0.01	I-84	COLUMBIA RIVER	NORTH WEST OREGON ACT		HOOD RIVER	
64.44 to 67.72		3.28	I-84	COLUMBIA RIVER	REGION 1 ACT		HOOD RIVER	
67.73 to 114.58		46.85	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		SHERMAN	
114.59 to 149.50		34.91	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		GILLIAM	
149.51 to 159.30		9.79	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020				2026		
Total		\$425,000.00				\$2,000,000.00		\$2,425,000.00
Fund 1		Z240	\$381,352.50			Y001	\$1,794,600.00	
Match			\$43,647.50				\$205,400.00	

Footnote:

Name: I-84: I-5 - Hood River

Key: 22773

DescriptionDesign and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MPO: Non-MPO, Portland Metro MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 4

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
0.41 to 42.07		41.66	I-84	COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH		
0.41 to 43.51		43.10	I-84	COLUMBIA RIVER		REGION 1 ACT	MULTNOMAH		
42.08 to 64.43		22.35	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
42.08 to 64.44		22.36	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
64.44 to 64.44		0.00	I-84	COLUMBIA RIVER		REGION 1 ACT	HOOD RIVER		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$704,000.00		\$13,000.00					\$717,000.00
Fund 1		YS30	\$649,228.80	YS30	\$11,988.60				
Match									
Fund 2		S070	\$54,771.20	S070	\$1,011.40				
Match									

Footnote: \$661,217.40 in federal ARTS funds.

Name: US97: Earl St - Colfax Ln (Madras)

Key: 21653

Description

Reconstruct full width of roadway, upgrade all ADA ramps throughout the section. Upgrade sidewalk facilities as needed. Signal upgrades and enhanced bicycle/pedestrian crossing. Resurface two bridges within the project limits. Repair bridge joints on one bridge to increase driver safety and bridge longevity.

Region: 4

MPO: Non-MPO

Work Type: Pavement Preservation, Bridge, Bicycle/Pedestrian, Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
91.58 to 92.07	0.49	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
92.08 to 93.12	1.04	US-26	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
92.10 to 92.12	0.02	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
92.12 to 92.14	0.02	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
96.04 to 97.20	1.16	US-26	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
116.40 to 116.78	0.38	US-26	WARM SPRINGS	CENTRAL OREGON ACT	JEFFERSON
116.79 to 116.94	0.15	US-26	WARM SPRINGS	CENTRAL OREGON ACT	JEFFERSON
116.95 to 117.54	0.59	US-26	WARM SPRINGS	CENTRAL OREGON ACT	JEFFERSON
117.55 to 117.59	0.04	US-26	WARM SPRINGS	CENTRAL OREGON ACT	JEFFERSON
117.60 to 117.71	0.11	US-26	WARM SPRINGS	CENTRAL OREGON ACT	JEFFERSON

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2024		2026		2026			
Total		\$4,606,000.00		\$1,060,000.00		\$100,000.00		\$15,911,930.00			\$21,677,930.00
Fund 1		Z24E	\$2,243,250.00	Y001	\$646,056.00	Y240	\$89,730.00	Y240	\$12,675,196.99		
Match			\$256,750.00		\$73,944.00		\$10,270.00		\$1,450,733.01		
Fund 2		Z240	\$1,297,495.80	Z001	\$305,082.00			YS30	\$1,112,400.00		
Match			\$148,504.20						\$123,600.00		
Fund 3		Z2E1	\$592,218.00	S080	\$34,918.00			S080	\$550,000.00		
Match											
Fund 4		S080	\$67,782.00								
Match											

Footnote:

Name: US97: I-84 to California border

Key: 22739

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 4

MPO: Bend MPO, Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 48.80	48.80	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN
48.80 to 74.26	25.46	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
74.26 to 112.83	38.57	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
112.83 to 172.19	59.36	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	DESCHUTES
172.19 to 291.00	118.81	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate																
Planning			Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total			
Year	2023			2024						2024						
Total	\$709,000.00			\$1,590,000.00						\$3,510,000.00				\$5,809,000.00		
Fund 1	Y130	\$567,200.00		Y130	\$1,272,000.00						Y130	\$2,808,000.00				
Match	\$141,800.00				\$318,000.00						\$702,000.00					

Footnote:



Name: US97 at NE Chestnut Street (Madras)

Key: 23055

Description

Install a pedestrian refuge island at the intersection of US97 and NE Chestnut Street to include illumination and crossing signage that will provide safe pedestrian crossing.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
91.54 to 91.64		0.10	US-97		THE DALLES-CALIFORNIA HWY		CENTRAL OREGON ACT		JEFFERSON		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2026			
Total		\$112,700.00		\$18,247.00				\$344,283.00			\$475,230.00
Fund 1		YS30	\$101,430.00	YS30	\$16,422.30			YS30	\$309,854.70		
Match											
Fund 2		S070	\$11,270.00	S070	\$1,824.70			S070	\$34,428.30		
Match											

Footnote:

Name: North Central Culvert Corridor

Key: 23070

Description

Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.

Region: 4

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 48.80		48.80	US-97	SHERMAN	LOWER JOHN DAY ACT		SHERMAN	
2.00 to 67.16		65.16	US-197	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT		WASCO	
48.81 to 67.50		18.69	US-97	SHERMAN	LOWER JOHN DAY ACT		WASCO	
65.00 to 105.24		40.24	US-26	WARM SPRINGS	LOWER JOHN DAY ACT		WASCO	
67.17 to 74.25		7.08	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT		WASCO	
74.26 to 91.50		17.24	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT		JEFFERSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$625,000.00						\$625,000.00
Fund 1		Y001	\$560,812.50					
Match								
Fund 2		S070	\$64,187.50					
Match								

Footnote:

Name: Deschutes River Lake Billy Chinook Crossing

Key: 23199

DescriptionRehabilitate bridge to remove load rating and update other structural items to improve integrity of the bridge

MPO: Non-MPO

Applicant: JEFFERSON COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					CENTRAL OREGON ACT		JEFFERSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2026		
Total		\$670,000.00				\$4,054,100.00		\$4,724,100.00
Fund 1		Y240	\$601,191.00			Y240	\$3,637,743.93	
Match			\$68,809.00				\$416,356.07	

Footnote:

Name: Crooked River Lake Billy Chinook Crossing

Key: 23200

DescriptionRehabilitate bridge to remove load rating and update other structural items to improve integrity of the bridge

MPO: Non-MPO

Applicant: JEFFERSON COUNTY

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					CENTRAL OREGON ACT		JEFFERSON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2026		
Total		\$1,030,200.00				\$5,918,500.00		\$6,948,700.00
Fund 1		Y240	\$924,398.46			Y240	\$5,310,670.05	
Match			\$105,801.54			\$607,829.95		

Footnote:

Name: OC&E State Trail

Key: 20265

Description Pedestrian bridge over OR140

MPO: Non-MPO

Applicant: OREGON PARKS & REC DEPARTMENT

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,052,343.00		\$1,052,343.00
Fund 1					S060 \$561,046.70		
Match					\$64,214.30		
Fund 2					OTH0 \$427,082.00		
Match							

Footnote:

Name: US97: OR58 - California border

Key: 20535

Description Retrofit and rehabilitate bridges 02474B, 01895A, 09694, 08344, 08345, 08347, 08352 for seismic resiliency.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT UNDER CONSTRUCTION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
252.43 to 252.61	0.18	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
272.76 to 273.10	0.34	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
273.57 to 273.78	0.21	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
274.87 to 275.16	0.29	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
277.05 to 277.17	0.12	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
278.60 to 278.81	0.21	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2018	2021		2021	2024	
Total		\$5,000,000.00	\$80,000.00		\$28,429,556.91	\$20,000.00	\$33,529,556.91
Fund 1		Z001 \$4,486,500.00	Z001 \$71,784.00		Y240 \$14,156,404.77	ACP0 \$17,946.00	
Match		\$513,500.00	\$8,216.00		\$1,620,263.88	\$2,054.00	
Fund 2					ACP0 \$12,652,888.26		
Match							

Footnote:

Name: US97 N. Klamath Falls Interchange to S. 6th Street

Key: 21650

DescriptionPavement preservation, active transportation improvements, signal improvements, culvert replacement and/or repair, ADA ramps, and Bridge repair to prevent further damage and increase multi modal transportation safety.

Region: 4

MPO: Non-MPO

Work Type: Pavement Preservation, Bicycle/Pedestrian, Culvert, Operations, Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway		ACT		County(s)		
-6.87 to -2.24		4.63	OR-39		KLAMATH FALLS-MALIN		SOUTH CENTRAL OREGON ACT		KLAMATH		
-4.17 to -4.11		0.06	OR-39		KLAMATH FALLS-MALIN		SOUTH CENTRAL OREGON ACT		KLAMATH		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2021		2023		2023		2025			
Total		\$844,023.00		\$277,000.00		\$20,000.00		\$9,122,497.00			\$10,263,520.00
Fund 1		Z240	\$757,341.84	Z240	\$248,552.10	Z240	\$17,946.00	Y240	\$8,185,616.56		
Match			\$86,681.16		\$28,447.90		\$2,054.00		\$936,880.44		

Footnote:

Name: All Roads Transportation Safety (Klamath Falls)Ph2

Key: 21668

DescriptionInstallation of curve warning signs, installation of guard rails on curves, and system signal upgrades to increase safety and reduce accidents.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: CITY OF KLAMATH FALLS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway			ACT		County(s)
							SOUTH CENTRAL OREGON ACT		KLAMATH
Current Project Estimate									
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total	
Year					2024				
Total					\$108,000.00			\$108,000.00	
Fund 1					S060	\$99,597.60			
Match						\$8,402.40			

Footnote:

Name: Merrill Pit Road Rail Crossing (Klamath County)

Key: 22618

DescriptionDesign and right of way for future installation of gates, lighting, signage and striping at the rail crossing to provide a safer traveling experience for the public.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-										
Mileposts		Length	Route		Highway		ACT		County(s)	
							SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2024						
Total		\$241,000.00		\$83,000.00						\$324,000.00
Fund 1		YS40	\$241,000.00	YS40	\$83,000.00					
Match										

Footnote:

Name: US97: Bridge over OR422 (Chiloquin)

Key: 22620

Description Remove the current surface of the bridges and replace with new to preserve the service life of the deck and avoid costly future repairs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
			KLAMATH FALLS-MALIN	SOUTH CENTRAL OREGON ACT	KLAMATH
-6.80 to -6.50	0.30	US-97B	KLAMATH FALLS-MALIN	SOUTH CENTRAL OREGON ACT	KLAMATH
247.38 to 247.62	0.24	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH
247.54 to 247.54	0.00	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Construction	
Year		2023		2023		2025	
Total		\$300,000.00		\$22,344.00		\$2,037,950.00	\$2,360,294.00
Fund 1		Y238	\$269,190.00	Y238	\$20,049.27	Y238	\$1,828,652.54
Match			\$30,810.00		\$2,294.73		\$209,297.46

Footnote:

Name: US97: I-84 to California border

Key: 22739

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Bend MPO, Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 48.80	48.80	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN
48.80 to 74.26	25.46	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
74.26 to 112.83	38.57	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
112.83 to 172.19	59.36	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	DESCHUTES
172.19 to 291.00	118.81	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate							
Planning		Prelim. Engineering		Right of Way		Construction	
Year	2023	2024				2024	
Total	\$709,000.00	\$1,590,000.00				\$3,510,000.00	\$5,809,000.00
Fund 1	Y130	\$567,200.00	Y130	\$1,272,000.00		Y130	\$2,808,000.00
Match		\$141,800.00		\$318,000.00			\$702,000.00

Footnote:

Name: Road Departure Safety (Klamath County)

Key: 22768

Description

Install centerline rumble strips along Clover Creek Rd (21.1 miles) and Sliver Lake Rd (49.5 miles). Install chevron signs and post-mounted delineators along 44 curves along full length of Bliss Rd, Bly Mountain Rd, and North Poe Valley Rd. Install approximately 3,000 feet of guardrail on North Poe Valley Rd near the Lost River (steep drop-off on one side of the roadway) and 700 feet of guardrail on Bliss Rd near NF-22 (hairpin curves).

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route	Highway			ACT		County(s)	
							SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other	Project Total
Year		2025			2026		2026			
Total		\$582,469.00			\$34,213.00		\$1,762,824.00			\$2,379,506.00
Fund 1		YS30	\$524,222.00		YS30	\$30,792.00	YS30	\$1,586,542.00		
Match										
Fund 2		OTH0	\$58,247.00		OTH0	\$3,421.00	OTH0	\$176,282.00		
Match										

Footnote:

Name: S. 6th Street (OR39) at Gettle

Key: 22852

Description

Conduct an operation study to evaluate appropriate treatments (full signal replacement, emergency vehicle warning beacon or other). Following identification of treatment and outreach (City, fire Department), this project will prepare shelf-ready design plans that meets current standards.

Region: 4

MPO: Non-MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
3.43 to 3.52		0.09	OR-39	KLAMATH FALLS - LAKEVIEW	SOUTH CENTRAL OREGON ACT		KLAMATH
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$250,000.00					\$250,000.00
Fund 1		Z001	\$225,000.00				
Match			\$25,000.00				

Footnote:

Name: S. 6th Street (OR39) at Homedale

Key: 22922

Description

Rebuild traffic signal with communication capabilities, optimized detection, illumination and current signal infrastructure standards. Outcome is a traffic signal that meets current standards, is structurally sound, adheres to ADA requirements and can support and implement automated traffic signal performance measures.

Region: 4

MPO: Non-MPO

Work Type: Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route		Highway			ACT		County(s)	
3.98 to 4.02		0.04	OR-39		KLAMATH FALLS - LAKEVIEW			SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025		2025		2026			
Total		\$679,000.00		\$101,000.00		\$30,000.00		\$1,706,861.00			\$2,516,861.00
Fund 1		Y001	\$611,100.00	Y001	\$90,900.00	Y001	\$27,000.00	Z001	\$1,536,174.90		
Match			\$67,900.00		\$10,100.00		\$3,000.00		\$170,686.10		

Footnote:



Name: OR66/OR273: Barrier Upgrades

Key: 23094

DescriptionReplace the barrier on Green Springs and Siskiyou highways and connect barriers at bridge ends to improve safety on the roadway for the traveling public.

Region: 4

MPO: Non-MPO, Rogue Valley MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.73 to 2.49	1.76	OR-66	GREEN SPRINGS	ROGUE VALLEY ACT	JACKSON
2.51 to 27.87	25.36	OR-66	GREEN SPRINGS	ROGUE VALLEY ACT	JACKSON
27.88 to 44.01	16.13	OR-66	GREEN SPRINGS	SOUTH CENTRAL OREGON ACT	KLAMATH
44.17 to 50.00	5.83	OR-66	GREEN SPRINGS	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2026	2026		
Total		\$1,070,380.00		\$78,270.00	\$5,557,645.00		\$6,706,295.00
Fund 1		YS30 \$1,070,380.00		YS30 \$78,270.00	YS30 \$5,557,645.00		
Match							

Footnote:

Name: Malin Safe Routes to School

Key: 23101

DescriptionDesign, right of way, utility relocation and future construction of sidewalks and crossings to provide safe pedestrian access to this area.

Region: 4

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
23.79 to 24.15	0.36		KLAMATH FALLS-MALIN	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2024		2024		2025			
Total		\$647,782.00		\$773,625.00		\$41,260.00		\$3,361,782.00			\$4,824,449.00
Fund 1		Y240	\$581,254.79	Y240	\$694,173.71	Y240	\$37,022.60	Y240	\$3,016,526.99		
Match											
Fund 2		S080	\$66,527.21	S080	\$79,451.29	S080	\$4,237.40	S080	\$345,255.01		
Match											

Footnote:

Name: OR140: Deep Creek Falls area of Warner Curves

Key: 14585

DescriptionDesign, develop & purchase property for future curve correction project.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
21.00 to 28.00	7.00	OR-140	WARNER	SOUTH CENTRAL OREGON ACT	LAKE

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2013		2024					
Total		\$424,837.09		\$51,000.00					\$475,837.09
Fund 1		F13E	\$419,111.07	ACP0	\$51,000.00				
Match									
Fund 2		S010	\$4,872.84						
Match									
Fund 3		LY30	\$765.55						
Match			\$87.63						

Footnote: JTA FUNDS MOVED TO 16870; NOW FUNDED WITH PLHD FUNDS

Name: US20: Central Oregon Hwy Culverts Corridor

Key: 21756

DescriptionDesign, right of way and utility relocation for a future culvert replacement and repair addressing 12 poor and critical culverts to provide functioning culverts on US20 in the future.

MPO: Bend MPO, Non-MPO

Applicant: ODOT

Work Type: Culvert, Operations

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
2.70 to 17.60	14.90	US-20	CENTRAL OREGON	CENTRAL OREGON ACT	DESCHUTES
18.01 to 20.97	2.96	US-20	CENTRAL OREGON	CENTRAL OREGON ACT	DESCHUTES
21.69 to 69.24	47.55	US-20	CENTRAL OREGON	CENTRAL OREGON ACT	DESCHUTES
69.25 to 83.79	14.54	US-20	CENTRAL OREGON	SOUTH CENTRAL OREGON ACT	LAKE
83.80 to 87.00	3.20	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2020		2024		2024				
Total		\$250,000.00		\$250,000.00		\$32,916.00				\$532,916.00
Fund 1		Z240	\$224,325.00	Y001	\$224,325.00	Y001	\$29,535.53			
Match			\$25,675.00							
Fund 2				S070	\$25,675.00	S070	\$3,380.47			
Match										

Footnote:

Name: US97: Moro - Grass Valley

Key: 21648

Description

Design and construct pavement resurfacing to replace the deteriorating wearing course, as well as guardrail upgrades and safety improvements.

Region: 4

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
18.91 to 27.40		8.49	US-97	SHERMAN	LOWER JOHN DAY ACT		SHERMAN	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year		2021			2025			
Total		\$601,100.00			\$7,647,555.00			\$8,248,655.00
Fund 1		ACP0	\$426,100.00		Y001	\$6,862,151.10		
Match								
Fund 2		Z001	\$157,027.50		S070	\$785,403.90		
Match			\$17,972.50					

Footnote:

Name: I-84: Columbia River Hwy Culverts phase 2

Key: 21757

Description

Repair/replace poor and failing culverts on I-84 to make sure there are functioning culverts in the future.

Region: 4

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
64.43 to 64.44		0.01	I-84	COLUMBIA RIVER	NORTH WEST OREGON ACT		HOOD RIVER
64.44 to 67.72		3.28	I-84	COLUMBIA RIVER	REGION 1 ACT		HOOD RIVER
67.73 to 114.58		46.85	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		SHERMAN
114.59 to 149.50		34.91	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		GILLIAM
149.51 to 159.30		9.79	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2026		
Total		\$425,000.00			\$2,000,000.00		\$2,425,000.00
Fund 1		Z240	\$381,352.50		Y001	\$1,794,600.00	
Match			\$43,647.50			\$205,400.00	

Footnote:

Name: US97: I-84 to California border

Key: 22739

Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 4

MPO: Bend MPO, Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 48.80	48.80	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN
48.80 to 74.26	25.46	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
74.26 to 112.83	38.57	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON
112.83 to 172.19	59.36	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	DESCHUTES
172.19 to 291.00	118.81	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	KLAMATH

Current Project Estimate										
Planning			Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2023		2024				2024			
Total	\$709,000.00		\$1,590,000.00				\$3,510,000.00			\$5,809,000.00
Fund 1	Y130	\$567,200.00	Y130	\$1,272,000.00			Y130	\$2,808,000.00		
Match	\$141,800.00		\$318,000.00				\$702,000.00			

Footnote:

Name: US97 Seismic Corridor - Rock Fall Phase 2

Key: 22790

Description

Mitigate rockfall to avoid unsafe driving conditions and delays.

Region: 4

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant:

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.45 to 1.20	0.75	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2025		2026				2027					
Total		\$250,000.00		\$70,000.00				\$2,680,000.00				\$3,000,000.00	
Fund 1		Z001	\$225,000.00	Z001	\$63,000.00			Z001	\$2,412,000.00				
Match		\$25,000.00		\$7,000.00				\$268,000.00					

Footnote:

Name: North Central Culvert Corridor

Key: 23070

DescriptionDesign repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 4

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 48.80	48.80	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN
2.00 to 67.16	65.16	US-197	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
48.81 to 67.50	18.69	US-97	SHERMAN	LOWER JOHN DAY ACT	WASCO
65.00 to 105.24	40.24	US-26	WARM SPRINGS	LOWER JOHN DAY ACT	WASCO
67.17 to 74.25	7.08	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
74.26 to 91.50	17.24	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$625,000.00						\$625,000.00
Fund 1		Y001	\$560,812.50					
Match								
Fund 2		S070	\$64,187.50					
Match								

Footnote:

Name: US197: Maupin to BLM Access Improvements

Key: 21575

Description

Improve pedestrian facilities along US197 and Bakeoven Road in Maupin ensuring the safety of travelers as well as making parking improvements to keep parked vehicles safely off the road.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: WESTERN FEDERAL LANDS HWY DIV

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-										
Mileposts		Length	Route		Highway		ACT		County(s)	
44.38 to 46.08		1.70	US-197		THE DALLES-CALIFORNIA HWY		CENTRAL OREGON ACT		WASCO	
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2021		2023				2024		
Total		\$99,391.25		\$80,000.00				\$505,475.50		\$684,866.75
Fund 1		Z21E	\$89,183.77	Z210	\$71,784.00			Z210	\$453,563.17	
Match			\$10,207.48		\$8,216.00			\$51,912.33		

Footnote:

Name: US26: Wapinitia Junction - Warm Springs River

Key: 21647

Description

Repaving of US26 from Wapinita Jct to Warm Springs River area will address the end of life signs and supports within project limits improving conditions for drivers by paving.

Region: 4

MPO: Non-MPO

Work Type: Signs, Signals, Illumination, Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
70.70 to 85.25		14.55	US-26	WARM SPRINGS		LOWER JOHN DAY ACT	WASCO	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021				2024		
Total		\$613,318.00				\$10,975,968.00		\$11,589,286.00
Fund 1		Y001	\$370,870.24			Y001	\$9,848,736.09	
Match								
Fund 2		M001	\$179,460.00			S070	\$1,127,231.91	
Match			\$20,540.00					
Fund 3		S070	\$42,447.76					
Match								

Footnote:

Name: All Roads Transportation Safety (Wasco County)

Key: 21663

Description

Curve signs, pavement markers, and striping to increase safety and reduce collisions in the area.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
			Various	VARIOUS HIGHWAYS		LOWER JOHN DAY ACT	WASCO		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2023			2024		
Total		\$220,148.00		\$10,000.00			\$1,000,493.00		\$1,230,641.00
Fund 1		ZS30	\$203,020.49	ZS30	\$9,222.00		ZS30	\$922,654.64	
Match			\$17,127.51		\$778.00			\$77,838.36	

Footnote:



Name: Mill Creek Greenway (The Dalles)

Key: 22471

DescriptionConstruct a portion of the Mill Creek Greenway to connect residential areas of The Dalles to the downtown district, parks, a public pool, a senior center, and the existing Riverfront Trail.

MPO: Non-MPO

Applicant: WASCO COUNTY & PARKS & REC

Work Type: Bicycle/Pedestrian

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
						LOWER JOHN DAY ACT	WASCO		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2023		2023			2024		
Total		\$417,794.00		\$171,500.00			\$2,335,264.00		\$2,924,558.00
Fund 1		Y300	\$374,886.56	Y300	\$153,886.95		Y300	\$2,095,432.39	
Match			\$42,907.44		\$17,613.05			\$239,831.61	

Footnote:

Name: I-84 Celilo Frontage Rd Rail Crossing (Celilo Village)

Key: 22617

DescriptionDesign, right of way and utility relocation for future construction of gates and lighting at the rail crossing to provide a safer traveling experience for the public.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 4

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
96.90 to 96.90		0.00	I-84		COLUMBIA RIVER		LOWER JOHN DAY ACT	WASCO		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2025		2026				
Total		\$261,000.00		\$1,000.00		\$86,000.00				\$348,000.00
Fund 1		YS40	\$150,000.00	YS40	\$1,000.00	YS40	\$86,000.00			
Match										
Fund 2		ZS5E	\$111,000.00							
Match										

Footnote:

Name: US97: I-84 to California border

Key: 22739

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Bend MPO, Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 4

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 48.80		48.80	US-97	SHERMAN	LOWER JOHN DAY ACT		SHERMAN	
48.80 to 74.26		25.46	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT		WASCO	
74.26 to 112.83		38.57	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT		JEFFERSON	
112.83 to 172.19		59.36	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT		DESCHUTES	
172.19 to 291.00		118.81	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT		KLAMATH	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023		2024			2024		
Total	\$709,000.00		\$1,590,000.00			\$3,510,000.00		\$5,809,000.00
Fund 1	Y130	\$567,200.00	Y130	\$1,272,000.00		Y130 \$2,808,000.00		
Match	\$141,800.00		\$318,000.00			\$702,000.00		

Footnote:

Name: North Central Culvert Corridor

Key: 23070

DescriptionDesign repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.

Region: 4

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.00 to 48.80	48.80	US-97	SHERMAN	LOWER JOHN DAY ACT	SHERMAN
2.00 to 67.16	65.16	US-197	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
48.81 to 67.50	18.69	US-97	SHERMAN	LOWER JOHN DAY ACT	WASCO
65.00 to 105.24	40.24	US-26	WARM SPRINGS	LOWER JOHN DAY ACT	WASCO
67.17 to 74.25	7.08	US-97	THE DALLES-CALIFORNIA HWY	LOWER JOHN DAY ACT	WASCO
74.26 to 91.50	17.24	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	JEFFERSON

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$625,000.00						\$625,000.00
Fund 1		Y001	\$560,812.50					
Match								
Fund 2		S070	\$64,187.50					
Match								

Footnote:

Name: All Roads Transportation Safety (KlamathCounty)Ph2

Key: 21665

Description Safety Improvements including: curve signing, guardrail installation, and signal upgrades to increase safety and reduce accidents.

Region: 4

MPO: Non-MPO

Work Type: Safety

Applicant: KLAMATH COUNTY

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	SOUTH CENTRAL OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$468,000.00		\$468,000.00
Fund 1					S060 \$431,589.60		
Match					\$36,410.40		

Footnote:

Name: US97 Seismic Corridor

Key: 21670

Description Funding to be added to projects which meet earthquake readiness standards in the US97 corridor so we can fix areas that are in danger of breaking with an earthquake.

Region: 4

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	SOUTH CENTRAL OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$800,000.00	\$800,000.00
Fund 1						Z240 \$717,840.00	
Match						\$82,160.00	

Footnote:

Name: Central Oregon Small Scale Excavation or Scaling

Key: 21681

Description To be split evenly between the region's three districts used on projects with small scale rock removing work to keep rocks from falling on the road and being a safety hazard.

Region: 4

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	CENTRAL OREGON ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	LOWER JOHN DAY ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	SOUTH CENTRAL OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$99,000.00		\$99,000.00
Fund 1					Z240 \$88,832.70		
Match					\$10,167.30		

Footnote:

Name: US97 Seismic Corridor

Key: 21958

Description Funds to improve seismic readiness on the US97 corridor.

Region: 4

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		VARIOUS
					LOWER JOHN DAY ACT		VARIOUS
					SOUTH CENTRAL OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$800,000.00	\$800,000.00
Fund 1						Z240 \$717,840.00	
Match						\$82,160.00	

Footnote:

Name: Central Oregon Transportation Demand Management

Key: 21959

Description Funds allocated in 21-24 STIP to Transportation Demand Management projects.

Region: 4

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					CENTRAL OREGON ACT		VARIOUS
					LOWER JOHN DAY ACT		VARIOUS
					SOUTH CENTRAL OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$360,000.00	\$360,000.00
Fund 1						Y240 \$323,028.00	
Match						\$36,972.00	

Footnote:

Name: US26: US101 to Nyssa

Key: 22983

Description Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 26 between US101 and Nyssa, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 4

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
0.00 to 55.20		55.20	US-26	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT		VARIOUS	
55.20 to 62.15		6.95	US-26	VARIOUS HIGHWAYS	REGION 1 ACT		VARIOUS	
62.15 to 96.90		34.75	US-26	VARIOUS HIGHWAYS	CENTRAL OREGON ACT		VARIOUS	
96.90 to 278.20		181.30	US-26	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024		2025			2025		
Total	\$444,000.00		\$2,650,000.00			\$5,850,000.00		\$8,944,000.00
Fund 1	Y130	\$355,200.00	Y130	\$2,120,000.00		Y130 \$4,680,000.00		
Match	\$88,800.00		\$530,000.00			\$1,170,000.00		

Footnote:

Name: US97 Culvert Corridor Phase 2

Key: 23071

Description

Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.

Region: 4

MPO: Bend MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
99.70 to 280.70		181.00	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	VARIOUS	
99.70 to 280.70		181.00	US-97	THE DALLES-CALIFORNIA HWY	SOUTH CENTRAL OREGON ACT	VARIOUS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$468,430.00					\$468,430.00
Fund 1		Y001	\$420,322.24				
Match							
Fund 2		S070	\$48,107.76				
Match							

Footnote:

Name: Central Oregon Reserve Funds

Key: 23320

Description

Reserve funds providing the Region 4 flexibility to add funds to preliminary engineering phases as needed to existing ODOT state highway projects.

Region: 4

MPO: Non-MPO

Work Type: Pavement Preservation, Bicycle/Pedestrian, Signs, Signals, Illumination

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	CENTRAL OREGON ACT		VARIOUS	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$4,788,247.00						\$4,788,247.00
Fund 1		Y001	\$3,881,806.84					
Match			\$195,130.00					
Fund 2		Y240	\$414,687.20					
Match								
Fund 3		S070	\$249,160.16					
Match								
Fund 4		S080	\$47,462.80					
Match								

Footnote:

Name: US30: (10th St) /Hughes- Cedar St upgrades (Baker City)

Key: 21643

Description Modify the intersection to improve ADA and freight mobility.

Region: 5

MPO: Non-MPO

Work Type: Bicycle/Pedestrian, Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	BAKER
49.94 to 51.23	1.29	US-30	LA GRANDE-BAKER	NORTH EAST OREGON ACT	BAKER

Current Project Estimate												
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023		2023		2024				
Total		\$1,085,000.00		\$472,000.00		\$65,000.00		\$7,183,600.00				\$8,805,600.00
Fund 1		ACP0	\$890,981.52	ACP0	\$325,116.27	ACP0	\$44,772.37	ACP0	\$5,156,598.64			
Match					\$37,211.01		\$5,124.40		\$590,195.79			
Fund 2		Z24E	\$174,092.78	ZS30	\$84,705.12	ZS30	\$11,664.90	Y240	\$1,289,245.64			
Match			\$19,925.70		\$9,694.88		\$1,335.10		\$147,559.93			
Fund 3				Z240	\$13,704.21	Z240	\$1,887.23					
Match					\$1,568.51		\$216.00					

Footnote:



Name: I-84: Hilgard - Baker City culvert repair

Key: 21838

Description Repair existing culverts to preserve remaining life of drainage facility.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
254.40 to 259.40	5.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
254.40 to 259.55	5.15	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
259.41 to 260.27	0.86	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
259.56 to 260.37	0.81	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.28 to 260.87	0.59	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.38 to 261.82	1.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.88 to 260.91	0.03	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.92 to 261.81	0.89	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
261.82 to 262.41	0.59	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
261.83 to 262.36	0.53	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
262.37 to 262.99	0.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
262.42 to 263.03	0.61	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.00 to 284.99	21.99	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.04 to 285.47	22.43	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.01 to 285.44	0.43	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.45 to 285.74	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.48 to 285.73	0.25	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.74 to 286.19	0.45	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.75 to 286.19	0.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
286.20 to 286.49	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
286.51 to 291.78	5.27	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2023				2024					
Total		\$393,750.00		\$15,000.00				\$2,231,250.00				\$2,640,000.00	
Fund 1		Y001	\$363,116.25	Y001	\$13,833.00			Z001	\$2,057,658.75				
Match			\$30,633.75		\$1,167.00				\$173,591.25				

Footnote:

Name: OR86: Fish Creek

Key: 21873

Description Replace culvert and update the creek channel to improve fish passage.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
63.22 to 63.22	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2020		2023				2024					
Total		\$650,000.00		\$27,800.00				\$5,176,207.00				\$5,854,007.00	
Fund 1		Z240	\$583,245.00	ACP0	\$24,944.94			Y240	\$4,644,610.54				
Match			\$66,755.00		\$2,855.06				\$531,596.46				

Footnote:

Name: I-84: La Grande-Baker City sign upgrades

Key: 21878

Description Upgrade road and weather sensors and install variable speed limit signs and variable message signs to better manage speed limits, improve driver communication with real-time data and increase safety for the traveling public and freight industry.

MPO: Non-MPO

Applicant: ODOT

Region: 5

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
263.56 to 285.44	21.88	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.56 to 285.47	21.91	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.45 to 285.74	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.48 to 285.73	0.25	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.74 to 286.19	0.45	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.75 to 286.19	0.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
286.20 to 302.44	16.24	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.20	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.21	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.21 to 303.32	0.11	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.22 to 303.32	0.10	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2023				2024		2024			
Total		\$550,000.00		\$26,000.00				\$2,611,500.00		\$2,620,000.00		\$5,807,500.00	
Fund 1		Y001	\$278,564.00	Z001	\$23,977.20			Y001	\$2,021,080.61	Y001	\$1,401,744.00		
Match					\$2,022.80				\$170,505.39		\$118,256.00		
Fund 2		YS30	\$271,436.00					YS30	\$377,922.60	YS30	\$990,000.00		
Match									\$41,991.40		\$110,000.00		

Footnote:

Name: Holbrook Creek Road: Pine Creek bridge (Baker County)

Key: 22017

Description Replace a bridge that was previously washed out. Modify the river bed to prevent future flood events from washing the bridge out again.

MPO: Non-MPO

Applicant: BAKER COUNTY

Region: 5

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						NORTH EAST OREGON ACT	BAKER

Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2025		
Total		\$380,693.00				\$1,805,000.00		\$2,185,693.00
Fund 1		Z233	\$341,595.83			Y233	\$1,619,626.50	
Match			\$39,097.17				\$185,373.50	

Footnote:

Name: OR86: Guardrail Upgrades Final Phase

Key: 22383

Description Complete the replacement of substandard guardrail on OR86 to improve safety.

Region: 5

MPO: Non-MPO

Work Type: Bridge, Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
34.03 to 41.35	7.32	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
37.23 to 37.23	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
38.20 to 38.20	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
39.48 to 39.48	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
40.64 to 40.64	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
41.36 to 41.37	0.01	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
42.00 to 42.65	0.65	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
42.66 to 70.75	28.09	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
56.47 to 56.47	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER
63.65 to 63.65	0.00	OR-86	BAKER - COPPERFIELD	NORTH EAST OREGON ACT	BAKER

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		\$311,000.00			\$5,081,000.00		\$5,392,000.00
Fund 1		ZS3E \$311,000.00			YS32 \$4,572,900.00		
Match					\$508,100.00		

Footnote:

Name: I-84: Baker - Ontario culvert repair

Key: 22878

Description Design and land acquisition to repair existing culvert to preserve remaining life of drainage facility.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
301.70 to 302.44	0.74	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.20	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.21	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.21 to 304.95	1.74	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.22 to 304.77	1.55	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
304.78 to 305.53	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
304.96 to 305.53	0.57	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
305.54 to 306.22	0.68	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
305.54 to 306.30	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.23 to 306.27	0.04	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.28 to 351.99	45.71	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.31 to 306.32	0.01	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.33 to 351.99	45.66	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
352.00 to 360.00	8.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024					
Total		\$879,000.00		\$68,000.00					\$947,000.00
Fund 1		Y001	\$810,613.80	Y001	\$62,709.60				
Match									
Fund 2		S070	\$68,386.20	S070	\$5,290.40				
Match									

Footnote:

Name: I-84: Rye Valley - North Fork Jacobsen Gulch erosion control

Key: 22909

Description Design and construct to rebuild slopes, evaluate existing drainage features and reinforce slopes as needed.

Region: 5

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant:

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
340.00 to 351.99	11.99	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
352.00 to 360.00	8.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$273,000.00						\$273,000.00
Fund 1		Y001	\$251,760.60					
Match			\$21,239.40					

Footnote:

Name: Pole Line Road Rail Crossing (Haines)

Key: 23045

DescriptionDesign and right of way activities for future installation of lights, railroad gates, and to bring the vertical grade to standard to provide a safer traveling experience for the public.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
43.90 to 44.10	0.20	US-30	LA GRANDE-BAKER	NORTH EAST OREGON ACT	BAKER

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2025					
Total		\$354,000.00		\$35,000.00					\$389,000.00
Fund 1		YS40	\$354,000.00	YS40	\$35,000.00				
Match									

Footnote:

Name: Eastern Oregon material source development

Key: 21682

DescriptionRegional quarry development for source acquisition and development, environmental clearances and required permits to establish cost effective and efficient material sources for ODOT region 5.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
20.00 to 70.00	50.00	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY
22.90 to 22.90	0.00	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
171.72 to 171.72	0.00	OR-26	JOHN DAY HIGHWAY	SOUTH EAST OREGON ACT	GRANT
191.40 to 191.40	0.00	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2024				
Total		\$230,000.00	\$50,000.00				\$280,000.00
Fund 1		Z2E2 \$206,379.00	Z240 \$44,865.00				
Match		\$23,621.00	\$5,135.00				

Footnote:



Name: Eastern Oregon material source development

Key: 21682

DescriptionRegional quarry development for source acquisition and development, environmental clearances and required permits to establish cost effective and efficient material sources for ODOT region 5.

Region: 5

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
20.00 to 70.00		50.00	OR-205	FRENCHGLEN		SOUTH EAST OREGON ACT	HARNEY		
22.90 to 22.90		0.00	OR-11	OREGON - WASHINGTON		NORTH EAST OREGON ACT	UMATILLA		
171.72 to 171.72		0.00	OR-26	JOHN DAY HIGHWAY		SOUTH EAST OREGON ACT	GRANT		
191.40 to 191.40		0.00	US-730	COLUMBIA RIVER		NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2024					
Total		\$230,000.00		\$50,000.00					\$280,000.00
Fund 1		Z2E2	\$206,379.00	Z240	\$44,865.00				
Match			\$23,621.00		\$5,135.00				

Footnote:

Name: US20: Central Oregon Hwy Culverts Corridor

Key: 21756

DescriptionDesign, right of way and utility relocation for a future culvert replacement and repair addressing 12 poor and critical culverts to provide functioning culverts on US20 in the future.

Region: 5

MPO: Bend MPO, Non-MPO

Work Type: Culvert, Operations

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
2.70 to 17.60		14.90	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES		
18.01 to 20.97		2.96	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES		
21.69 to 69.24		47.55	US-20	CENTRAL OREGON		CENTRAL OREGON ACT	DESCHUTES		
69.25 to 83.79		14.54	US-20	CENTRAL OREGON		SOUTH CENTRAL OREGON ACT	LAKE		
83.80 to 87.00		3.20	US-20	CENTRAL OREGON		SOUTH EAST OREGON ACT	HARNEY		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2020		2024		2024			
Total		\$250,000.00		\$250,000.00		\$32,916.00			\$532,916.00
Fund 1		Z240	\$224,325.00	Y001	\$224,325.00	Y001	\$29,535.53		
Match			\$25,675.00						
Fund 2				S070	\$25,675.00	S070	\$3,380.47		
Match									

Footnote:

Name: Malheur and Harney county traffic signal safety improvements

Key: 21894

Description Traffic signal modifications to improve intersection flow at various locations within Malheur and Harney counties.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT	MALHEUR
130.14 to 130.14	0.00	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
131.23 to 131.23	0.00	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
131.50 to 131.50	0.00	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023		2023		2024			
Total		\$258,449.00		\$3,000.00		\$5,000.00		\$2,807,269.00			\$3,073,718.00
Fund 1		YS30	\$258,449.00	ZS30	\$3,000.00	ZS30	\$5,000.00	YS30	\$1,350,000.00		
Match											
Fund 2								ZS30	\$1,307,269.00		
Match											
Fund 3								S070	\$150,000.00		
Match											

Footnote:

Name: US20: Corridor Culvert Repairs Phase 2

Key: 22358

Description Repair culverts along this corridor that are in critical or poor condition to extend the life of the structures.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
108.70 to 134.08	25.38	US-395	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
134.09 to 157.89	23.80	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
157.92 to 165.96	8.04	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
166.00 to 180.16	14.16	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
180.17 to 193.07	12.90	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
193.21 to 202.63	9.42	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
202.70 to 237.23	34.53	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
238.28 to 246.38	8.10	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
246.39 to 257.65	11.26	US-26	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate													
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2023				2024					
Total		\$300,000.00		\$50,000.00				\$1,500,000.00				\$1,850,000.00	
Fund 1		Z0E1	\$269,190.00	Y001	\$44,865.00			Y001	\$1,345,950.00				
Match			\$30,810.00		\$5,135.00				\$154,050.00				

Footnote: Phase 1 completed under project key 20355 in the 2018-2021 STIP.

Name: Eastern Oregon Material Source Development

Key: 23041

DescriptionRegional quarry development for source acquisition and development, environmental clearances and required permits to establish cost effective and efficient material sources for ODOT region 5.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
20.00 to 63.32	43.32	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY
22.90 to 22.90	0.00	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
63.72 to 70.00	6.28	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY
191.40 to 191.40	0.00	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$422,730.00					\$422,730.00
Fund 1		Y238 \$379,315.63					
Match		\$43,414.37					

Footnote:

Name: US95: MP36 - McDermitt

Key: 21641

Description Design and construct project to resurface the existing highway surface. This project will extend the life of the pavement.

Region: 5

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
36.00 to 121.36		85.36	US-95	I.O.N. HIGHWAY	SOUTH EAST OREGON ACT		MALHEUR
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2024		
Total		\$400,000.00			\$14,500,000.00		\$14,900,000.00
Fund 1		M0E1	\$179,460.00		Y238	\$13,010,850.00	
Match			\$20,540.00			\$292,695.00	
Fund 2		Y001	\$179,460.00		S070	\$1,196,455.00	
Match			\$20,540.00				

Footnote:

Name: Malheur and Harney county traffic signal safety improvements

Key: 21894

Description Traffic signal modifications to improve intersection flow at various locations within Malheur and Harney counties.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-														
Mileposts		Length	Route		Highway		ACT		County(s)					
			Various		VARIOUS HIGHWAYS		SOUTH EAST OREGON ACT		MALHEUR					
130.14 to 130.14		0.00	US-20		CENTRAL OREGON		SOUTH EAST OREGON ACT		HARNEY					
131.23 to 131.23		0.00	US-20		CENTRAL OREGON		SOUTH EAST OREGON ACT		HARNEY					
131.50 to 131.50		0.00	US-20		CENTRAL OREGON		SOUTH EAST OREGON ACT		HARNEY					
Current Project Estimate														
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total		
Year			2022		2023		2023		2024					
Total			\$258,449.00		\$3,000.00		\$5,000.00		\$2,807,269.00				\$3,073,718.00	
Fund 1			YS30	\$258,449.00	ZS30	\$3,000.00	ZS30	\$5,000.00	YS30	\$1,350,000.00				
Match														
Fund 2									ZS30	\$1,307,269.00				
Match														
Fund 3									S070	\$150,000.00				
Match														

Footnote:

Name: US20: Corridor Culvert Repairs Phase 2

Key: 22358

Description Repair culverts along this corridor that are in critical or poor condition to extend the life of the structures.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
108.70 to 134.08	25.38	US-395	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
134.09 to 157.89	23.80	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
157.92 to 165.96	8.04	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
166.00 to 180.16	14.16	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	HARNEY
180.17 to 193.07	12.90	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
193.21 to 202.63	9.42	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
202.70 to 237.23	34.53	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
238.28 to 246.38	8.10	US-20	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR
246.39 to 257.65	11.26	US-26	CENTRAL OREGON	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$300,000.00		\$50,000.00				\$1,500,000.00		\$1,850,000.00
Fund 1		Z0E1	\$269,190.00	Y001	\$44,865.00			Y001	\$1,345,950.00	
Match			\$30,810.00		\$5,135.00				\$154,050.00	

Footnote: Phase 1 completed under project key 20355 in the 2018-2021 STIP.

Name: OR52: Snake River Bridge (Payette)

Key: 22625

Description Replace bridge to meet current design standards.

MPO: Non-MPO

Applicant: IDAHO DOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
21.23 to 21.29	0.06	OR-52	PAYETTE SPUR	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2023		2024				2026					
Total			\$3,780,000.00		\$47,950.00				\$17,362,514.00				\$21,190,464.00	
Fund 1			OTH0	\$1,890,000.00	OTH0	\$23,975.00			OTH0	\$8,681,257.00				
Match														
Fund 2			Y240	\$1,695,897.00	Y240	\$21,512.77			Y240	\$7,789,691.91				
Match				\$194,103.00		\$2,462.23								
Fund 3									S070	\$891,565.09				
Match														

Footnote:

Name: I-84: Baker - Ontario culvert repair

Key: 22878

Description Design and land acquisition to repair existing culvert to preserve remaining life of drainage facility.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
301.70 to 302.44	0.74	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.20	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.21	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.21 to 304.95	1.74	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.22 to 304.77	1.55	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
304.78 to 305.53	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
304.96 to 305.53	0.57	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
305.54 to 306.22	0.68	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
305.54 to 306.30	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.23 to 306.27	0.04	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.28 to 351.99	45.71	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.31 to 306.32	0.01	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
306.33 to 351.99	45.66	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
352.00 to 360.00	8.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate									
	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024					
Total		\$879,000.00		\$68,000.00					\$947,000.00
Fund 1		Y001	\$810,613.80	Y001	\$62,709.60				
Match									
Fund 2		S070	\$68,386.20	S070	\$5,290.40				
Match									

Footnote:

Name: I-84: Rye Valley - North Fork Jacobsen Gulch erosion control

Key: 22909

Description Design and construct to rebuild slopes, evaluate existing drainage features and reinforce slopes as needed.

Region: 5

MPO: Non-MPO

Work Type: Slides and Rockfalls

Applicant:

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
340.00 to 351.99	11.99	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
352.00 to 360.00	8.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$273,000.00					\$273,000.00
Fund 1		Y001	\$251,760.60				
Match		\$21,239.40					

Footnote:



Name: I-84: Farewell Bend - N. Fork Jacobsen Gulch

Key: 22919

Description

Design paving of I-84 including repaving bridge approach slabs with new joints at roadway approaches to increase safety and reduce costly maintenance. Install Weigh-in-Motion system which will significantly reduce number of vehicles that need to be weighed, which will reduce congestion.

Region: 5

MPO: Non-MPO

Work Type: Pavement Preservation, Operations, Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
10.55 to 10.80		0.25	US-30	HUNTINGTON	SOUTH EAST OREGON ACT		MALHEUR	
352.60 to 368.16		15.56	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT		MALHEUR	
356.17 to 356.17		0.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT		MALHEUR	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$1,409,000.00						\$1,409,000.00
Fund 1		Y001	\$1,212,535.32					
Match								
Fund 2		S070	\$102,293.68					
Match								
Fund 3		Y238	\$84,499.64					
Match			\$9,671.36					

Footnote:

Name: US30: Snake River Bridge and Interstate Bridge

Key: 22926

Description

Provide protected bike and pedestrian facilities through the installation of a concrete carrier and a widened multi-use path between a busy multi-lane highway to safely accommodate people walking or biking across each bridge. Community benefit is substantial as it builds a safer pedestrian and bicycle network for many that rely on walking and biking as their primary means of transportation to jobs, healthcare, education and retail shopping.

Region: 5

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
27.65 to 28.48		0.83	US-30	ONTARIO SPUR	SOUTH EAST OREGON ACT		MALHEUR	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$1,460,000.00						\$1,460,000.00
Fund 1		Y307	\$1,310,058.00					
Match								
Fund 2		S080	\$149,942.00					
Match								

Footnote:

Name: I-82/I-84: Freight & Congestion Improvements

Key: 22942

Description

Design to construct installation of additional variable message signs to provide earlier notification to motorists of the road closures before they encounter them and illumination at chain up areas. Weigh in Motion upgrade installation to upgrade weigh station operations.

Region: 5

MPO: Non-MPO

Work Type: Modernization

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.50 to 0.65	0.15	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.50 to 0.72	0.22	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.66 to 0.77	0.11	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.73 to 0.79	0.06	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.78 to 0.99	0.21	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.80 to 0.99	0.19	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.01 to 1.02	0.01	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.01 to 1.04	0.03	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.03 to 1.62	0.59	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.05 to 1.59	0.54	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.60 to 1.68	0.08	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.63 to 1.65	0.02	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.66 to 1.79	0.13	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.69 to 1.81	0.12	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.80 to 2.00	0.20	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.82 to 2.00	0.18	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
183.60 to 184.07	0.47	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
184.08 to 184.40	0.32	US-395	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
352.00 to 354.00	2.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2024		2025				2026					
Total		\$1,007,000.00		\$31,000.00				\$5,820,000.00				\$6,858,000.00	
Fund 1		Y001	\$683,830.67	Y001	\$21,051.05			Y001	\$3,952,228.27				
Match			\$57,690.33		\$1,775.94				\$333,423.73				
Fund 2		Y237	\$238,214.31	Y237	\$7,333.64			Y238	\$1,376,770.46				
Match			\$27,264.69		\$839.37				\$157,577.54				

Footnote:

Name: US95: Nevada state line to Idaho state line

Key: 22960

Description

Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 95 between Nevada and Idaho state lines, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Region: 5

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route		Highway		ACT		County(s)
0.00 to 121.00		121.00	US-95		I.O.N. HIGHWAY		SOUTH EAST OREGON ACT		MALHEUR

Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction		Other	Project Total
Year	2025		2026				2026		
Total	\$480,000.00		\$795,000.00				\$1,755,000.00		\$3,030,000.00
Fund 1	Y130	\$384,000.00	Y130	\$636,000.00		Y130	\$1,404,000.00		
Match	\$96,000.00		\$159,000.00				\$351,000.00		

Footnote:

Name: Eastern Oregon Motor Carrier Construction Reserve FFY24-27

Key: 23331

Description Funding for federal fiscal year 24-27 Construction phase for Eastern Oregon projects.

Region: 5

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
10.55 to 10.80		0.25	US-30	HUNTINGTON	SOUTH EAST OREGON ACT		MALHEUR
352.60 to 368.16		15.56	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT		MALHEUR
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$910,829.00		\$910,829.00
Fund 1					Y238 \$817,286.86		
Match					\$93,542.14		

Footnote:

Name: OR451/US20: Vale Sidewalk and Rail Pedestrian Crossing

Key: 23396

Description Design an Americans with Disabilities Act (ADA) compliant pedestrian railroad crossing and sidewalk to improve safety for children and other users of this route.

Region: 5

MPO: Non-MPO

Work Type: Bicycle/Pedestrian, Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
10.27 to 10.37		0.10	OR-451		VALE-WEST		SOUTH EAST OREGON ACT	MALHEUR		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2023		2024		2024				
Total		\$189,000.00		\$18,000.00		\$12,000.00				\$219,000.00
Fund 1		YS40	\$100,170.00	YS40	\$9,540.00	YS40	\$6,360.00			
Match										
Fund 2		S080	\$88,830.00	S080	\$8,460.00	S080	\$5,640.00			
Match										

Footnote:

Name: I-84: Columbia River Hwy Culverts phase 2

Key: 21757

Description Repair/replace poor and failing culverts on I-84 to make sure there are functioning culverts in the future.

Region: 5

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
64.43 to 64.44		0.01	I-84	COLUMBIA RIVER	NORTH WEST OREGON ACT		HOOD RIVER	
64.44 to 67.72		3.28	I-84	COLUMBIA RIVER	REGION 1 ACT		HOOD RIVER	
67.73 to 114.58		46.85	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		SHERMAN	
114.59 to 149.50		34.91	I-84	COLUMBIA RIVER	LOWER JOHN DAY ACT		GILLIAM	
149.51 to 159.30		9.79	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020				2026		
Total		\$425,000.00				\$2,000,000.00		\$2,425,000.00
Fund 1		Z240	\$381,352.50			Y001	\$1,794,600.00	
Match			\$43,647.50				\$205,400.00	

Footnote:

Name: Umatilla/Morrow County curb ramps phase 2

Key: 22561

Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Region: 5

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
0.04 to 0.05		0.01	US-395	UMATILLA-STANFIELD		NORTH EAST OREGON ACT	UMATILLA		
0.06 to 4.22		4.16	US-395	UMATILLA-STANFIELD		NORTH EAST OREGON ACT	UMATILLA		
4.23 to 6.10		1.87	US-395	UMATILLA-STANFIELD		NORTH EAST OREGON ACT	UMATILLA		
5.50 to 6.04		0.54	OR-207	HERMISTON		NORTH EAST OREGON ACT	UMATILLA		
6.05 to 9.50		3.45	OR-207	HERMISTON		NORTH EAST OREGON ACT	UMATILLA		
35.20 to 35.35		0.15		LEXINGTON-ECHO		NORTH EAST OREGON ACT	UMATILLA		
35.36 to 35.70		0.34		LEXINGTON-ECHO		NORTH EAST OREGON ACT	UMATILLA		
165.75 to 165.76		0.01	I-84	COLUMBIA RIVER		NORTH EAST OREGON ACT	MORROW		
175.10 to 175.19		0.09	US-730	COLUMBIA RIVER		NORTH EAST OREGON ACT	MORROW		
175.20 to 176.10		0.90	US-730	COLUMBIA RIVER		NORTH EAST OREGON ACT	MORROW		
182.50 to 182.60		0.10	US-730	COLUMBIA RIVER		NORTH EAST OREGON ACT	UMATILLA		
182.61 to 184.07		1.46	US-730	COLUMBIA RIVER		NORTH EAST OREGON ACT	UMATILLA		
184.08 to 184.20		0.12	US-395	COLUMBIA RIVER		NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2022		2023			2024		
Total		\$6,153,900.00		\$2,449,158.00			\$12,633,982.00		\$21,237,040.00
Fund 1		Y238	\$5,521,894.47	Y240	\$2,197,629.47		Y240 \$11,336,472.05		
Match			\$632,005.53		\$251,528.53		\$1,297,509.95		

Footnote:

Name: Tower Road interchange bridge over I-84				Key: 22880			
Description Design for a future construction project that includes replacing bridge driving surface, new approach slabs, repair backwalls, and paving of Tower Road (within ODOT ROW) and rebuild roadway approaches.							Region: 5
MPO: Non-MPO				Work Type: Pavement Preservation, Bridge			
Applicant: ODOT				Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
159.18 to 159.50		0.32	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
159.30 to 159.30		0.00		COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$452,000.00						\$452,000.00
Fund 1		Y001	\$416,834.41					
Match								
Fund 2		S070	\$35,165.59					
Match								

Footnote:

Name: I-84: Boardman - I-82 interchange				Key: 22893			
Description Design the pavement surface of travel lanes, with a full width overlay of the mainline asphalt pavement. Includes guardrail/barrier upgrades, rumble strips, and bringing gravel shoulders up to the new grade.							Region: 5
MPO: Non-MPO				Work Type: Pavement Preservation, Bridge			
Applicant: ODOT				Status: PROJECT FUNDED THROUGH FINAL PLANS			

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
164.00 to 165.92		1.92	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
164.00 to 165.94		1.94	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
165.76 to 165.76		0.00	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
165.93 to 167.73		1.80	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
165.95 to 167.58		1.63	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT		MORROW	
167.58 to 177.34		9.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		MORROW	
167.74 to 177.36		9.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		MORROW	
167.97 to 167.97		0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		MORROW	
177.35 to 177.36		0.01	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		MORROW	
177.37 to 177.99		0.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
177.37 to 179.45		2.08	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
178.00 to 179.41		1.41	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
179.42 to 179.45		0.03	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
179.45 to 179.45		0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$1,270,000.00						\$1,270,000.00
Fund 1		Y001	\$1,171,194.00					
Match								
Fund 2		S070	\$98,806.00					
Match								

Footnote:

Name: I-84 Frontage Road: Meacham Creek & Union Pacific Railroad

Key: 20539

Description Replace bridge.

Region: 5

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-											
Mileposts		Length	Route	Highway				ACT		County(s)	
239.45 to 239.45		0.00	I-84	OLD OREGON TRAIL				NORTH EAST OREGON ACT		UMATILLA	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2018		2022		2023		2024			
Total		\$845,000.00		\$32,000.00		\$10,000.00		\$6,000,000.00			\$6,887,000.00
Fund 1		Z001	\$534,974.68	Z001	\$29,510.40	ACP0	\$9,222.00	ACP0	\$5,533,200.00		
Match			\$45,132.32		\$2,489.60		\$778.00		\$466,800.00		
Fund 2		Y001	\$244,284.32								
Match											
Fund 3		S070	\$20,608.68								
Match											

Footnote:

Name: I-82 and I-84: Umatilla-Pendleton Concrete Pavement Repair

Key: 20548

Description Pavement repair to extend the life of the pavement on all lanes, repair and repave the asphalt shoulders and bridge repairs on eight structures to increase safety and bring them up to current standards

Region: 5

MPO: Non-MPO

Work Type: Pavement Preservation, Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
0.00 to 0.15		0.15	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.00 to 0.16		0.16	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.16 to 0.46		0.30	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.17 to 0.48		0.31	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.47 to 0.65		0.18	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.49 to 0.72		0.23	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.66 to 0.77		0.11	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.73 to 0.76		0.03	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.77 to 0.79		0.02	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.78 to 0.79		0.01	US-395	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.80 to 1.02		0.22	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
0.80 to 1.04		0.24	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.03 to 1.62		0.59	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.05 to 1.59		0.54	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.60 to 1.68		0.08	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.63 to 1.65		0.02	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.66 to 1.79		0.13	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.69 to 1.81		0.12	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.80 to 2.06		0.26	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
1.82 to 2.09		0.27	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
2.07 to 3.32		1.25	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
2.10 to 3.36		1.26	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
3.33 to 10.78		7.45	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
3.37 to 10.72		7.35	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
10.73 to 11.21		0.48	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA
179.38 to 179.42		0.04		OLD OREGON TRAIL		NORTH EAST OREGON ACT	UMATILLA
179.42 to 180.00		0.58	US-30	OLD OREGON TRAIL		NORTH EAST OREGON ACT	UMATILLA



179.42 to 186.02	6.60	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
179.43 to 179.47	0.04		OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
180.01 to 180.67	0.66	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
180.68 to 182.00	1.32	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
182.01 to 182.69	0.68	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
182.70 to 183.26	0.56	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
183.27 to 184.90	1.63	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
184.91 to 187.23	2.32	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
186.03 to 186.58	0.55	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
186.59 to 188.49	1.90	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
187.24 to 188.01	0.77	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.02 to 188.17	0.15	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.18 to 188.42	0.24	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.43 to 189.03	0.60	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.50 to 188.66	0.16	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.67 to 188.97	0.30	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
188.98 to 189.41	0.43	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
189.04 to 189.12	0.08	US-30	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
189.13 to 189.38	0.25	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
189.39 to 193.53	4.14	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
189.42 to 189.87	0.45	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
189.88 to 191.53	1.65	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
191.54 to 191.59	0.05	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
191.60 to 191.70	0.10	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
191.71 to 192.36	0.65	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
192.37 to 196.77	4.40	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
193.54 to 194.80	1.26	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
194.81 to 194.86	0.05	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
194.87 to 196.78	1.91	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
195.13 to 195.17	0.04	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
196.78 to 203.65	6.87	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
196.79 to 203.65	6.86	US-395	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2019				2024		
Total		\$500,000.00				\$12,641,999.00		\$13,141,999.00
Fund 1		Z001	\$461,100.00			Z001	\$11,658,451.48	
Match			\$38,900.00				\$983,547.52	

Footnote:

Name: Eastern Oregon material source development

Key: 21682

DescriptionRegional quarry development for source acquisition and development, environmental clearances and required permits to establish cost effective and efficient material sources for ODOT region 5.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
20.00 to 70.00	50.00	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY
22.90 to 22.90	0.00	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
171.72 to 171.72	0.00	OR-26	JOHN DAY HIGHWAY	SOUTH EAST OREGON ACT	GRANT
191.40 to 191.40	0.00	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2024				
Total		\$230,000.00	\$50,000.00				\$280,000.00
Fund 1		Z2E2 \$206,379.00	Z240 \$44,865.00				
Match		\$23,621.00	\$5,135.00				

Footnote:

Name: Walla Walla Milton-Freewater MPO planning SFY25

Key: 21868

DescriptionPlanning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

MPO: Walla Walla Valley MPO

Applicant: WALLA WALLA MILTON-FREEWATER MPO

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024							
Total	\$26,747.31							\$26,747.31
Fund 1	Z450	\$18,458.36						
Match		\$2,112.64						
Fund 2	Z77D	\$5,542.00						
Match		\$634.31						

Footnote:

Name: Enhanced Mobility Program - Umatilla Co FFY24

Key: 21993

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

MPO: Walla Walla Valley MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$23,750.00	\$23,750.00
Fund 1						5310	\$19,000.00
Match						\$4,750.00	

Footnote:

Name: Oregon Transportation Network - Umatilla Co FFY24

Key: 22055

DescriptionUrbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$256,702.33	\$256,702.33
Fund 1						Z240 \$230,339.00	
Match						\$26,363.33	

Footnote:

Name: US395: Baggett Lane safety and sidewalk improvements

Key: 22069

DescriptionDesign and construct new signal, illumination, potentially raised medians to reduce intersection crashes/severity and improve existing sidewalks and bikeped facilities.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-										
Mileposts		Length	Route		Highway		ACT	County(s)		
2.50 to 3.67		1.17	US-395		UMATILLA-STANFIELD		NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2024		2024				
Total		\$1,050,000.00		\$110,000.00		\$35,000.00				\$1,195,000.00
Fund 1		YS32	\$600,000.00	YS30	\$88,668.90	YS30	\$28,212.20			
Match										
Fund 2		YS30	\$362,735.10	Y240	\$10,300.11	Y240	\$3,277.84			
Match										
Fund 3		Y240	\$42,138.11	S070	\$9,852.10	S070	\$3,134.80			
Match										
Fund 4		S070	\$40,303.90	S080	\$1,178.89	S080	\$375.16			
Match										
Fund 5		S080	\$4,822.89							
Match										

Footnote:

Name: Umatilla County curb ramps (Pendleton) phase 2				Key: 22560			
Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards, and sidewalk infill along US395 to increase safety and access. Add flashing lights and striping on OR11 to increase safety.							Region: 5
MPO: Non-MPO				Work Type: ADA, Bicycle/Pedestrian			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
-1.50 to 0.50	2.00	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
-0.70 to 0.00	0.70	US-30	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
1.60 to 2.02	0.42	US-395	PENDLETON-JOHN DAY	NORTH EAST OREGON ACT	UMATILLA
2.10 to 2.90	0.80	US-395	PENDLETON-JOHN DAY	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2022		2023		2023		2024			
Total		\$3,471,200.00		\$1,221,479.00		\$10,000.00		\$6,292,321.00			\$10,995,000.00
Fund 1		Y237	\$2,753,993.16	Y237	\$1,096,033.11	Y240	\$8,973.00	Y237	\$3,554,269.01		
Match			\$315,206.84		\$125,445.89				\$406,801.99		
Fund 2		Y240	\$360,714.60			S080	\$1,027.00	Y240	\$1,873,562.40		
Match											
Fund 3		S080	\$41,285.40					S080	\$457,687.60		
Match											

Footnote:

Name: Umatilla/Morrow County curb ramps phase 2				Key: 22561			
Description Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.							Region: 5
MPO: Non-MPO				Work Type: ADA			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.04 to 0.05	0.01	US-395	UMATILLA-STANFIELD	NORTH EAST OREGON ACT	UMATILLA
0.06 to 4.22	4.16	US-395	UMATILLA-STANFIELD	NORTH EAST OREGON ACT	UMATILLA
4.23 to 6.10	1.87	US-395	UMATILLA-STANFIELD	NORTH EAST OREGON ACT	UMATILLA
5.50 to 6.04	0.54	OR-207	HERMISTON	NORTH EAST OREGON ACT	UMATILLA
6.05 to 9.50	3.45	OR-207	HERMISTON	NORTH EAST OREGON ACT	UMATILLA
35.20 to 35.35	0.15		LEXINGTON-ECHO	NORTH EAST OREGON ACT	UMATILLA
35.36 to 35.70	0.34		LEXINGTON-ECHO	NORTH EAST OREGON ACT	UMATILLA
165.75 to 165.76	0.01	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
175.10 to 175.19	0.09	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
175.20 to 176.10	0.90	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
182.50 to 182.60	0.10	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
182.61 to 184.07	1.46	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
184.08 to 184.20	0.12	US-395	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2022		2023				2024					
Total			\$6,153,900.00		\$2,449,158.00				\$12,633,982.00				\$21,237,040.00	
Fund 1			Y238	\$5,521,894.47	Y240	\$2,197,629.47			Y240	\$11,336,472.05				
Match			\$632,005.53		\$251,528.53				\$1,297,509.95					

Footnote:

Name: I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2

Key: 22626

DescriptionClean and paint steel surfaces on the upper portion to preserve the structural integrity and repair trusses.

MPO: Non-MPO

Applicant: Washington DOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
0.00 to 0.39		0.39	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023				2025		
Total		\$815,650.00				\$20,376,000.00		\$21,191,650.00
Fund 1		OTH0	\$407,825.00			OTH0 \$10,188,000.00		
Match								
Fund 2		Y002	\$376,096.22			Y002 \$9,141,692.40		
Match			\$31,728.78					
Fund 3						S070 \$1,046,307.60		
Match								

Footnote:

Name: I-82: OR730 to I-84

Key: 22741

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along I-82 from OR730 to I-84, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
1.00 to 10.00		9.00	I-82	MCNARY		NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2023		2024				2024		
Total	\$44,000.00		\$265,000.00				\$585,000.00		\$894,000.00
Fund 1	Y130	\$35,200.00	Y130	\$212,000.00		Y130	\$468,000.00		
Match	\$8,800.00		\$53,000.00				\$117,000.00		

Footnote:

Name: Pendleton Signal Upgrade

Key: 22844

DescriptionReplace decaying wood signal poles with steel poles to reduce risk of failure and upgrade the ADA ramps for pedestrian safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Signs, Signals, Illumination

Status: FUNDED THROUGH UTILITY RELOCATION

Region: 5

Location(s)-									
Mileposts		Length	Route	Highway		ACT	County(s)		
2.90 to 3.45		0.55	US-30	PENDLETON		NORTH EAST OREGON ACT	UMATILLA		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total
Year		2024		2024		2025			
Total		\$721,602.00		\$36,254.00		\$33,990.00			\$791,846.00
Fund 1		Y237	\$647,493.47	Y237	\$32,530.71	Y237	\$30,499.23		
Match			\$74,108.53		\$3,723.29		\$3,490.77		

Footnote:

Name: I-84: Reith Interchange and Umatilla River bridges

Key: 22855

DescriptionDesign structural overlay on decks and approach slabs and install new joints.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
207.88 to 207.88	0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
207.88 to 208.06	0.18	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
207.88 to 208.10	0.22	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.07 to 208.38	0.31	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.11 to 208.37	0.26	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.38 to 209.00	0.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.39 to 209.00	0.61	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.96 to 208.96	0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
208.97 to 208.97	0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$1,147,000.00						\$1,147,000.00
Fund 1		Y001	\$1,057,763.40					
Match								
Fund 2		S070	\$89,236.60					
Match								

Footnote:



Name: I-84: Boardman - I-82 interchange

Key: 22893

DescriptionDesign the pavement surface of travel lanes, with a full width overlay of the mainline asphalt pavement. Includes guardrail/barrier upgrades, rumble strips, and bringing gravel shoulders up to the new grade.

MPO: Non-MPO

Applicant: ODOT

Region: 5

Work Type: Pavement Preservation, Bridge

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
164.00 to 165.92	1.92	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
164.00 to 165.94	1.94	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
165.76 to 165.76	0.00	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
165.93 to 167.73	1.80	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
165.95 to 167.58	1.63	I-84	COLUMBIA RIVER	NORTH EAST OREGON ACT	MORROW
167.58 to 177.34	9.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	MORROW
167.74 to 177.36	9.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	MORROW
167.97 to 167.97	0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	MORROW
177.35 to 177.36	0.01	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	MORROW
177.37 to 177.99	0.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
177.37 to 179.45	2.08	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
178.00 to 179.41	1.41	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
179.42 to 179.45	0.03	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA
179.45 to 179.45	0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$1,270,000.00						\$1,270,000.00
Fund 1		Y001	\$1,171,194.00					
Match								
Fund 2		S070	\$98,806.00					
Match								

Footnote:

Name: Walla Walla Milton Freewater MPO planning SFY26

Key: 22923

DescriptionPlanning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

MPO: Walla Walla Valley MPO

Applicant: WALLA WALLA MILTON-FREEWATER MPO

Region: 5

Work Type: Planning

Status: PLANNING ACTIVITY

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$26,746.90						\$26,746.90
Fund 1	Y450	\$17,438.24					
Match		\$1,995.89					
Fund 2	21MP	\$6,561.75					
Match		\$751.02					

Footnote:

Name: Walla Walla Milton Freewater MPO planning SFY27

Key: 22924

Description

Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Planning

Applicant: WALLA WALLA MILTON-FREEWATER MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$26,746.91						\$26,746.91
Fund 1	Y450	\$17,235.16					
Match		\$1,972.64					
Fund 2	21MP	\$6,764.84					
Match		\$774.27					

Footnote:

Name: Walla Walla Milton Freewater MPO planning SFY28

Key: 22925

Description

Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Planning

Applicant: WALLA WALLA MILTON-FREEWATER MPO

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$26,746.91						\$26,746.91
Fund 1	Y450	\$17,030.23					
Match	\$1,949.19						
Fund 2	21MP	\$6,969.77					
Match	\$797.72						

Footnote:

Name: I-82/I-84: Freight & Congestion Improvements

Key: 22942

Description

Design to construct installation of additional variable message signs to provide earlier notification to motorists of the road closures before they encounter them and illumination at chain up areas. Weigh in Motion upgrade installation to upgrade weigh station operations.

Region: 5

MPO: Non-MPO

Work Type: Modernization

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
0.50 to 0.65	0.15	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.50 to 0.72	0.22	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.66 to 0.77	0.11	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.73 to 0.79	0.06	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.78 to 0.99	0.21	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
0.80 to 0.99	0.19	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.01 to 1.02	0.01	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.01 to 1.04	0.03	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.03 to 1.62	0.59	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.05 to 1.59	0.54	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.60 to 1.68	0.08	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.63 to 1.65	0.02	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.66 to 1.79	0.13	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.69 to 1.81	0.12	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.80 to 2.00	0.20	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
1.82 to 2.00	0.18	I-82	MCNARY	NORTH EAST OREGON ACT	UMATILLA
183.60 to 184.07	0.47	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
184.08 to 184.40	0.32	US-395	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA
352.00 to 354.00	2.00	I-84	OLD OREGON TRAIL	SOUTH EAST OREGON ACT	MALHEUR

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2024		2025				2026			
Total		\$1,007,000.00		\$31,000.00				\$5,820,000.00			\$6,858,000.00
Fund 1		Y001	\$683,830.67	Y001	\$21,051.05			Y001	\$3,952,228.27		
Match			\$57,690.33		\$1,775.94				\$333,423.73		
Fund 2		Y237	\$238,214.31	Y237	\$7,333.64			Y238	\$1,376,770.46		
Match			\$27,264.69		\$839.37				\$157,577.54		

Footnote:

Name: Enhanced Mobility Program (5310) - Umatilla County FY25

Key: 22961

Description

Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA

Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$31,898.00	\$31,898.00
Fund 1						5310 \$25,518.00	
Match						\$6,380.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Umatilla County FY26

Key: 22972

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$33,749.00	\$33,749.00
Fund 1						5310 \$26,999.00	
Match						\$6,750.00	

Footnote:

Name: Enhanced Mobility Program (5310) - Umatilla County FY27

Key: 22986

DescriptionEnhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$34,509.00	\$34,509.00
Fund 1						5310 \$27,607.00	
Match						\$6,902.00	

Footnote:

Name: OR11: Milton-Freewater Safety and Sidewalk Improvements

Key: 22989

Description

Convert existing 5-lane section to 3-lane to include bike and right turn lanes to reduce crashes and improve safety and construct sidewalks be 8th Street and Cobb Street to encourage pedestrian use and provide safe pedestrian access to transit.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Safety, Bicycle/Pedestrian

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
30.66 to 30.74	0.08	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
30.76 to 31.50	0.74	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.51 to 31.58	0.07	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.52 to 31.53	0.01	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.59 to 31.64	0.05	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.65 to 31.82	0.17	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.83 to 31.91	0.08	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.92 to 31.97	0.05	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.98 to 32.38	0.40	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
31.99 to 32.13	0.14	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
32.39 to 32.78	0.39	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
32.40 to 32.76	0.36	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
32.79 to 33.27	0.48	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
33.28 to 33.53	0.25	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
33.54 to 33.68	0.14	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
33.69 to 33.90	0.21	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA
33.91 to 34.80	0.89	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate											
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2024		2024		2024					
Total		\$600,000.00		\$49,000.00		\$33,000.00					\$682,000.00
Fund 1		YS30	\$360,000.00	Y237	\$43,967.70	Y237	\$29,610.90				
Match											
Fund 2		Y237	\$179,460.00	S080	\$5,032.30	S080	\$3,389.10				
Match											
Fund 3		S070	\$40,000.00								
Match											
Fund 4		S080	\$20,540.00								
Match											

Footnote:

Name: I-84: Roadway Illumination project

Key: 22994

Description Install light poles, lighting, and wiring as needed on existing foundations to improve truck and passenger safety during inclement weather.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
220.80 to 222.90		2.10	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
270.70 to 272.30		1.60	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$130,500.00						\$130,500.00
Fund 1		Y001	\$117,450.00					
Match								
Fund 2		S070	\$13,050.00					
Match								

Footnote:

Name: Enhanced Mobility E&D (5310) - Umatilla County FY25

Key: 23007

Description Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$341,414.00	\$341,414.00
Fund 1						5310 \$306,351.00	
Match						\$35,063.00	

Footnote:

Name: Enhanced Mobility E&D (5310) - Umatilla County FY26

Key: 23023

Description Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$341,414.00	\$341,414.00
Fund 1						5310 \$273,131.20	
Match						\$68,282.80	

Footnote:



Name: Enhanced Mobility E&D (5310) - Umatilla County FY27

Key: 23037

DescriptionUrbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UMATILLA
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$341,414.00	\$341,414.00
Fund 1						5310 \$306,351.00	
Match						\$35,063.00	

Footnote:

Name: Eastern Oregon Material Source Development

Key: 23041

DescriptionRegional quarry development for source acquisition and development, environmental clearances and required permits to establish cost effective and efficient material sources for ODOT region 5.

Region: 5

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
20.00 to 63.32		43.32	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY	
22.90 to 22.90		0.00	OR-11	OREGON - WASHINGTON	NORTH EAST OREGON ACT	UMATILLA	
63.72 to 70.00		6.28	OR-205	FRENCHGLEN	SOUTH EAST OREGON ACT	HARNEY	
191.40 to 191.40		0.00	US-730	COLUMBIA RIVER	NORTH EAST OREGON ACT	UMATILLA	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$422,730.00					\$422,730.00
Fund 1		Y238	\$379,315.63				
Match			\$43,414.37				

Footnote:

Name: Echo Multi-Use Pedestrian Path

Key: 23046

DescriptionDesign and right of way activities for future construction of a pedestrian path to encourage safe rail crossing on a route to school for an underserved community.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH RIGHT OF WAY ACQUISITION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
35.70 to 35.70		0.00	OR-207	LEXINGTON-ECHO		NORTH EAST OREGON ACT	UMATILLA	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2026				
Total		\$568,000.00		\$18,000.00				\$586,000.00
Fund 1		YS40	\$568,000.00	YS40	\$18,000.00			
Match								

Footnote:

Name: US730/US395 Umatilla County Signal Safety Improvements

Key: 23225

Description

Install truck priority radar detection systems at multiple intersections to reduce crashes and improve safety.

Region: 5

MPO: Walla Walla Valley MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT	UMATILLA

Current Project Estimate														
	Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year			2024				2024							
Total			\$300,000.00				\$25,000.00							\$325,000.00
Fund 1			YS30	\$270,000.00			YS30	\$22,500.00						
Match														
Fund 2			S070	\$30,000.00			S070	\$2,500.00						
Match														

Footnote:

Name: I-84: Hilgard - Baker City culvert repair

Key: 21838

Description Repair existing culverts to preserve remaining life of drainage facility.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
254.40 to 259.40	5.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
254.40 to 259.55	5.15	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
259.41 to 260.27	0.86	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
259.56 to 260.37	0.81	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.28 to 260.87	0.59	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.38 to 261.82	1.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.88 to 260.91	0.03	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
260.92 to 261.81	0.89	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
261.82 to 262.41	0.59	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
261.83 to 262.36	0.53	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
262.37 to 262.99	0.62	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
262.42 to 263.03	0.61	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.00 to 284.99	21.99	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.04 to 285.47	22.43	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.01 to 285.44	0.43	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.45 to 285.74	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.48 to 285.73	0.25	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.74 to 286.19	0.45	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.75 to 286.19	0.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
286.20 to 286.49	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
286.51 to 291.78	5.27	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER

Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2023				2024		
Total		\$393,750.00		\$15,000.00				\$2,231,250.00		\$2,640,000.00
Fund 1		Y001	\$363,116.25	Y001	\$13,833.00			Z001	\$2,057,658.75	
Match			\$30,633.75		\$1,167.00				\$173,591.25	

Footnote:

Name: I-84: La Grande-Baker City sign upgrades

Key: 21878

Description Upgrade road and weather sensors and install variable speed limit signs and variable message signs to better manage speed limits, improve driver communication with real-time data and increase safety for the traveling public and freight industry.

MPO: Non-MPO

Applicant: ODOT

Region: 5

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
263.56 to 285.44	21.88	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
263.56 to 285.47	21.91	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.45 to 285.74	0.29	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.48 to 285.73	0.25	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.74 to 286.19	0.45	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
285.75 to 286.19	0.44	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	UNION
286.20 to 302.44	16.24	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.20	0.75	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
302.45 to 303.21	0.76	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.21 to 303.32	0.11	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER
303.22 to 303.32	0.10	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT	BAKER

Current Project Estimate													
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total	
Year		2022		2023				2024		2024			
Total		\$550,000.00		\$26,000.00				\$2,611,500.00		\$2,620,000.00		\$5,807,500.00	
Fund 1		Y001	\$278,564.00	Z001	\$23,977.20			Y001	\$2,021,080.61	Y001	\$1,401,744.00		
Match				\$2,022.80				\$170,505.39		\$118,256.00			
Fund 2		YS30	\$271,436.00					YS30	\$377,922.60	YS30	\$990,000.00		
Match								\$41,991.40		\$110,000.00			

Footnote:

Name: Woodruff Lane: Catherine Creek Bridge (Union County)

Key: 22012

Description Replace the bridge to remove weight restriction.

MPO: Non-MPO

Applicant: UNION COUNTY

Region: 5

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	UNION

Current Project Estimate											
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2024		2026		2026			
Total		\$444,695.00		\$15,944.00		\$5,614.00		\$2,046,349.00			\$2,512,602.00
Fund 1		Z233	\$399,024.82	Z233	\$14,306.55	Z233	\$5,037.44	Y233	\$1,836,188.96		
Match			\$45,670.18		\$1,637.45		\$576.56		\$210,160.04		

Footnote:

Name: N. College Street: Little Creek Bridge (Union)

Key: 22018

DescriptionReplace the existing bridge on an improved alignment with a new bridge that meets current standards and has appropriate approach and bridge railing.

Region: 5

MPO: Non-MPO

Work Type: Bridge

Applicant: CITY OF UNION

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		UNION
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023			2026		
Total		\$352,604.00			\$2,637,700.00		\$2,990,304.00
Fund 1		Z240	\$316,391.57		Y233	\$2,366,808.21	
Match			\$36,212.43			\$270,891.79	

Footnote:

Name: I-84: Bridges over North Spruce Street (La Grande)

Key: 22930

DescriptionDesign for a future construction project to repave the deck and approach slabs, replace joints, and rebuild roadway transition panels.

Region: 5

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
260.00 to 260.27		0.27	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.00 to 260.37		0.37	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.28 to 260.87		0.59	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.38 to 261.50		1.12	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.88 to 260.91		0.03	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.92 to 261.50		0.58	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
260.93 to 260.93		0.00	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025						
Total		\$1,002,000.00						\$1,002,000.00
Fund 1		Y001	\$924,044.40					
Match								
Fund 2		S070	\$77,955.60					
Match								

Footnote:

Name: US30: Adams Avenue & OR82/Island Avenue signal

Key: 22980

DescriptionSignal replacement and improve vehicle turning movements to improve and traffic control.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: FUNDED THROUGH UTILITY RELOCATION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
0.00 to 0.01		0.01	OR-82	WALLOWA LAKE HIGHWAY		NORTH EAST OREGON ACT	UNION	
2.15 to 2.25		0.10	US-30	LA GRANDE-BAKER		NORTH EAST OREGON ACT	UNION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024		2025		2025		
Total		\$557,000.00		\$215,000.00		\$28,000.00		\$800,000.00
Fund 1		ACP0	\$499,796.10	ACP0	\$192,919.50	ACP0	\$25,124.40	
Match			\$57,203.90		\$22,080.50		\$2,875.60	

Footnote:

Name: I-84: Roadway Illumination project

Key: 22994

DescriptionInstall light poles, lighting, and wiring as needed on existing foundations to improve truck and passenger safety during inclement weather.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT FUNDED THROUGH FINAL PLANS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
220.80 to 222.90		2.10	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UMATILLA	
270.70 to 272.30		1.60	I-84	OLD OREGON TRAIL	NORTH EAST OREGON ACT		UNION	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024						
Total		\$130,500.00						\$130,500.00
Fund 1		Y001	\$117,450.00					
Match								
Fund 2		S070	\$13,050.00					
Match								

Footnote:



Name: **Lostine River-Caudle Ln bridge**

Key: **22661**

Description **Replace the bridge in order to meet current bridge standards.**

Region: **5**

MPO: **Non-MPO**

Work Type: **Bridge**

Applicant: **WALLOWA COUNTY**

Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				NORTH EAST OREGON ACT	WALLOWA

Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2023		2025		2025		2027			
Total		\$563,600.00		\$63,300.00		\$12,700.00		\$2,548,100.00			\$3,187,700.00
Fund 1		Y233	\$505,718.28	Y233	\$56,799.09	Y233	\$11,395.71	Y233	\$2,286,410.13		
Match			\$57,881.72		\$6,500.91		\$1,304.29		\$261,689.87		

Footnote:

Name: Eastern Oregon durable striping

Key: 22951

DescriptionDesign for future construction to install road striping on various highways to ensure visibility and improve driver safety.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: PROJECT FUNDED THROUGH FINAL PLANS

Region: 5

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$281,930.00					\$281,930.00
Fund 1		Y238 \$252,975.79					
Match		\$28,954.21					

Footnote:

Name: Rumble Strip & Safety Devices restoration bucket

Key: 22962

DescriptionFunding bucket to repair damaged and aging rumble strips to reduce roadway departures. Projects to be selected at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 5

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$977,352.00		\$977,352.00
Fund 1					YS30 \$879,616.80		
Match							
Fund 2					S070 \$97,735.20		
Match							

Footnote:

Name: US26: US101 to Nyssa

Key: 22983

DescriptionInstall National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along US 26 between US101 and Nyssa, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MPO: Non-MPO

Applicant: ODOT

Work Type: ELECTRIC

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 5

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
0.00 to 55.20	55.20	US-26	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS		
55.20 to 62.15	6.95	US-26	VARIOUS HIGHWAYS	REGION 1 ACT	VARIOUS		
62.15 to 96.90	34.75	US-26	VARIOUS HIGHWAYS	CENTRAL OREGON ACT	VARIOUS		
96.90 to 278.20	181.30	US-26	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024	2025			2025		
Total	\$444,000.00	\$2,650,000.00			\$5,850,000.00		\$8,944,000.00
Fund 1	Y130 \$355,200.00	Y130 \$2,120,000.00			Y130 \$4,680,000.00		
Match	\$88,800.00	\$530,000.00			\$1,170,000.00		

Footnote:

Name: Eastern Oregon 2024-2027 ADA curb ramp right of way

Key: 23077

Description ADA program funding for future right of way activities. Projects to be identified at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: BUCKET OF FUNDS

Region: 5

Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					NORTH EAST OREGON ACT		VARIOUS
					SOUTH EAST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$3,835,000.00				\$3,835,000.00
Fund 1			ACP0 \$3,835,000.00				
Match							

Footnote:

Name: Eastern Oregon 2024-2027 ADA curb ramp construction

Key: 23078

Description ADA program funding for future construction activities. Projects to be identified at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: ADA

Status: BUCKET OF FUNDS

Region: 5

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					NORTH EAST OREGON ACT		VARIOUS
					SOUTH EAST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$42,175,000.00		\$42,175,000.00
Fund 1					ACP0 \$42,175,000.00		
Match							

Footnote:

Name: Eastern Oregon Fix-It Construction Reserve

Key: 23327

Description Funding for federal fiscal years 24-27 construction phases for Eastern Oregon projects.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 5

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		NORTH EAST OREGON ACT	VARIOUS
			Various	VARIOUS HIGHWAYS		SOUTH EAST OREGON ACT	VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,837,335.00		\$7,837,335.00
Fund 1					Y237 \$7,032,440.70		
Match					\$804,894.30		

Footnote:

Name: Eastern Oregon ARTS program Construction Reserve FFY24-27

Key: 23329

Description Funding for federal fiscal years 24-27 construction phases for Eastern Oregon ARTS projects.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$6,680,333.70		\$6,680,333.70
Fund 1					YS30 \$6,680,333.70		
Match							

Footnote:

Name: Eastern Oregon HB2017 Safety Funding Reserve FFY24-27

Key: 23330

Description Funding for federal fiscal years 24-27 construction phases for Eastern Oregon projects.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT		VARIOUS
			Various	VARIOUS HIGHWAYS	SOUTH EAST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$1,813,424.30		\$1,813,424.30
Fund 1					ACP0 \$1,632,081.87		
Match					\$181,342.43		

Footnote:

Name: Eastern Oregon Discretionary/Enhance Construction Reserve

Key: 23332

Description Funding for federal fiscal years 24-27 construction phases for Discretionary and Enhance Eastern Oregon projects.

Region: 5

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	NORTH EAST OREGON ACT		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,000,000.00		\$4,000,000.00
Fund 1					Y240 \$3,589,200.00		
Match					\$410,800.00		

Footnote:

Name: Local Bridge Program FFY21

Key: 20015

DescriptionLocal bridge program funding for federal fiscal year 2021. Projects to be selected by the Local Bridge Committee based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,051,012.65		\$4,051,012.65
Fund 1					Y240 \$3,634,973.65		
Match					\$416,039.00		

Footnote:

Name: Highway indirect cost allocation plan (ICAP) FFY24

Key: 21657

DescriptionIndirect rate (11%) for qualified highway projects

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation, Bridge, Operations

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$22,000,000.00		\$22,000,000.00
Fund 1					Y240 \$19,740,600.00		
Match					\$2,259,400.00		

Footnote:

Name: Planning indirect cost allocation plan FFY24

Key: 21660

DescriptionIndirect rate (ICAP) (26%) for qualified planning activities

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$8,000,000.00						\$8,000,000.00
Fund 1	Y240	\$6,400,000.00					
Match	\$1,600,000.00						

Footnote:

Name: 1R roadside barrier upgrades FFY24

Key: 21664

Description Funding for safety upgrades including guardrails and concrete barriers. Projects to be determined based on program needs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$6,000,000.00		\$6,000,000.00
Fund 1					YS30 \$6,000,000.00		
Match							

Footnote:

Name: Major culvert maintenance program FFY24

Key: 21690

Description Funding for the Major Culvert Maintenance Program for federal Fiscal Year 2024. Projects will be selected by culvert committee based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					S010 \$3,000,000.00		
Match							

Footnote:

Name: Major interstate maintenance program FFY24

Key: 21694

Description Funding for the statewide major interstate maintenance program for federal fiscal year 2024. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					S010 \$3,000,000.00		
Match							

Footnote:



Name: Safety Quick Fix Program FFY24

Key: 21703

DescriptionQuick Fix Safety Program funding for federal fiscal year 2024. Projects will be selected at a later date based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$600,000.00		\$600,000.00
Fund 1					S010 \$600,000.00		
Match							

Footnote:

Name: Statewide Bike/Ped (SWIP) Program FFY22-24

Key: 21721

DescriptionFunding for the bicycle/pedestrian sidewalk improvement (SWIP) program for federal fiscal years 2022-2024. Projects to be selected at a later date based on program eligibility.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,972,715.00		\$4,972,715.00
Fund 1					S080 \$4,972,715.00		
Match							

Footnote:

Name: Transportation growth management FFY24

Key: 21733

DescriptionFunding for the transportation growth management (TGM) program for federal fiscal year 2024. Projects to be selected at a later date through the TGM application process.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$5,572,272.38						\$5,572,272.38
Fund 1	Y240	\$5,000,000.00					
Match	\$572,272.38						

Footnote:

Name: Rec trail projects (OR Parks & Rec Dept) FFY24

Key: 21740

DescriptionFunding for the OR Parks and Recreation department (OPRD) recreational trail program during federal fiscal year 2024. Projects to be selected at a later date by the Parks Commission.

MPO: Non-MPO

Applicant: OREGON PARKS & REC DEPARTMENT

Work Type: Special Programs

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$1,702,737.50		\$1,702,737.50
Fund 1					Y940 \$1,362,190.00		
Match					\$340,547.50		

Footnote:

Name: Oregon Technology Transfer Center (T2 Center) 2024

Key: 21743

DescriptionProvides information and training on transportation technology to local agencies. Also known as the Local Technology Assistance Program (LTAP).

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$375,000.00	\$375,000.00
Fund 1						Z442 \$150,000.00	
Match						\$150,000.00	
Fund 2						Y240 \$67,297.50	
Match						\$7,702.50	

Footnote:

Name: TOCS maintenance FFY24

Key: 21746

DescriptionUpdate the Transportation Operation Center System (TOCS) system software to resolve issues that prevent critical operational tasks from being executed.

MPO: Non-MPO

Applicant: ODOT - ITS

Work Type: Intelligent Transportation System (ITS)

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$250,000.00	\$250,000.00
Fund 1						Y240 \$224,325.00	
Match						\$25,675.00	

Footnote:

Name: Server and Network equipment replacement FFY24

Key: 21747

Description Replace existing equipment and servers to keep equipment within its service life to achieve reliable system operation.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$375,000.00	\$375,000.00
Fund 1						Y240 \$336,487.50	
Match						\$38,512.50	

Footnote:

Name: Operations Quick Fix FFY24

Key: 21759

Description Operations Quick Fix funding for federal fiscal year 2024. Projects will be selected at a later date based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$250,000.00		\$250,000.00
Fund 1					S010 \$250,000.00		
Match							

Footnote:

Name: Immediate opportunity funds FFY2024

Key: 21772

Description Immediate Opportunity Funds (IOF) program funding for federal fiscal year 2024. Projects to be selected by the ODOT Director.

Region: 6

MPO: Non-MPO

Work Type: Modernization

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$3,500,000.00		\$3,500,000.00
Fund 1					S600 \$3,500,000.00		
Match							

Footnote:

Name: State planning and research (SPR Part 1) SFY25

Key: 21787

Description

SPR Part I work program conducts project development activities for planning, scoping of projects, data collection and data analysis to design and operate an efficient transportation system for state fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$21,818,903.00						\$21,818,903.00
Fund 1	Z550	\$17,455,122.40					
Match		\$4,363,780.60					

Footnote:

Name: State planning and research (SPR Part 2) SFY25

Key: 21790

Description

SPR Part 2 documents the research work for an effective transportation research and development program to serve as a vital role in improving the efficiency and effectiveness of the transportation system for state fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$2,500,000.00						\$2,500,000.00
Fund 1	Y550	\$2,000,000.00					
Match	\$500,000.00						

Footnote:

Name: Off-system Bike Ped FFY2024

Key: 21793

Description

Funds bicycle and pedestrian projects outside of the state system/right of way. Projects to be selected based on program eligibility.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$939,247.19		\$939,247.19
Fund 1					Y300 \$842,786.50		
Match					\$96,460.69		

Footnote:

Name: STBG allocation to cities and counties FFY24

Key: 21804

DescriptionSurface Transportation Block Grant (STBG) program funding for federal fiscal year 2024 to be dispersed to cities and counties, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$28,271,205.84		\$28,271,205.84
Fund 1					Z240 \$25,367,753.00		
Match					\$2,903,452.84		

Footnote:

Name: Major bridge maintenance FFY2024

Key: 21807

DescriptionMajor bridge maintenance funding for federal fiscal year 2024. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Major bridge maintenance

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$12,000,000.00		\$12,000,000.00
Fund 1					S070 \$12,000,000.00		
Match							

Footnote:

Name: Transportation options community support FFY24

Key: 21813

DescriptionSponsorship of community Transportation Options (TO) related activities, ToGo memberships, transit conference support, and training.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$310,000.00	\$310,000.00
Fund 1						Y240 \$278,163.00	
Match						\$31,837.00	

Footnote:

Name: Construction and Congestion Mitigation FFY24

Key: 21816

DescriptionTransportation options strategies, programs, and investments to enhance traveler opportunities and choices to carpool, vanpool, take transit, bike, walk or telecommute to reduce congestion.

Region: 6

MPO: Non-MPO

Work Type: Operations

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$500,000.00	\$500,000.00
Fund 1						Y240	\$448,650.00
Match							\$51,350.00

Footnote:

Name: Regional TO Provider Rideshare/TDM FFY22, 23 & 24

Key: 21817

DescriptionPromote & encourage the use of carpools, vanpools, transit, bicycling, walking & teleworking, as part of the Transportation Options (TO) program. Continues existing carpool matching, regional vanpool services and community outreach programs.

Region: 6

MPO: Non-MPO

Work Type: Transportation Demand Management

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$169,748.30	\$169,748.30
Fund 1						Y240	\$152,315.15
Match							\$17,433.15

Footnote:

Name: DBE/supportive services FFY2024

Key: 21823

DescriptionFederal fiscal year 2024 funding for the Disadvantaged Business Enterprise (DBE) support services. The program promotes increased participation in federally funded contracts for small, socially and economically disadvantaged businesses.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$140,000.00	\$140,000.00
Fund 1						Z480 \$140,000.00	
Match							

Footnote:



Name: Statewide Rail Crossing program FFY24

Key: 21827

DescriptionFunding for the statewide rail crossing program for federal fiscal year 2024. Projects to be selected based on the program requirements and need.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT RAIL DIVISION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					YS40 \$2,700,000.00		
Match					\$300,000.00		

Footnote:

Name: Rail-highway crossing funds FFY22-24 - GCPA

Key: 21828

DescriptionGrade Crossing Protection Account (GCPA) funding for railroad-highway crossing safety improvements. Projects to be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT RAIL DIVISION

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$1,139,225.00		\$1,139,225.00
Fund 1					S010 \$1,139,225.00		
Match							

Footnote:

Name: TOCS Advanced Traveler Information improvements

Key: 21833

DescriptionModernize and improve the Transportation Operation Center System (TOCS) efficiency to speed up updates and distribution of traveler information and eliminate redundant data processes from the system.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$250,000.00	\$250,000.00
Fund 1						Y240	\$224,325.00
Match							\$25,675.00

Footnote:

Name: Statewide ITS program FFY22, 23 & 24

Key: 21834

Description

Perform regional or statewide updates and enhancements to the IT infrastructure required to implement technology driven operational improvements to the transportation system. This work could include pre-project planning or post-project work, development and deployment of new software, enhancements, updates or modifications to existing software systems, and lifecycle replacement of critical system components.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$1,350,000.00		\$1,350,000.00
Fund 1					Y240 \$1,211,355.00		
Match					\$138,645.00		

Footnote:

Name: Roadway Departure Enforcement 2024

Key: 21837

Description

Secure enforcement in designated lane/road departure corridors

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$218,000.00	\$218,000.00
Fund 1						Y240 \$195,611.40	
Match						\$22,388.60	

Footnote:

Name: Non Urbanized Area Program FFY24

Key: 21930

Description

Non urbanized area program funding for federal fiscal year 2024. Program provides funding to communities with populations below 50,000 for planning, capital, operating, and acquisition of public transit services.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$20,303,138.38	\$20,303,138.38
Fund 1						5311 \$11,386,000.00	
Match						\$8,917,138.38	

Footnote:

Name: Intercity program FFY24

Key: 21931

Description Intercity program funding for federal fiscal year 2024. Program strengthens Oregon’s transit network by focusing on longer distance transit that connects communities to one another.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,062,054.21	\$4,062,054.21
Fund 1						ARIB \$3,249,643.37	
Match						\$812,410.84	

Footnote:

Name: Rural transit assistance program FFY24

Key: 21932

Description Rural transit assistance program funding for federal fiscal year 2024. Program provides assistance with designing & implementing training & technical assistance projects & other support services in non urbanized areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$219,000.00	\$219,000.00
Fund 1						RTAP \$219,000.00	
Match							

Footnote:

Name: Administration & technical assistance FFY24

Key: 21933

Description Funding for the ODOT administration and technical assistance for the rural areas program during federal fiscal year 2024.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,518,000.00	\$1,518,000.00
Fund 1						5311 \$1,518,000.00	
Match							

Footnote:

Name: NSTI/OJT youth program FFY24

Key: 21935

DescriptionNational summer transportation institute and on the job training program focused on career awareness initiatives designed to introduce secondary school students to all modes of transportation-related careers, provide academic enhancement activities & encourage students to pursue transportation courses of study.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$185,000.00	\$185,000.00
Fund 1						Z49B \$185,000.00	
Match							

Footnote:

Name: Mass Transit vehicle replacement FFY2024

Key: 21942

DescriptionFunding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,361,817.00	\$2,361,817.00
Fund 1						Y240 \$2,119,258.00	
Match						\$242,559.00	

Footnote:

Name: Statewide transit planning & research FFY24

Key: 21946

DescriptionStatewide funding for transit planning and research activities for federal fiscal year 2024

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$331,250.00						\$331,250.00
Fund 1	5304	\$265,000.00					
Match	\$66,250.00						

Footnote:

Name: Transit Safety Oversight Program FFY24

Key: 21950

Description  
Monitor public transit safety as it pertains to heavy rail, light rail, buses, ferries, and street cars.  
MPO: Non-MPO  
Applicant: ODOT TRANSIT SECTION

Region: 6  
Work Type: Transit  
Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,032,500.00	\$1,032,500.00
Fund 1						5329 \$826,000.00	
Match						\$206,500.00	

Footnote:

Name: Bus & bus facilities replacement program FFY24

Key: 21956

Description  
Replace, rehabilitate, and purchase buses or related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no-emissions vehicles or facilities.  
MPO: Non-MPO  
Applicant: ODOT TRANSIT SECTION

Region: 6  
Work Type: Transit  
Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$4,117,647.00	\$4,117,647.00
Fund 1						5339 \$3,294,118.00	
Match						\$823,529.00	

Footnote:

Name: Bus & bus facilities-SM urban prog FFY24

Key: 21957

Description  
Replace, rehabilitate, and purchase buses or related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no-emissions vehicles or facilities.  
MPO: Non-MPO  
Applicant: ODOT TRANSIT SECTION

Region: 6  
Work Type: Transit  
Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,000,000.00	\$1,000,000.00
Fund 1						5339 \$800,000.00	
Match						\$200,000.00	

Footnote:

Name: Enhanced Mobility Rural Program FFY24

Key: 21963

DescriptionEnhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,396,250.00	\$1,396,250.00
Fund 1						5310 \$1,117,000.00	
Match						\$279,250.00	

Footnote:

Name: Oregon Transportation Network Rural FFY24

Key: 22011

DescriptionStatewide rural public transit capital funding for federal fiscal year 2024. Projects and programs to be determined based on funding requirements.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,709,399.31	\$3,709,399.31
Fund 1						5310 \$2,967,519.45	
Match						\$741,879.86	

Footnote:

Name: Oregon Transportation Network Admin FFY24

Key: 22015

DescriptionStatewide public transit admin funding for federal fiscal year 2024. Projects and programs to be determined based on funding requirements.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$1,250,000.00	\$1,250,000.00
Fund 1						5310 \$1,250,000.00	
Match							

Footnote:



Name: Local Bridge Program 2022-2024

Key: 22047

Description Funding for future projects to be selected by the Local Agency Bridge Selection Committee.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$4,680,709.00		\$4,680,709.00
Fund 1					Y240 \$4,200,000.19		
Match					\$480,708.81		

Footnote:

Name: Seismic Program - Landslides FFY2022-2024

Key: 22065

Description Funding for landslides. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$14,918,930.00		\$14,918,930.00
Fund 1					ACPO \$13,386,755.89		
Match					\$1,532,174.11		

Footnote:

Name: State bridge program 2022-2024

Key: 22066

Description Funding for future projects related to seismic needs. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$34,822,669.00		\$34,822,669.00
Fund 1					Y240 \$31,246,380.89		
Match					\$3,576,288.11		

Footnote:

Name: Small Jurisdiction CMAQ allocation FFY2024

Key: 22201

Description Funding for CMAQ projects for small jurisdictions. Projects to be determined at a later date, based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$645,279.00	\$645,279.00
Fund 1						Z400 \$579,008.85	
Match						\$66,270.15	

Footnote:

Name: Fish Passage Program FFY22-24

Key: 22252

Description Funding for the SW Fish Passage Program for federal fiscal year 2022-2024. Projects will be selected by fish passage committee based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Fish Passage

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$29,000.00		\$29,000.00
Fund 1					Y240 \$26,021.70		
Match					\$2,978.30		

Footnote:

Name: Transportation growth management FFY25

Key: 22665

Description Funding for the transportation growth management (TGM) program for federal fiscal year 2025. Projects to be selected at a later date through the TGM application process.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$5,572,272.38						\$5,572,272.38
Fund 1	Y240	\$5,000,000.00					
Match	\$572,272.38						

Footnote:

Name: Active Traffic Management System Replacement

Key: 22671

Description

The current Active Traffic Management (ATM) system is over 10 years old and does not have a robust support model. To improve system performance and stability, the existing ATM system will be replaced with a new vendor-supported ATM product.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$350,000.00	\$350,000.00
Fund 1						Y240 \$314,055.00	
Match						\$35,945.00	

Footnote:

Name: ODOT Broadband Plan Implementation

Key: 22672

Description

Implement goals in the ODOT broadband plan to improve access to broadband communications for current and future transportation applications by investing in broadband infrastructure. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					Y240 \$2,691,900.00		
Match					\$308,100.00		

Footnote:

Name: Operations Software and IT Infrastructure

Key: 22673

Description

Funding for operations program software and information technology (IT) infrastructure projects. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$540,000.00	\$540,000.00
Fund 1						Y240 \$484,542.00	
Match						\$55,458.00	

Footnote:

Name: Indirect Cost Allocation Plan (ICAP) FFY25

Key: 22680

Description Indirect rate (13.5%) for qualified highway projects and (26%) for qualified planning projects.

Region: 6

MPO: Non-MPO

Work Type: Operations, Bridge, Pavement Preservation, Planning

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025				2025		
Total	\$11,213,380.70				\$33,640,142.00		\$44,853,522.70
Fund 1	Y550 \$8,970,704.56				Y240 \$30,185,299.42		
Match	\$2,242,676.14				\$3,454,842.58		

Footnote:

Name: Indirect Cost Allocation Plan (ICAP) FFY26

Key: 22681

Description Indirect rate (13.5%) for qualified highway projects and (26%) for qualified planning projects.

Region: 6

MPO: Non-MPO

Work Type: Operations, Planning, Bridge, Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026				2026		
Total	\$11,213,380.70				\$33,640,142.00		\$44,853,522.70
Fund 1	Y550 \$8,970,704.56				Y240 \$30,185,299.42		
Match	\$2,242,676.14				\$3,454,842.58		

Footnote:

Name: Indirect Cost Allocation Plan (ICAP) FFY27

Key: 22682

Description Indirect rate (13.5%) for qualified highway projects and (26%) for qualified planning projects.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation, Planning, Bridge, Operations

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027				2027		
Total	\$11,213,380.70				\$33,640,142.00		\$44,853,522.70
Fund 1	Y550 \$8,970,704.56				Y240 \$30,185,299.42		
Match	\$2,242,676.14				\$3,454,842.58		

Footnote:

Name: Transportation growth management FFY26

Key: 22690

Description

Funding for the transportation growth management (TGM) program for federal fiscal year 2026. Projects to be selected at a later date through the TGM application process.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$5,572,272.38						\$5,572,272.38
Fund 1	Y240	\$5,000,000.00					
Match	\$572,272.38						

Footnote:

Name: Transportation growth management FFY27

Key: 22691

Description

Funding for the transportation growth management (TGM) program for federal fiscal year 2027. Projects to be selected at a later date through the TGM application process.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$5,572,272.38						\$5,572,272.38
Fund 1	Y240	\$5,000,000.00					
Match	\$572,272.38						

Footnote:

Name: Oregon MPO consortium work program SFY 2025

Key: 22693

Description

Work program to increase support collaboration and efficiencies among MPOs, allows MPOs to address common needs, issues, and solutions to transportation and land use challenges in metropolitan regions during state fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$93,750.00						\$93,750.00
Fund 1	Y550	\$75,000.00					
Match	\$18,750.00						

Footnote:

Name: Oregon MPO consortium work program SFY 2026

Key: 22694

DescriptionWork program to increase support collaboration and efficiencies among MPOs, allows MPOs to address common needs, issues, and solutions to transportation and land use challenges in metropolitan regions during state fiscal year 2026.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$93,750.00						\$93,750.00
Fund 1	Y550	\$75,000.00					
Match	\$18,750.00						

Footnote:

Name: Oregon MPO consortium work program SFY 2027

Key: 22695

DescriptionWork program to increase support collaboration and efficiencies among MPOs, allows MPOs to address common needs, issues, and solutions to transportation and land use challenges in metropolitan regions during state fiscal year 2027.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$93,750.00						\$93,750.00
Fund 1	Y550	\$75,000.00					
Match	\$18,750.00						

Footnote:

Name: Operations Quick Fix FFY25

Key: 22710

DescriptionOperations Quick Fix funding for federal fiscal year 2025. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT - ITS

Work Type: Intelligent Transportation System (ITS)

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$250,000.00		\$250,000.00
Fund 1					S010 \$250,000.00		
Match							

Footnote:



Name: Operations Quick Fix FFY26

Key: 22711

Description Operations Quick Fix funding for federal fiscal year 2026. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$250,000.00		\$250,000.00
Fund 1					S010 \$250,000.00		
Match							

Footnote:

Name: Operations Quick Fix FFY27

Key: 22712

Description Operations Quick Fix funding for federal fiscal year 2027. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$250,000.00		\$250,000.00
Fund 1					S010 \$250,000.00		
Match							

Footnote:

Name: Server and Network Equipment Replacement FFY25

Key: 22713

Description Replace existing ITS server and critical network infrastructure to keep equipment within its service life to achieve reliable system operation.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$345,000.00	\$345,000.00
Fund 1						Y240 \$309,568.50	
Match						\$35,431.50	

Footnote:

Name: Server and Network Equipment Replacement FFY26

Key: 22714

DescriptionReplace existing ITS server and critical network infrastructure to keep equipment within its service life to achieve reliable system operation.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$215,000.00	\$215,000.00
Fund 1						Y240 \$192,919.50	
Match						\$22,080.50	

Footnote:

Name: Server and Network Equipment Replacement FFY27

Key: 22715

DescriptionReplace existing ITS server and critical network infrastructure to keep equipment within its service life to achieve reliable system operation.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$250,000.00	\$250,000.00
Fund 1						Y240 \$224,325.00	
Match						\$25,675.00	

Footnote:

Name: TOCS Maintenance FFY25

Key: 22716

DescriptionImplement Transportation Operation Center System (TOCS) maintenance releases containing bug fixes and minor software enhancements as well as system hotfixes used to resolve issues that prevent critical operational tasks from being executed.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$300,000.00	\$300,000.00
Fund 1						Y240 \$269,190.00	
Match						\$30,810.00	

Footnote:

Name: TOCS Maintenance FFY26

Key: 22717

Description

Implement Transportation Operation Center System (TOCS) maintenance releases containing bug fixes and minor software enhancements as well as system hotfixes used to resolve issues that prevent critical operational tasks from being executed.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$325,000.00	\$325,000.00
Fund 1						Y240 \$291,622.50	
Match						\$33,377.50	

Footnote:

Name: TOCS Maintenance FFY27

Key: 22718

Description

Implement Transportation Operation Center System (TOCS) maintenance releases containing bug fixes and minor software enhancements as well as system hotfixes used to resolve issues that prevent critical operational tasks from being executed.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$300,000.00	\$300,000.00
Fund 1						Y240 \$269,190.00	
Match						\$30,810.00	

Footnote:

Name: TOCS Event Management Screen Improvements

Key: 22743

Description

Update the Transportation Operation Center System (TOCS) Event Management screen for performance and redesign based on operator needs.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$350,000.00	\$350,000.00
Fund 1						Y240 \$314,055.00	
Match						\$35,945.00	

Footnote:

Name: Response Plan System Adapter Modernization

Key: 22744

DescriptionModernize Response Plan System (RPS) Adapter to use more modern architecture to improve system performance and stability.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$125,000.00	\$125,000.00
Fund 1						Y240\$112,162.50	
Match						\$12,837.50	

Footnote:

Name: Hazardous Driving Video Analytics

Key: 22745

DescriptionImplement video analytics solution to provide traffic safety monitoring, analytics, and notifications for hazardous driving situations.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$400,000.00	\$400,000.00
Fund 1						Y240\$358,920.00	
Match						\$41,080.00	

Footnote:

Name: Lane management and hard shoulder running software

Key: 22746

DescriptionImplement Lane Control Technology into Advanced Traffic Management (ATM) system software to support new regional lane control infrastructure.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$150,000.00	\$150,000.00
Fund 1						Y240\$134,595.00	
Match						\$15,405.00	

Footnote:

Name: TOCS Command Line Improvements

Key: 22747

Description

Improve Transportation Operation Center System (TOCS) "command line" functionality to optimize operator performance and efficiency by reducing point-and-click operations.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$200,000.00	\$200,000.00
Fund 1						Y240 \$179,460.00	
Match						\$20,540.00	

Footnote:

Name: Data Integrations for GeoTab AVL/Telematics System

Key: 22748

Description

Integrate automated vehicle location (AVL) telematics and automated work zone alerts into ODOT systems to improve traveler safety.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$150,000.00	\$150,000.00
Fund 1						Y240 \$134,595.00	
Match						\$15,405.00	

Footnote:

Name: TripCheck TV Modernization

Key: 22749

Description

Modernize TripCheck TV application to reduce known performance issues. Enhance the application with Travel Time values to provide information to a broader audience.

Region: 6

MPO: Non-MPO

Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT - ITS

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$150,000.00	\$150,000.00
Fund 1						Y240 \$134,595.00	
Match						\$15,405.00	

Footnote:

Name: Tunnel management and operations (Fire Life tunnel safety)

Key: 22750

DescriptionIntegrate Fire Life tunnel management and safety operations system with ODOT software.

MPO: Non-MPO

Applicant: ODOT - ITS

Work Type: Intelligent Transportation System (ITS)

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$350,000.00	\$350,000.00
Fund 1						Y240 \$314,055.00	
Match						\$35,945.00	

Footnote:

Name: Statewide PROTECT planning FFY2025

Key: 22810

DescriptionFunding for the statewide PROTECT planning program for federal fiscal year 2025. Projects to be selected at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$337,406.00						\$337,406.00
Fund 1	Y800	\$269,924.80					
Match	\$67,481.20						

Footnote:

Name: Statewide PROTECT planning FFY2026

Key: 22811

DescriptionFunding for the statewide PROTECT planning program for federal fiscal year 2026. Projects to be selected at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$337,406.00						\$337,406.00
Fund 1	Y800	\$269,924.80					
Match	\$67,481.20						

Footnote:



Name: Statewide PROTECT planning FFY2027

Key: 22812

Description Funding for the statewide PROTECT planning program for federal fiscal year 2027. Projects to be selected at a later date.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$337,406.00						\$337,406.00
Fund 1	Y800	\$269,924.80					
Match	\$67,481.20						

Footnote:

Name: Oregon Technology Transfer Center (T2 Center) 2025

Key: 22813

Description Provides information and training on transportation technology to local agencies. Also known as the Local Technology Assistance Program (LTAP).

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$375,000.00	\$375,000.00
Fund 1						Z442 \$150,000.00	
Match						\$150,000.00	
Fund 2						Y240 \$67,297.50	
Match						\$7,702.50	

Footnote:

Name: Oregon Technology Transfer Center (T2 Center) 2026

Key: 22814

Description Provides information and training on transportation technology to local agencies. Also known as the Local Technology Assistance Program (LTAP).

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$375,000.00	\$375,000.00
Fund 1						Z442 \$150,000.00	
Match						\$150,000.00	
Fund 2						Y240 \$67,297.50	
Match						\$7,702.50	

Footnote:

Name: Oregon Technology Transfer Center (T2 Center) 2027

Key: 22815

Description Provides information and training on transportation technology to local agencies. Also known as the Local Technology Assistance Program (LTAP).

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$375,000.00	\$375,000.00
Fund 1						Z442 \$150,000.00	
Match						\$150,000.00	
Fund 2						Y240 \$67,297.50	
Match						\$7,702.50	

Footnote:

Name: Electric Vehicle allocation 2023-2024

Key: 22816

Description National Electric Vehicle Infrastructure (NEVI) program funding for 2023 and 2024. Projects to be determined by program at a later date.

Region: 6

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$13,290,016.00		\$13,290,016.00
Fund 1					Y130 \$10,632,012.80		
Match					\$2,658,003.20		

Footnote:

Name: National Electric Vehicle Infrastructure program 2026-2027

Key: 22838

Description National Electric Vehicle Infrastructure (NEVI) program funding for federal fiscal years 2026 and 2027. Projects to be determined by program at a later date.

Region: 6

MPO: Non-MPO

Work Type: ELECTRIC

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$5,243,677.50		\$5,243,677.50
Fund 1					Y130 \$4,194,942.00		
Match					\$1,048,735.50		

Footnote:

Name: Non Urbanized Area program (5311) FY25

Key: 22840

DescriptionNon urbanized area program funding for Federal fiscal year 2025. Program provides funding to communities with populations below 50,000 for planning, capital, operating, and acquisition of public transit services.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$30,418,612.00	\$30,418,612.00
Fund 1						ARIB \$15,209,306.00	
Match						\$15,209,306.00	

Footnote:

Name: Intercity Program (5311f) FY25

Key: 22843

DescriptionIntercity program funding for federal fiscal year 2025. Program strengthens Oregon’s transit network by focusing on longer distance transit that connects communities to one another.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$6,084,278.00	\$6,084,278.00
Fund 1						ARIB \$3,042,139.00	
Match						\$3,042,139.00	

Footnote:

Name: Safe Routes to School non-infrastructure FFY25-26

Key: 22845

DescriptionSafe Routes to School non-infrastructure funding for federal fiscal years 2025 and 2026. Projects will be selected based on requirements of funds.

MPO: Non-MPO

Applicant: LOCAL

Work Type: Bicycle/Pedestrian

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,157,621.01	\$3,157,621.01
Fund 1						Y240 \$2,833,333.33	
Match						\$324,287.68	

Footnote:

Name: SRTS non-infrastructure FFY25-26 statewide services

Key: 22847

Description

Safe Routes to School non-infrastructure funding for statewide services during federal fiscal years 2025 and 2026. Activities include technical assistance support for local communities, development of education materials such as webinars, brochures and booklets, and safety campaigns such as back to school safety.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,333,333.33	\$1,333,333.33
Fund 1						Y240 \$1,196,400.00	
Match						\$136,933.33	

Footnote:

Name: Rural Transit Assistance Program (5311b) FY25

Key: 22849

Description

Rural transit assistance program funding for federal fiscal year 2025. Program provides assistance with designing & implementing training & technical assistance projects & other support services in non urbanized areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$293,235.00	\$293,235.00
Fund 1						RTAP \$293,235.00	
Match							

Footnote:

Name: Administration & Technical Assistance (5311) FY25

Key: 22853

Description

Funding for the ODOT administration and technical assistance for the rural areas program during federal fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,027,629.00	\$2,027,629.00
Fund 1						5311 \$2,027,629.00	
Match							

Footnote:

Name: Non Urbanized Area Program (5311) FY26

Key: 22854

DescriptionNon urbanized area program funding for federal fiscal year 2026. Program provides funding to communities with populations below 50,000 for planning, capital, operating, and acquisition of public transit services.

MPO: Non-MPO

Applicant: TRANSIT

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$31,725,432.00	\$31,725,432.00
Fund 1						5311 \$15,862,716.00	
Match						\$15,862,716.00	

Footnote:

Name: Intercity Program (5311f) FY26

Key: 22856

DescriptionIntercity program funding for federal fiscal year 2026. Program strengthens Oregon’s transit network by focusing on longer distance transit that connects communities to one another.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$6,346,224.00	\$6,346,224.00
Fund 1						ARIB \$3,173,112.00	
Match						\$3,173,112.00	

Footnote:

Name: Rural Transit Assistance Program (5311b) FY26

Key: 22859

DescriptionRural transit assistance program funding for federal fiscal year 2026. Program provides assistance with designing & implementing training & technical assistance projects & other support services in non urbanized areas.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$305,517.00	\$305,517.00
Fund 1						RTAP \$305,517.00	
Match							

Footnote:

Name: SRTS non-infrastructure FFY27 statewide services

Key: 22861

Description

Safe Routes to School non-infrastructure funding for statewide services during federal fiscal year 2027. Activities include technical assistance support for local communities, development of education materials such as webinars, brochures and booklets, and safety campaigns such as back to school safety.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$666,666.67	\$666,666.67
Fund 1						Y240 \$598,200.00	
Match						\$68,466.67	

Footnote:

Name: Administration & Technical Assistance (5311) FY26

Key: 22871

Description

Funding for the ODOT administration and technical assistance for the rural areas program during federal fiscal year 2026.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$2,114,460.00	\$2,114,460.00
Fund 1						5311 \$2,114,460.00	
Match							

Footnote:

Name: Non Urbanized Program (5311) FY27

Key: 22873

Description

Non urbanized area program funding for federal fiscal year 2027. Program provides funding to communities with populations below 50,000 for planning, capital, operating, and acquisition of public transit services.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$33,087,284.00	\$33,087,284.00
Fund 1						5311 \$16,543,642.00	
Match						\$16,543,642.00	

Footnote:



Name: Major interstate maintenance program FFY25

Key: 22874

DescriptionFunding for the statewide major interstate maintenance program for federal fiscal year 2025. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					S070 \$5,000,000.00		
Match							

Footnote:

Name: Intercity Program (5311f) FY27

Key: 22875

DescriptionIntercity program funding for federal fiscal year 2027. Program strengthens Oregon’s transit network by focusing on longer distance transit that connects communities to one another.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$6,619,782.00	\$6,619,782.00
Fund 1						ARIB \$3,309,891.00	
Match						\$3,309,891.00	

Footnote:

Name: Major interstate maintenance program FFY26

Key: 22876

DescriptionFunding for the statewide major interstate maintenance program for federal fiscal year 2026. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2026			
Total					\$5,000,000.00			\$5,000,000.00
Fund 1					S070	\$5,000,000.00		
Match								

Footnote:

Name: Major interstate maintenance program FFY27

Key: 22877

Description Funding for the statewide major interstate maintenance program for federal fiscal year 2027. Projects will be determined based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					S070 \$5,000,000.00		
Match							

Footnote:

Name: Rural Transit Assistance Program (5311b) FY27

Key: 22879

Description Rural transit assistance program funding for federal fiscal year 2027. Program provides assistance with designing & implementing training & technical assistance projects & other support services in non urbanized areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$318,203.00	\$318,203.00
Fund 1						RTAP \$318,203.00	
Match							

Footnote:

Name: Administration & Technical Assistance (5311) FY27

Key: 22882

Description Funding for the ODOT administration and technical assistance for the rural areas program during federal fiscal year 2027.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,205,625.00	\$2,205,625.00
Fund 1						5311 \$2,205,625.00	
Match							

Footnote:

Name: Simple Paving Projects FFY24-27

Key: 22883

DescriptionSimple paving projects to resurface/repave the road. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$25,700,000.00		\$25,700,000.00
Fund 1					S070 \$25,700,000.00		
Match							

Footnote:

Projects to be delivered under this key number are US30: Jones Rd - E 6th St; OR22: Stout Ln - N Santiam River; OR38: Hancock Mountain - Drain; US97: SCL Crescent - Willamette Hwy Jct; and US97: Shady Pine Rd - N. Klamath Falls Interchange

Name: Mass Transit Vehicle Replacement STBG Transfer 2025

Key: 22884

DescriptionFunding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,343,363.00	\$3,343,363.00
Fund 1						Y240 \$3,000,000.00	
Match						\$343,363.00	

Footnote:

Name: Mass Transit Vehicle Replacement STBG Transfer 2026

Key: 22886

DescriptionFunding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$3,343,363.00	\$3,343,363.00
Fund 1						Y240 \$3,000,000.00	
Match						\$343,363.00	

Footnote:

Name: Mass Transit Vehicle Replacement STBG Transfer 2027

Key: 22887

Description Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,343,363.00	\$3,343,363.00
Fund 1						Y240 \$3,000,000.00	
Match						\$343,363.00	

Footnote:

Name: Statewide Transit Planning & Research (5304) FY25

Key: 22890

Description Statewide funding for transit planning & research activities during federal fiscal year 2025.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$442,979.00						\$442,979.00
Fund 1	5304	\$354,383.20					
Match	\$88,595.80						

Footnote:

Name: Statewide Transit Planning & Research (5304) FY26

Key: 22892

Description Statewide funding for transit planning & research activities during federal fiscal year 2026.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$461,828.00						\$461,828.00
Fund 1	5304	\$369,462.40					
Match	\$92,365.60						

Footnote:

Name: Statewide Chip Seal Program FFY25-27

Key: 22894

Description Funding for the statewide chip seal program for FFY 2025-2027. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$15,000,000.00		\$15,000,000.00
Fund 1					S070 \$15,000,000.00		
Match							

Footnote:

Name: Statewide Transit Planning & Research (5304) FY27

Key: 22896

Description Statewide funding for transit planning & research activities during federal fiscal year 2027.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$481,300.00						\$481,300.00
Fund 1	5304	\$385,040.00					
Match	\$96,260.00						

Footnote:

Name: Pavement Maintenance React/Prevent FFY25-27

Key: 22898

Description Maintenance projects to resurface/repave the road. Projects to be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$20,000,000.00		\$20,000,000.00
Fund 1					S070 \$20,000,000.00		
Match							

Footnote:

Name: Transit Safety Oversight Program (5329) FY25

Key: 22899

Description Monitor public transit safety as it pertains to heavy rail, light rail, buses, ferries, and street cars.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,379,316.00	\$1,379,316.00
Fund 1						5329 \$1,103,452.80	
Match						\$275,863.20	

Footnote:

Name: Statewide interstate signs program FFY24-27

Key: 22903

Description Funding for the statewide interstate signs program for the 2024-2027 STIP cycle. Projects to be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2024			
Total					\$6,000,000.00			\$6,000,000.00
Fund 1					Y001	\$5,533,200.00		
Match								
Fund 2					S070	\$466,800.00		
Match								

Footnote:

Name: Transit Safety Oversight Program (5329) FY26

Key: 22907

Description Monitor public transit safety as it pertains to heavy rail, light rail, buses, ferries, and street cars.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,438,771.00	\$1,438,771.00
Fund 1						5329 \$1,151,016.80	
Match						\$287,754.20	

Footnote:



Name: Transit Safety Oversight Program (5329) FY27

Key: 22910

DescriptionMonitor public transit safety as it pertains to heavy rail, light rail, buses, ferries, and street cars.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,500,203.00	\$1,500,203.00
Fund 1						5329 \$1,200,162.40	
Match						\$300,040.60	

Footnote:

Name: Bus & Bus Facilities - Statewide Prog (5339) FY25

Key: 22913

DescriptionStatewide bus & bus facilities program funding. Program provides replacement and "right-sizing" of public transit vehicles for rural areas.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,882,353.00	\$5,882,353.00
Fund 1						5339 \$4,705,882.40	
Match						\$1,176,470.60	

Footnote:

Name: Bus & Bus Facilities - Sm Urban Prog (5339) FY25

Key: 22915

DescriptionReplace, rehabilitate, and purchase buses or related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no-emissions vehicles or facilities.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,389,739.00	\$1,389,739.00
Fund 1						5339 \$1,111,791.20	
Match						\$277,947.80	

Footnote:

Name: Bus & Bus Facilities - Statewide Prog (5339) FY26

Key: 22917

DescriptionStatewide bus & bus facilities program funding. Program provides replacement and "right-sizing" of public transit vehicles for rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$5,882,353.00	\$5,882,353.00
Fund 1						5339 \$4,705,882.40	
Match						\$1,176,470.60	

Footnote:

Name: Bus & Bus Facilities - Sm Urban Prog (5339) FY26

Key: 22918

DescriptionReplace, rehabilitate, and purchase buses or related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no-emissions vehicles or facilities.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,421,008.00	\$1,421,008.00
Fund 1						5339 \$1,136,806.40	
Match						\$284,201.60	

Footnote:

Name: State Planning and Research SFY2026 - SRP Part 1

Key: 22931

DescriptionSPR Part I work program conducts project development activities for planning, scoping of projects, data collection and data analysis to design and operate an efficient transportation system for state fiscal year 2026.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025							
Total	\$20,424,513.00							\$20,424,513.00
Fund 1	Y550	\$16,339,610.40						
Match	\$4,084,902.60							

Footnote:

Name: State Planning and Research SFY2027 - SRP Part 1

Key: 22932

DescriptionSPR Part I work program conducts project development activities for planning, scoping of projects, data collection and data analysis to design and operate an efficient transportation system for state fiscal year 2027.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026							
Total	\$20,424,513.00							\$20,424,513.00
Fund 1	Y550	\$16,339,610.40						
Match	\$4,084,902.60							

Footnote:

Name: State Planning and Research SFY2028 - SRP Part 1

Key: 22933

DescriptionSPR Part I work program conducts project development activities for planning, scoping of projects, data collection and data analysis to design and operate an efficient transportation system for state fiscal year 2028.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027							
Total	\$20,424,513.00							\$20,424,513.00
Fund 1	Y550	\$16,339,610.40						
Match	\$4,084,902.60							

Footnote:

Name: State Planning and Research SFY2026 - SRP Part 2

Key: 22934

DescriptionSPR Part 2 documents the research work for an effective transportation research and development program to serve as a vital role in improving the efficiency and effectiveness of the transportation system for state fiscal year 2026.

MPO: Non-MPO

Applicant: ODOT

Work Type: Planning

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$3,954,038.00						\$3,954,038.00
Fund 1	Y560	\$3,163,230.40					
Match	\$790,807.60						

Footnote:

Name: State Planning and Research SFY2027 - SRP Part 2

Key: 22935

Description

SPR Part 2 documents the research work for an effective transportation research and development program to serve as a vital role in improving the efficiency and effectiveness of the transportation system for state fiscal year 2027.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$4,031,568.00						\$4,031,568.00
Fund 1	Y560	\$3,225,254.40					
Match	\$806,313.60						

Footnote:

Name: State Planning and Research SFY2028 - SRP Part 2

Key: 22936

Description

SPR Part 2 documents the research work for an effective transportation research and development program to serve as a vital role in improving the efficiency and effectiveness of the transportation system for state fiscal year 2028.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$4,109,098.00						\$4,109,098.00
Fund 1	Y560	\$3,287,278.40					
Match	\$821,819.60						

Footnote:

Name: Bus & Bus Facilities - Statewide Prog (5339) FY27

Key: 22939

Description

Statewide bus & bus facilities program funding. Program provides replacement and "right-sizing" of public transit vehicles for rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$5,882,353.00	\$5,882,353.00
Fund 1						5339 \$4,705,882.40	
Match						\$1,176,470.60	

Footnote:

Name: Bus & Bus Facilities - Sm Urban Prog (5339) FY27

Key: 22941

DescriptionReplace, rehabilitate, and purchase buses or related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no-emissions vehicles or facilities.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: TRANSIT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,452,981.00	\$1,452,981.00
Fund 1						5339 \$1,235,034.00	
Match						\$217,947.00	

Footnote:

Name: Enhanced Mobility Rural Program (5310) FY25

Key: 22943

DescriptionEnhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,865,725.00	\$1,865,725.00
Fund 1						5310 \$1,492,580.00	
Match						\$373,145.00	

Footnote:

Name: Enhanced Mobility Rural Program (5310) FY26

Key: 22944

DescriptionEnhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$1,945,005.00	\$1,945,005.00
Fund 1						5310 \$1,556,004.00	
Match						\$389,001.00	

Footnote:

Name:

Enhanced Mobility Rural Program (5310) FY27

Key:

22945

Description

Enhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region:

6

MPO:

Non-MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,028,725.00	\$2,028,725.00
Fund 1						5310 \$1,622,980.00	
Match						\$405,745.00	

Footnote:

Name:

Scenario Planning and Climate Program

Key:

22954

Description

Support regional greenhouse emissions reduction planning activities for ODOT and local jurisdictions to meet the emissions reduction goals set by State legislature.

Region:

6

MPO:

Non-MPO

Work Type:

Planning

Applicant:

ODOT

Status:

PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$4,000,000.00						\$4,000,000.00
Fund 1	Y240	\$3,589,200.00					
Match	\$410,800.00						

Footnote:

Name:

Enhanced Mobility E&D Rural (5310) - FY25

Key:

22988

Description

Enhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region:

6

MPO:

Non-MPO

Work Type:

Transit

Applicant:

ODOT TRANSIT SECTION

Status:

NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	

Footnote:



Name: Enhanced Mobility E&D Rural (5310) - FY26

Key: 22991

DescriptionEnhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	

Footnote:

Name: Enhanced Mobility E&D Rural (5310) - FY27

Key: 22992

DescriptionEnhanced mobility rural program to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: TRANSIT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	

Footnote:

Name: Enhanced Mobility E&D Admin (5310) - FY25

Key: 22993

DescriptionFunding for the ODOT administration of the Enhanced Mobility Program during federal fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Transit

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	
Footnote:							

Footnote:

Name: Enhanced Mobility E&D Admin (5310) - FY26

Key: 22995

Description Funding for the ODOT administration of the Enhanced Mobility Program during federal fiscal year 2025.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	

Footnote:

Name: Enhanced Mobility E&D Admin (5310) - FY27

Key: 22996

Description Funding for the ODOT administration of the Enhanced Mobility Program during federal fiscal year 2025.

MPO: Non-MPO

Applicant: ODOT TRANSIT SECTION

Work Type: Transit

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$4,933,502.00	\$4,933,502.00
Fund 1						5310 \$4,426,831.00	
Match						\$506,671.00	

Footnote:

Name: ECO Rule Implementation FY25, 26 and 27

Key: 23048

Description Commute-focused program to support new Employee Commute Options (ECO) rule implementation.

MPO: Non-MPO

Applicant: ODOT

Work Type: Transportation Demand Management

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,228,908.95	\$2,228,908.95
Fund 1						Y240 \$2,000,000.00	
Match						\$228,908.95	

Footnote:

Name: ADA Program Support 2024-2027

Key: 23079

Description

Conduct ADA research to develop processes, program practices and implementation plans. Provide additional support on field work including design advice, scoping, construction, training, public involvement and guidance on best practices to deliver compliant curb ramps. Identify opportunities to leverage ramp design and construction on STIP projects outside the ADA program.

Region: 6

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$20,000,000.00	\$20,000,000.00
Fund 1						ACP0 \$20,000,000.00	
Match							

Footnote:

Name: Climate Resiliency Corridor Planning

Key: 23082

Description

Prepare a study on the impacts of climate change to help inform funding priorities for repairs and maintenance of highway corridors.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$125,000.00						\$125,000.00
Fund 1	Y800	\$100,000.00					
Match	\$25,000.00						

Footnote:

Name: Statewide Protect Planning 2022-2024

Key: 23086

Description

Statewide PROTECT planning program funding for federal fiscal years 2022 through 2024. Projects to be selected at a later date, based on program eligibility and need.

Region: 6

MPO: Non-MPO

Work Type: Planning

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$618,574.00						\$618,574.00
Fund 1	Y800	\$494,859.20					
Match	\$123,714.80						

Footnote:

Name: Carbon Reduction Program; Small Urban and Rural 22-24

Key: 23087

Description

Develop a carbon reduction strategy based on the state’s greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.

Region: 6

MPO: Non-MPO

Work Type: OP-CARBON

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$12,809,892.00		\$12,809,892.00
Fund 1					Y608 \$4,926,642.70		
Match					\$563,876.30		
Fund 2					Y607 \$3,973,714.59		
Match					\$454,809.41		
Fund 3					Y606 \$2,593,958.81		
Match					\$296,890.19		

Footnote:

Name: ODOT Carbon Reduction Program FFY22-24

Key: 23088

Description

Develop a carbon reduction strategy based on the state’s greenhouse gas reduction goals. Projects will be selected at a later date based on the program direction.

Region: 6

MPO: Non-MPO

Work Type: OP-CARBON

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$14,232,541.50		\$14,232,541.50
Fund 1					Y600 \$12,770,859.49		
Match					\$1,461,682.01		

Footnote:

Name: ADA Program Management 2024-2027

Key: 23089

Description

Outsourcing of ADA program management during the 2024-2027 STIP cycle.

Region: 6

MPO: Non-MPO

Work Type: ADA

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$30,000,000.00	\$30,000,000.00
Fund 1						ACP0 \$30,000,000.00	
Match							

Footnote:

Name: Maintenance & Operations 2024-2027

Key: 23097

DescriptionFunding for maintenance and operations during the 2024-2027 STIP cycle. Projects to be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$20,000,000.00		\$20,000,000.00
Fund 1					Y240 \$17,946,000.00		
Match					\$2,054,000.00		

Footnote:

Name: Carbon Reduction Program Small Urban and Rural 25-27

Key: 23098

DescriptionDevelop a carbon reduction strategy that supports reduction in transportation emissions and identify projects appropriate to state population density and context.

MPO: Non-MPO

Applicant: ODOT

Work Type: OP-CARBON

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$14,021,282.00		\$14,021,282.00
Fund 1					Y608 \$5,392,539.70		
Match					\$617,200.30		
Fund 2					Y607 \$4,349,495.75		
Match					\$497,819.25		
Fund 3					Y606 \$2,839,260.89		
Match					\$324,966.11		

Footnote:

Name: Carbon Reduction Program State 25-27

Key: 23099

DescriptionDevelop a carbon reduction strategy that supports reduction in transportation emissions and identify statewide projects.

MPO: Non-MPO

Applicant: ODOT

Work Type: OP-CARBON

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$15,578,467.00		\$15,578,467.00
Fund 1					Y600 \$13,978,558.44		
Match					\$1,599,908.56		

Footnote:

Name: Safety Quick Fix Program FFY25

Key: 23102

Description Quick Fix Safety Program funding for federal fiscal year 2025. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$650,000.00		\$650,000.00
Fund 1					S010 \$650,000.00		
Match							

Footnote:

Name: Safety Quick Fix Program FFY26

Key: 23103

Description Quick Fix Safety Program funding for federal fiscal year 2026. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$650,000.00		\$650,000.00
Fund 1					S010 \$650,000.00		
Match							

Footnote:

Name: Safety Quick Fix Program FFY27

Key: 23104

Description Quick Fix Safety Program funding for federal fiscal year 2027. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$650,000.00		\$650,000.00
Fund 1					S010 \$650,000.00		
Match							

Footnote:



Name: <b>Transportation Options Provider Grants FY25-26</b>						Key: <b>23147</b>	
Description <b>Funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025 and 2026.</b>						Region: <b>6</b>	
MPO: <b>Non-MPO</b>			Work Type: <b>Transportation Demand Management</b>				
Applicant: <b>ODOT</b>			Status: <b>NON-CONSTRUCTION PROJECT</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,507,522.57	\$2,507,522.57
Fund 1						Y240 \$2,250,000.00	
Match						\$257,522.57	
Footnote:							

Name: Match for Competitive Grants 2024-2027						Key: 23148	
Description Funding for competitive grant match during the 2024-2027 STIP cycle.						Region: 6	
MPO: Non-MPO			Work Type: Operations, Bridge, Pavement Preservation				
Applicant: ODOT			Status: NON-CONSTRUCTION PROJECT				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$20,000,000.00		\$20,000,000.00
Fund 1					Y240 \$17,946,000.00		
Match					\$2,054,000.00		
Footnote:							

Name: <b>Transportation Options Staff Time FY24</b>						Key: <b>23149</b>	
Description <b>Funding for staff time to support transportation options program during federal fiscal year 2024.</b>						Region: <b>6</b>	
MPO: <b>Non-MPO</b>			Work Type: <b>Transportation Demand Management</b>				
Applicant: <b>ODOT</b>			Status: <b>NON-CONSTRUCTION PROJECT</b>				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$334,336.34	\$334,336.34
Fund 1						Y240 \$300,000.00	
Match						\$34,336.34	
Footnote:							

Name: Statewide PROTECT program reserve 2024-2027

Key: 23157

DescriptionFunding for the PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) program for the 2024-2027 STIP cycle. Projects will be selected based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge, Culvert, Slides and Rockfalls

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$63,810,184.00		\$63,810,184.00
Fund 1					Y800 \$57,256,878.00		
Match					\$1,027,000.00		
Fund 2					S070 \$5,526,306.00		
Match							

Footnote:

Name: Workforce Development SFY26-27

Key: 23164

DescriptionFunding for the workforce development program for state fiscal years 2026-2027.

MPO: Non-MPO

Applicant: ODOT

Work Type: Special Programs

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,600,000.00	\$3,600,000.00
Fund 1						Y240 \$3,000,000.00	
Match							
Fund 2						S010 \$600,000.00	
Match							

Footnote:

Name: Small Business Support Services

Key: 23166

DescriptionFunding for small business support services during the 2024-2027 STIP cycle.

MPO: Non-MPO

Applicant: ODOT

Work Type: Special Programs

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,000,000.00	\$3,000,000.00
Fund 1						Y240 \$3,000,000.00	
Match							

Footnote:

Name: DBE/supportive services FFY2025

Key: 23167

DescriptionFederal fiscal year 2025 funding for the Disadvantaged Business Enterprise (DBE) support services program. The program promotes increased participation in federally funded contracts for small, socially and economically disadvantaged businesses.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$140,000.00	\$140,000.00
Fund 1						Z480 \$140,000.00	
Match							

Footnote:

Name: DBE/supportive services FFY2026

Key: 23168

DescriptionFederal fiscal year 2026 funding for the Disadvantaged Business Enterprise (DBE) support services program. The program promotes increased participation in federally funded contracts for small, socially and economically disadvantaged businesses.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$140,000.00	\$140,000.00
Fund 1						Z480 \$140,000.00	
Match							

Footnote:

Name: DBE/supportive services FFY2027

Key: 23169

DescriptionFederal fiscal year 2027 funding for the Disadvantaged Business Enterprise (DBE) support services program. The program promotes increased participation in federally funded contracts for small, socially and economically disadvantaged businesses.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$140,000.00	\$140,000.00
Fund 1						Z480 \$140,000.00	
Match							

Footnote:

Name: NSTI/OJT youth program FFY25

Key: 23170

DescriptionNational summer transportation institute and on the job training program focused on career awareness initiatives designed to introduce secondary school students to all modes of transportation-related careers, provide academic enhancement activities & encourage students to pursue transportation courses of study.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$185,000.00	\$185,000.00
Fund 1						Z49B \$185,000.00	
Match							

Footnote:

Name: NSTI/OJT youth program FFY26

Key: 23171

DescriptionNational summer transportation institute and on the job training program focused on career awareness initiatives designed to introduce secondary school students to all modes of transportation-related careers, provide academic enhancement activities & encourage students to pursue transportation courses of study.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$185,000.00	\$185,000.00
Fund 1						Z49B \$185,000.00	
Match							

Footnote:

Name: NSTI/OJT youth program FFY27

Key: 23173

DescriptionNational summer transportation institute and on the job training program focused on career awareness initiatives designed to introduce secondary school students to all modes of transportation-related careers, provide academic enhancement activities & encourage students to pursue transportation courses of study.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$185,000.00	\$185,000.00
Fund 1						Z49B \$185,000.00	
Match							

Footnote:

Name: Statewide fish passage program construction reserve FFY25

Key: 23222

Description Funding for federal fiscal year 2025 construction phases of fish passage projects.

Region: 6

MPO: Non-MPO

Work Type: Fish Passage

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$11,500,000.00			\$11,500,000.00
Fund 1					Y001	\$10,318,950.00		
Match								
Fund 2					S070	\$1,181,050.00		
Match								

Footnote:

Name: Statewide fish passage program reserve 2024-2027

Key: 23227

Description Funding for the statewide fish passage program for the 2024-2027 STIP cycle. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Fish Passage

Applicant: ODOT

Status: BUCKET OF FUNDS

Footnote:

Name: Major bridge maintenance, federal fiscal year 2025					Key: 23275		
Description Major bridge maintenance funding for federal fiscal year 2025. Projects will be selected based on program requirements.					Region: 6		
MPO: Non-MPO			Work Type: Major bridge maintenance				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
		Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE	
Current Project Estimate							

Footnote:

Name: Major bridge maintenance, federal fiscal year 2026

Key: 23276

DescriptionMajor bridge maintenance funding for federal fiscal year 2026. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Major bridge maintenance

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$12,000,000.00		\$12,000,000.00
Fund 1					S070 \$12,000,000.00		
Match							

Footnote:

Name: Major bridge maintenance, federal fiscal year 2027

Key: 23277

DescriptionMajor bridge maintenance funding for federal fiscal year 2027. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Major bridge maintenance

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Footnote:

Name: National Bridge Inspection Standards implementation					Key: 23278		
Description Implement new National Bridge Inspection Standards (NBIS) per FHWA guidelines. This system will contain data on the condition and operation of bridges to help make informed decisions as part of an asset management program.					Region: 6		
MPO: Non-MPO			Work Type: Bridge				
Applicant: ODOT			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
			Various	VARIOUS HIGHWAYS	STATEWIDE	STATEWIDE	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$13,164,630.00						\$13,164,630.00
Fund 1	Y240 \$11,812,622.50						
Match	\$1,352,007.50						

Footnote:

Name: National Bridge Inspection Standards implementation

Key: 23278

DescriptionImplement new National Bridge Inspection Standards (NBIS) per FHWA guidelines. This system will contain data on the condition and operation of bridges to help make informed decisions as part of an asset management program.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Footnote:

Footnote:



Name: Bridge rail program, federal fiscal year 2025

Key: 23280

Description Funding to address substandard bridge rails. Projects to be determined based on program requirements and needs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge rail retrofit

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE		STATEWIDE
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$1,500,000.00			\$1,500,000.00
Fund 1					Y001	\$1,345,950.00		
Match								
Fund 2					S070	\$154,050.00		
Match								

Footnote:

Name: Bridge rail program, federal fiscal year 2026

Key: 23281

Description Funding to address substandard bridge rails. Projects to be determined based on program requirements and needs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge rail retrofit

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE		STATEWIDE
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2026			
Total					\$1,500,000.00			\$1,500,000.00
Fund 1					Y001	\$1,345,950.00		
Match								
Fund 2					S070	\$154,050.00		
Match								

Footnote:

Name: Bridge rail program, federal fiscal year 2027

Key: 23282

Description Funding to address substandard bridge rails. Projects to be determined based on program requirements and needs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge rail retrofit

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$1,500,000.00			\$1,500,000.00
Fund 1					Y001	\$1,345,950.00		
Match								
Fund 2					S070	\$154,050.00		
Match								

Footnote:

Name: Timber bridge program

Key: 23283

DescriptionCoordinate with environmental agencies to get approval of using standard bridge designs to streamline the permit process, this also includes developing the standard designs.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$300,000.00						\$300,000.00
Fund 1	Y240	\$269,190.00					
Match							
Fund 2	S070	\$30,810.00					
Match							

Footnote:

Name: State bridge program - advanced investigations 2025

Key: 23284

DescriptionFunding for collecting detailed data and conducting investigations, studies testing, and detailed work analysis above and beyond the Oregon Department of Transportation's standard processes, to be conducted in the early stages of project development.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,000,000.00						\$1,000,000.00
Fund 1	Y240	\$897,300.00					
Match							
Fund 2	S070	\$102,700.00					
Match							

Footnote:

Name: State bridge program - advanced investigations 2026

Key: 23286

DescriptionFunding for collecting detailed data and conducting investigations, studies testing, and detailed work analysis above and beyond the Oregon Department of Transportation's standard processes, to be conducted in the early stages of project development.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$1,000,000.00						\$1,000,000.00
Fund 1	Y240	\$897,300.00					
Match							
Fund 2	S070	\$102,700.00					
Match							

Footnote:

Name: Statewide Bridge program construction reserve FFY25

Key: 23288

Description Statewide Bridge program reserve for future construction activities.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$209,802,221.46			\$209,802,221.46
Fund 1					Y240	\$143,390,533.3		
Match								
Fund 2					S070	\$66,411,688.14		
Match								

Footnote:

Name: Statewide Bridge program construction reserve FFY26

Key: 23289

Description Statewide Bridge program reserve for future construction activities.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2026			
Total					\$13,546,640.00			\$13,546,640.00
Fund 1					Y240	\$12,155,400.07		
Match								
Fund 2					S070	\$1,391,239.93		
Match								

Footnote:

Name: Statewide Bridge program construction reserve FFY27

Key: 23290

Description Statewide bridge program reserve for future construction activities.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$238,807,614.89			\$238,807,614.89
Fund 1					Y240	\$121,092,571.6		
Match								
Fund 2					S070	\$117,715,043.2		
Match								

Footnote:

Name:

Oregon Community Paths Solicitation FFY24 (SRTS Transfer)

Key:

23298

Description

Safe routes to school funding for the Oregon community paths 2024 solicitation cycle. Projects will be selected by the OTC in summer 2025.

Region:

6

MPO:

Non-MPO

Work Type:

Safety

Applicant:

ODOT

Status:

BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$3,343,363.42			\$3,343,363.42
Fund 1					Y240	\$3,000,000.00		
Match								
Fund 2					S080	\$343,363.42		
Match								

Footnote:

Name:

SRTS Project Identification Program 2025-2026

Key:

23299

Description

Assist representatives from schools, districts and local road authorities in identifying street safety needs near schools during the calendar year 2025-2026 Safe Routes to School grant cycle.

Region:

6

MPO:

Non-MPO

Work Type:

Safety

Applicant:

ODOT

Status:

PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$835,840.86						\$835,840.86
Fund 1	Y240	\$750,000.00					
Match							
Fund 2	S080	\$85,840.86					
Match							

Footnote:

Name:

SRTS Project Identification Program 2027-2028

Key:

23300

Description

Assist representatives from schools, districts and local road authorities in identifying street safety needs near schools during the calendar year 2027-2028 Safe Routes to School grant cycle.

Region:

6

MPO:

Non-MPO

Work Type:

Safety

Applicant:

ODOT

Status:

PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$835,840.86						\$835,840.86
Fund 1	Y240	\$750,000.00					
Match							
Fund 2	S080	\$85,840.86					
Match							

Footnote:

Name: Safe Routes to School non-infrastructure FFY25-26

Key: 23306

DescriptionSafe Routes to School non-infrastructure funding for federal fiscal years 2025 and 2026. Projects will be selected based on requirements of funds.

MPO: Non-MPO

Applicant: LOCAL

Work Type: Safety

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$1,671,681.71	\$1,671,681.71
Fund 1						Y240 \$1,500,000.00	
Match							
Fund 2						S080 \$171,681.71	
Match							

Footnote:

Name: Safe Routes to School non-infrastructure FFY27-28

Key: 23307

DescriptionSafe Routes to School non-infrastructure funding for federal fiscal years 2027 and 2028. Projects will be selected based on requirements of funds.

MPO: Non-MPO

Applicant: LOCAL

Work Type: Safety

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,671,681.71	\$1,671,681.71
Fund 1						Y240 \$1,500,000.00	
Match							
Fund 2						S080 \$171,681.71	
Match							

Footnote:

Name: Safe Routes to School Quick Build Signs and Lines FFY24

Key: 23308

DescriptionPlanning activities and equipment purchases to support quick build pedestrian and bicycle safety projects near schools in federal fiscal year 2024.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PLANNING ACTIVITY

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
	Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						2024	
Total	\$623,161.15						\$623,161.15	\$1,246,322.30
Fund 1	Y240	\$559,162.50					Y240 \$559,162.50	
Match								
Fund 2	S080	\$63,998.65					S080 \$63,998.65	
Match								

Footnote:

Name: Safe Routes to School Traffic Garden Planning and Research

Key: 23309

Description

Planning and research on utilizing traffic gardens, which provide education for children on road skills related to walking and biking safely on streets.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$222,890.89						\$222,890.89
Fund 1	Y240	\$200,000.00					
Match							
Fund 2	S080	\$22,890.89					
Match							

Footnote:

Name: Great Streets Program FFY25

Key: 23310

Description

Funding for the Great Streets program in federal fiscal year 2025. Projects will be selected at a later date, based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$11,666,666.66		\$11,666,666.66
Fund 1					Y240 \$10,468,499.99		
Match					\$1,198,166.67		

Footnote:

Name: Great Streets Funding FFY26

Key: 23311

Description

Funding for the Great Streets program in federal fiscal year 2026. Projects will be selected at a later date, based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$11,666,666.67		\$11,666,666.67
Fund 1					Y240 \$10,468,500.00		
Match					\$1,198,166.67		

Footnote:



Name: Statewide interstate maintenance construction reserve FFY24

Key: 23313

Description Funding for federal fiscal year 2024 construction phases of interstate maintenance projects.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2024			
Total					\$31,309,207.46			\$31,309,207.46
Fund 1					Y001	\$26,945,758.37		
Match								
Fund 2					S070	\$4,363,449.09		
Match								

Footnote:

Name: Statewide interstate maintenance construction reserve FFY25

Key: 23314

Description Funding for federal fiscal year 2025 construction phases of interstate maintenance projects.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$31,309,207.46			\$31,309,207.46
Fund 1					Y001	\$26,945,758.37		
Match								
Fund 2					S070	\$4,363,449.09		
Match								

Footnote:

Name: Statewide interstate maintenance construction reserve FFY26

Key: 23315

Description Funding for federal fiscal year 2026 construction phases of interstate maintenance projects.

Region: 6

MPO: Non-MPO

Work Type: Pavement Preservation

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$31,309,207.45		\$31,309,207.45
Fund 1					Y001 \$26,945,758.37		
Match							
Fund 2					S070 \$4,363,449.08		
Match							

Footnote:

Name: Statewide rail crossing program construction reserve FFY26

Key: 23316

Description Funding for federal fiscal year 2026 construction phases of rail crossing projects.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$4,493,000.00		\$4,493,000.00
Fund 1					YS40 \$4,493,000.00		
Match							

Footnote:

Name: Statewide rail crossing program construction reserve FFY27

Key: 23317

Description Funding for federal fiscal year 2027 construction phases of rail crossing projects.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$7,116,000.00		\$7,116,000.00
Fund 1					YS40 \$7,116,000.00		
Match							

Footnote:

Name: Rail-highway crossing funds FFY25-27 - GCPA

Key: 23318

Description Grade Crossing Protection Account (GCPA) funding for railroad-highway crossing safety improvements. Projects to be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: RAIL DIVISION

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$600,000.00		\$600,000.00
Fund 1					S010 \$600,000.00		
Match							

Footnote:

Name: Great Streets Program FFY27

Key: 23319

DescriptionFunding for the Great Streets program in federal fiscal year 2027. Projects will be selected at a later date, based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$11,666,666.67		\$11,666,666.67
Fund 1					Y240 \$10,468,500.00		
Match					\$1,198,166.67		

Footnote:

Name: Major culvert maintenance program FFY25

Key: 23321

DescriptionFunding for the statewide major culvert maintenance program for federal fiscal year 2025. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Major culvert maintenance

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					S070 \$3,000,000.00		
Match							

Footnote:

Name: Major culvert maintenance program FFY26

Key: 23322

DescriptionFunding for the statewide major culvert maintenance program for federal fiscal year 2026. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Major culvert maintenance

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					S070 \$3,000,000.00		
Match							

Footnote:

Name: Major culvert maintenance program FFY27

Key: 23323

Description Funding for the statewide major culvert maintenance program for federal fiscal year 2027. Projects will be determined based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Major culvert maintenance

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$3,000,000.00		\$3,000,000.00
Fund 1					S070 \$3,000,000.00		
Match							

Footnote:

Name: Immediate opportunity funds FFY25

Key: 23333

Description Immediate opportunity funds (IOF) program funding for federal fiscal year 2025. Projects to be selected by the ODOT director.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$3,500,000.00		\$3,500,000.00
Fund 1					S600 \$3,500,000.00		
Match							

Footnote:

Name: Immediate opportunity funds FFY26

Key: 23334

Description Immediate opportunity funds (IOF) program funding for federal fiscal year 2026. Projects to be selected by the ODOT director.

MPO: Non-MPO

Applicant: ODOT

Work Type: Modernization

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$3,500,000.00		\$3,500,000.00
Fund 1					S600 \$3,500,000.00		
Match							

Footnote:

Name: Immediate opportunity funds FFY27

Key: 23335

Description Immediate opportunity funds (IOF) program funding for federal fiscal year 2027. Projects to be selected by the ODOT director.

Region: 6

MPO: Non-MPO

Work Type: Modernization

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$3,500,000.00		\$3,500,000.00
Fund 1					\$600	\$3,500,000.00	
Match							

Footnote:

Name: Off-system Bike Ped FFY25

Key: 23339

Description Funds bicycle and pedestrian projects outside of the state system/right of way. Projects to be selected based on program eligibility.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$18,281,937.44		\$18,281,937.44
Fund 1					Y300 \$16,404,382.47		
Match					\$1,877,554.97		

Footnote:

Name: Off-system Bike Ped FFY26

Key: 23340

Description Funds bicycle and pedestrian projects outside of the state system/right of way. Projects to be selected based on program eligibility.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$18,281,937.45		\$18,281,937.45
Fund 1					Y300 \$16,404,382.47		
Match					\$1,877,554.98		

Footnote:

Name: Off-system Bike Ped FFY27

Key: 23341

Description Funds bicycle and pedestrian projects outside of the state system/right of way. Projects to be selected based on program eligibility.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$18,281,937.45		\$18,281,937.45
Fund 1					Y300 \$16,404,382.47		
Match					\$1,877,554.98		

Footnote:

Name: Rec trail projects (OR Parks & Rec Dept) FFY25

Key: 23342

Description Funding for the OR Parks and Recreation department (OPRD) recreational trail program during federal fiscal year 2025. Projects to be selected at a later date by the Parks Commission.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: OREGON PARKS & REC DEPARTMENT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$1,485,939.30		\$1,485,939.30
Fund 1					Y940 \$1,188,751.44		
Match					\$297,187.86		

Footnote:

Name: Rec trail projects (OR Parks & Rec Dept) FFY26

Key: 23343

Description Funding for the OR Parks and Recreation department (OPRD) recreational trail program during federal fiscal year 2026. Projects to be selected at a later date by the Parks Commission.

Region: 6

MPO: Non-MPO

Work Type: Special Programs

Applicant: OREGON PARKS & REC DEPARTMENT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$1,485,939.30		\$1,485,939.30
Fund 1					Y940 \$1,188,751.44		
Match					\$297,187.86		

Footnote:



Name: Rec trail projects (OR Parks & Rec Dept) FFY27

Key: 23344

DescriptionFunding for the OR Parks and Recreation department (OPRD) recreational trail program during federal fiscal year 2027. Projects to be selected at a later date by the Parks Commission.

MPO: Non-MPO

Applicant: OREGON PARKS & REC DEPARTMENT

Work Type: Special Programs

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$1,485,939.30		\$1,485,939.30
Fund 1					Y940 \$1,188,751.44		
Match					\$297,187.86		

Footnote:

Name: Statewide Bike/Ped (SWIP) Program FFY25-27

Key: 23345

DescriptionFunding for the Bicycle/Pedestrian sidewalk improvement (SWIP) program for federal fiscal year 2025-2027. Projects to be determined based on program eligibility.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bicycle/Pedestrian

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$15,771,369.66		\$15,771,369.66
Fund 1					S080 \$15,771,369.66		
Match							

Footnote:

Name: STBG allocation to cities and counties FFY25

Key: 23352

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to cities and counties, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$35,270,611.51		\$35,270,611.51
Fund 1					Y240 \$31,648,319.70		
Match					\$3,622,291.81		

Footnote:

Name: STBG allocation to cities and counties FFY26

Key: 23353

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to cities and counties, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$35,270,611.51		\$35,270,611.51
Fund 1					Y240 \$31,648,319.71		
Match					\$3,622,291.80		

Footnote:

Name: STBG allocation to cities and counties FFY27

Key: 23354

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to cities and counties, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$35,270,611.51		\$35,270,611.51
Fund 1					Y240 \$31,648,319.71		
Match					\$3,622,291.80		

Footnote:

Name: STBG allocation to small MPOs FFY25

Key: 23355

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to small MPOs, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$6,686,726.84		\$6,686,726.84
Fund 1					Y240 \$6,000,000.00		
Match					\$686,726.84		

Footnote:

Name: STBG allocation to small MPOs FFY26

Key: 23356

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to small MPOs, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2026		
Total					\$6,686,726.85		\$6,686,726.85
Fund 1					Y240 \$6,000,000.00		
Match					\$686,726.85		

Footnote:

Name: STBG allocation to small MPOs FFY27

Key: 23357

DescriptionSurface Transportation Block Grant program (STBG) funding to be dispersed to small MPOs, per AOC & LOC agreement. Projects to be determined by the local agencies.

MPO: Non-MPO

Applicant: ODOT

Work Type: Pavement Preservation

Status: BUCKET OF FUNDS

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$6,686,726.85		\$6,686,726.85
Fund 1					Y240 \$6,000,000.00		
Match					\$686,726.85		

Footnote:

Name: Safe Routes to School infrastructure 2025-2026

Key: 23358

DescriptionSafe Routes to School infrastructure funding for the 2025-2026 calendar year grant cycle. Projects will be selected based on requirements of funds.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
						STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$30,000,000.00			\$30,000,000.00
Fund 1					S070	\$30,000,000.00		
Match								

Footnote:

Name: Safe Routes to School infrastructure 2027

Key: 23359

Description Safe Routes to School infrastructure funding for the 2027 calendar year grant cycle. Projects will be selected based on requirements of funds.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$15,000,000.00		\$15,000,000.00
Fund 1					S070 \$15,000,000.00		
Match							

Footnote:

Name: Statewide culvert program construction reserve FFY24

Key: 23360

Description Funding for federal fiscal year 2024 construction phases of culvert projects.

Region: 6

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$961,137.00		\$961,137.00
Fund 1					Y001 \$862,428.23		
Match							
Fund 2					S070 \$98,708.77		
Match							

Footnote:

Name: Statewide culvert program construction reserve FFY25

Key: 23361

Description Funding for federal fiscal year 2025 construction phases of culvert projects.

Region: 6

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
			Various	VARIOUS HIGHWAYS		STATEWIDE		STATEWIDE
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2025			
Total					\$7,605,000.00			\$7,605,000.00
Fund 1					Y001	\$6,823,966.50		
Match								
Fund 2					S070	\$781,033.50		
Match								

Footnote:

Name: Transportation Options Sponsorships FFY24

Key: 23362

DescriptionSponsorships for transportation safety and non-single occupancy vehicle encouragement, including community events, bike and pedestrian way finding signage, and bike equipment consistent with Surface Transportation Block Grant Program (STBG) allowable expenses.

MPO: Non-MPO

Applicant: LOCAL

Work Type: Transportation Demand Management

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$100,300.90	\$100,300.90
Fund 1						Y240	\$90,000.00
Match							\$10,300.90

Footnote:

Name: Statewide culvert program construction reserve FFY26

Key: 23363

DescriptionFunding for federal fiscal year 2026 construction phases of culvert projects.

MPO: Non-MPO

Applicant: ODOT

Work Type: Culvert

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 6

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2026			
Total					\$450,000.00			\$450,000.00
Fund 1					Y001	\$403,785.00		
Match								
Fund 2					S070	\$46,215.00		
Match								

Footnote:

Name: Transportation Options Safety Education and Outreach FFY24

Key: 23364

DescriptionFunding for the purchase of safety items for education and outreach along with the Transportation Safety Division during federal fiscal year 2024.

MPO: Non-MPO

Applicant: ODOT

Work Type: Transportation Demand Management

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway		ACT	County(s)
						STATEWIDE	STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$83,584.09	\$83,584.09
Fund 1						Y240	\$75,000.00
Match						\$8,584.09	

Footnote:

Name: Statewide culvert program construction reserve FFY27

Key: 23365

Description Funding for federal fiscal year 2027 construction phases of culvert projects.

Region: 6

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway		ACT	County(s)	
			Various	VARIOUS HIGHWAYS		STATEWIDE	STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$3,731,000.00			\$3,731,000.00
Fund 1					Y001	\$3,347,826.30		
Match								
Fund 2					S070	\$383,173.70		
Match								

Footnote:

Name: Statewide culvert program reserve 2024-2027

Key: 23366

Description Funding for the statewide culvert program for the 2024-2027 STIP cycle. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Culvert

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2024			
Total					\$6,902,467.25			\$6,902,467.25
Fund 1					Y001	\$5,349,675.00		
Match								
Fund 2					S070	\$1,552,792.25		
Match								

Footnote:

Name: Carpool Matching Software System

Key: 23367

Description Funding the purchase of a carpool matching software system that will provide rideshare opportunities to reduce traffic congestion.

Region: 6

MPO: Non-MPO

Work Type: Transportation Demand Management

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$234,035.44	\$234,035.44
Fund 1						Y240 \$210,000.00	
Match						\$24,035.44	

Footnote:



Name: Transportation Options Consultant Services FY25, 26 and 27

Key: 23368

Description

Transportation options strategies, programs, and investments to enhance traveler opportunities and choices to carpool, vanpool, take transit, bike, walk or telecommute to reduce congestion.

Region: 6

MPO: Non-MPO

Work Type: Transportation Demand Management

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,869,720.27	\$2,869,720.27
Fund 1						Y240 \$2,575,000.00	
Match						\$294,720.27	

Footnote:

Name: Statewide guardrail program reserve 2024-2027

Key: 23369

Description

Funding for the statewide guardrail program for the 2024-2027 STIP cycle. Projects will be selected based on program requirements.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$6,650,894.00		\$6,650,894.00
Fund 1					YS30 \$6,650,894.00		
Match							

Footnote:

Name: Roadway Departure Enforcement FFY25

Key: 23371

Description

Lane/road departure enforcement in designated corridors during federal fiscal year 2025.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$218,000.00	\$218,000.00
Fund 1						Y240 \$195,611.40	
Match						\$22,388.60	

Footnote:

Name: Local agency bridge inspection/load rating FFY26

Key: 23372

DescriptionLocal agency bridge inspection & load rating funding for federal fiscal year 2026. Individual projects to be determined based on program requirements and needs.

MPO: Non-MPO

Applicant: ODOT

Work Type: Bridge

Status: PLANNING ACTIVITY

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$7,285,092.00						\$7,285,092.00
Fund 1	Y240	\$6,536,913.05					
Match	\$748,178.95						

Footnote:

Name: Roadway Departure Enforcement FFY26

Key: 23373

DescriptionLane/road departure enforcement in designated corridors during federal fiscal year 2026.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$218,000.00	\$218,000.00
Fund 1						Y240 \$195,611.40	
Match						\$22,388.60	

Footnote:

Name: Roadway Departure Enforcement FFY27

Key: 23374

DescriptionLane/road departure enforcement in designated corridors during federal fiscal year 2027.

MPO: Non-MPO

Applicant: ODOT

Work Type: Safety

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$218,000.00	\$218,000.00
Fund 1						Y240 \$195,611.40	
Match						\$22,388.60	

Footnote:

Name: Engineering Safety Short Courses & Distance Learning FFY25

Key: 23375

DescriptionDevelopment, presentation and administration of engineering safety short courses and web based materials to supplement traffic engineering and safety.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: OREGON STATE UNIVERSITY

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$250,000.00	\$250,000.00
Fund 1						YS30 \$250,000.00	
Match							

Footnote:

Name: Local agency bridge inspection/load rating FFY27

Key: 23376

DescriptionLocal agency bridge inspection & load rating funding for federal fiscal year 2027. Individual projects to be determined based on program requirements and needs.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$7,443,893.00						\$7,443,893.00
Fund 1	Y240	\$6,679,405.19					
Match	\$764,487.81						

Footnote:

Name: Engineering Safety Short Courses & Distance Learning FFY26

Key: 23377

DescriptionDevelopment, presentation and administration of engineering safety short courses and web based materials to supplement traffic engineering and safety.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: OREGON STATE UNIVERSITY

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$250,000.00	\$250,000.00
Fund 1						YS30 \$250,000.00	
Match							

Footnote:

Name: Engineering Safety Short Courses & Distance Learning FFY27

Key: 23378

DescriptionDevelopment, presentation and administration of engineering safety short courses and web based materials to supplement traffic engineering and safety.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: OREGON STATE UNIVERSITY

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$250,000.00	\$250,000.00
Fund 1						YS30 \$250,000.00	
Match							

Footnote:

Name: Safety Features for Local Roads & Streets FFY25

Key: 23379

DescriptionProvide transportation safety technical & educational services to local officials. These workshops or training sessions will address the needs of local agencies and concerned citizens by educating local personnel who are making roadway safety decisions in Oregon.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: LOCAL

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$150,000.00	\$150,000.00
Fund 1						YS30 \$150,000.00	
Match							

Footnote:

Name: Safety Features for Local Roads & Streets FFY26

Key: 23380

DescriptionProvide transportation safety technical & educational services to local officials. These workshops or training sessions will address the needs of local agencies and concerned citizens by educating local personnel who are making roadway safety decisions in Oregon.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: LOCAL

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$150,000.00	\$150,000.00
Fund 1						YS30 \$150,000.00	
Match							

Footnote:

Name: Safety Features for Local Roads & Streets FFY27

Key: 23381

DescriptionProvide transportation safety technical & educational services to local officials. These workshops or training sessions will address the needs of local agencies and concerned citizens by educating local personnel who are making roadway safety decisions in Oregon.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: LOCAL

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$150,000.00	\$150,000.00
Fund 1						YS30 \$150,000.00	
Match							

Footnote:

Name: Work Zone Education FFY25-26

Key: 23382

DescriptionStatewide services for the work zone education program, including work zone safety advertising, print materials, and equipment purchases.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$500,000.00	\$500,000.00
Fund 1						Y240 \$448,650.00	
Match						\$51,350.00	

Footnote:

Name: Work Zone Education FFY27

Key: 23383

DescriptionStatewide services for the work zone education program, including work zone safety advertising, print materials, and equipment purchases.

Region: 6

MPO: Non-MPO

Work Type: Safety

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$250,000.00	\$250,000.00
Fund 1						Y240 \$224,325.00	
Match						\$25,675.00	

Footnote:

Name: State bridge inspection & load rating FFY26

Key: 23384

Description  
Bridge inspection, inventory and data analysis of bridges on the state system. This funding is for federal fiscal year 2026.  
MPO: Non-MPO  
Applicant: ODOT

Region: 6  
Work Type: Bridge  
Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$8,646,810.00						\$8,646,810.00
Fund 1	Y240	\$7,758,782.61					
Match	\$888,027.39						

Footnote:

Name: State bridge inspection & load rating FFY27

Key: 23386

Description  
Bridge inspection, inventory and data analysis of bridges on the state system. This funding is for federal fiscal year 2027.  
MPO: Non-MPO  
Applicant: ODOT

Region: 6  
Work Type: Bridge  
Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$8,949,449.00						\$8,949,449.00
Fund 1	Y240	\$8,030,340.59					
Match	\$919,108.41						

Footnote:

Name: Other public agency bridge inspection FFY26

Key: 23387

Description  
Funding for other public agencies (non-federal and non-local) bridge inspections for state fiscal year 2026. Individual projects to be determined based on program requirements and needs.  
MPO: Non-MPO  
Applicant: ODOT

Region: 6  
Work Type: Bridge  
Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$647,284.00						\$647,284.00
Fund 1	Y240	\$580,807.93					
Match	\$66,476.07						

Footnote:



Name: Other public agency bridge inspection FFY27

Key: 23389

Description

Funding for other public agencies (non-federal and non-local) bridge inspections for state fiscal year 2027. Individual projects to be determined based on program requirements and needs.

Region: 6

MPO: Non-MPO

Work Type: Bridge

Applicant: ODOT

Status: PLANNING ACTIVITY

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
			Various	VARIOUS HIGHWAYS	STATEWIDE		STATEWIDE
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$669,939.00						\$669,939.00
Fund 1	Y240	\$601,136.26					
Match	\$68,802.74						

Footnote:

Name: Bike/Ped ADA Construction Reserve 2027

Key: 23390

Description

Funding for ADA curb ramp construction projects to comply with federal ADA requirements.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$7,500,000.00			\$7,500,000.00
Fund 1					Y240	\$6,729,750.00		
Match								
Fund 2					S080	\$770,250.00		
Match								

Footnote:

Name: Bike/Ped Construction Reserve FFY27

Key: 23391

Description

Funding for Construction phases on bicycle and pedestrian projects in federal fiscal year 2027.

Region: 6

MPO: Non-MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-								
Mileposts		Length	Route	Highway	ACT		County(s)	
					STATEWIDE		STATEWIDE	
Current Project Estimate								
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction		Other	Project Total
Year					2027			
Total					\$10,588,258.80			\$10,588,258.80
Fund 1					Y240	\$9,500,844.62		
Match								
Fund 2					S080	\$1,087,414.18		
Match								

Footnote:

Name: Congestion Mitigation and Air Quality program FFY24-27

Key: 23392

Description Funding for Congestion Mitigation and Air Quality (CMAQ) projects for small jurisdictions and MPOs. Projects to be determined at a later date, based on program requirements.

MPO: Non-MPO

Applicant: ODOT

Work Type: Operations

Status: BUCKET OF FUNDS

Region: 6

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
		Various	VARIOUS HIGHWAYS	STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$78,097,561.00	\$78,097,561.00
Fund 1						Y400 \$70,076,941.49	
Match						\$8,020,619.51	

Footnote:

Name: Safe Routes to School non-infrastructure FFY27

Key: 22857

Description Safe Routes to School non-infrastructure funding for federal fiscal year 2027. Projects will be selected based on requirements of funds.

MPO: Non-MPO

Applicant: LOCAL

Work Type: Bicycle/Pedestrian

Status: NON-CONSTRUCTION PROJECT

Region: 6

Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					STATEWIDE		VARIOUS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$2,414,651.36	\$2,414,651.36
Fund 1						Y240 \$2,166,666.67	
Match						\$247,984.69	

Footnote:

## 2024-2027 Metropolitan Transportation Improvement Program, Appendix II

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-it SW Bridge SW SRTS Other	\$26,585,468.00	Increase the Construction phase, adding funds for ADA and preservation scope.
22784	2	OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)	79.8	83.05		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,797,604.00	Balance workload and spread out construction dates with other similar STIP projects.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,109,247.00	Balance workload and spread out construction dates with other similar STIP projects.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,095,571.00	Balance workload and spread out construction dates with other similar STIP projects.
22793	2	OR99E: Jct Hwy 051 - Dimmick Lane	27.07	30.65		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$913,121.00	Pavement conditions deteriorating; cost savings by completing sooner
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		RW	Preservation	Fix-It Region 2 HB2017 Preservation	\$28,324.00	Balance workload and spread out construction dates with other similar STIP projects.
22787	2	OR6: MP 4.4-9.0	4.4	9		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$868,791.00	Balance workload and spread out construction dates with other similar STIP projects.
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		PE	Preservation	Fix-it SW IM HB2017 Preservation	\$2,212,360.00	Balance workload and spread out construction dates with other similar STIP projects.
21555	2	US101: Pacific Way (Gearhart)	18.8	18.8		RW	Operations	Fix-It Region 2	\$192,603.00	Balance workload and spread out construction dates with other similar STIP projects.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE	Culvert	Fix-It Region 2	\$293,255.00	Balance workload.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations	Fix-It Region 2	\$678,049.00	Balance workload.
22797	2	OR47: MP 83.6 (Banks) Illumination Replacement	83.6	83.6		PE	Operations	Fix-It Region 2	\$374,107.00	Balance workload.
22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$743,039.00	Balance workload.
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$677,983.00	Balance workload.
22692	2	Polk County Striping & Marking Improvements (2027)	various	various		PE	Safety	ARTS Region 2	\$182,209.00	Balance workload.
22701	2	Division Ave at Lone Oak Ave (Eugene)				PE	Safety	ARTS Region 2	\$973,000.00	Balance workload.
22705	2	Yergen/McKay/Ehlen Rd: OR219 to Bents Rd NE (Marion County)				PE	Safety	ARTS Region 2	\$189,869.00	Balance workload.
22706	2	OR6 at Wilson River Loop (East at MP 2.07) (Tillamook)	2.07	2.07		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$727,550.00	Balance workload.
22708	2	OR99W at Bethel Rd (Polk County)	49.72	49.72		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$629,761.00	Balance workload.
22709	2	Northwest Oregon pedestrian crossing enhancements (2027)	various	various		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$364,477.00	Balance workload.
22723	2	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	various	various		PE	Safety	ARTS Region 2	\$545,290.00	Balance workload.
22724	2	OR99W: (3rd St) at Western Blvd (Corvallis)	83.93	83.93		PE	Safety	ARTS Region 2	\$662,017.00	Balance workload.
22726	2	NW Oregon lighting & enhanced intersection warning (2027)	various	various		PE	Safety	ARTS Region 2	\$480,382.00	Balance workload.
22775	2	Northwest Oregon Rumble Strips (2027)	various	various		PE	Safety	ARTS Region 2	\$930,000.00	Balance workload.
22902	2	US101 at Broadway Street Signal Upgrades (Seaside)	21.05	21.05		PE	Safety	SW Enhance	\$811,844.00	Conditions deteriorating rapidly, can no longer maintain system
22950	2	Graham Road Rail Crossing (Prescott)				PE	Safety	SW Rail Crossing	\$503,049.00	Balance workload.
20110	2	US101: Depoe Bay bridge	127.58	127.64	02459A	RW	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$224,423.53	Balance workload and spread out construction dates with other similar STIP projects.

2024-2027 Metropolitan Transportation Improvement Program, Appendix II

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23117	2	OR202: Nehalem River bridge (MP38.59)	38.59	38.59	03113A	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$1,754,838.00	Balance workload and spread out construction dates with other similar STIP projects.
23291	2	US30 at SE Maple St Rail Crossing (Scappoose)	20.67	20.67		PE	Safety	SW Rail Crossing	\$641,000.00	Balance workload.
22987	3	I-5: Stage Road Pass	80.33	79		PE	Modernization	SW Enhance	\$4,300,000.00	Begin early due to design and survey needs
23095	3	Highway Barrier Upgrades (Coos/Curry)	various	various		PE	Safety	1R	\$661,623.00	Safety project; high incident rates need mitigated
22947	3	OR62 at OR234 Roundabout	13.4	13.82		PE	Safety	ARTS Region 3 HB2017 Safety R3	\$1,076,518.00	Safety project; high incident rates need mitigated/project design will take longer due to stakeholder involvement
22914	3	Garden Valley Rd at Melrose Rd Roundabout				PE	Safety	ARTS Region 3 Local	\$1,891,578.00	Design will take longer due to stakeholder involvement.
22776	4	US97: Redmond-Bend Phase 2	125.2	130.2	21825	PE	Safety	ARTS Region 4 HB2017 Safety R4	\$1,986,700.00	This section of US97 continues to be an area that sees significant serious injury and fatal crashes, and is Region 4's top safety project in the 24-27 STIP. We will be advancing the PE phase to begin project development immediately so that we can hit a 2024 construction window for this much needed ARTS project.
22072	4	US20: at Locust Street (Sisters)	92.75	93.02		PE, RW	Operations	Enhance Region 4 Enhance Match SW Local	\$1,400,000.00	The City of Sisters and Deschutes County are contributing in excess of \$2 million to the project to help meet a 2024 construction season. The City of Sisters has already contributed \$250,000 to PE that was kicked off in 2021. We are advancing the remaining PE and RW amounts to hit a construction window of early 2024 so that we can be substantially complete by Memorial Day to avoid major traffic impacts to the summer tourism industry.
21647	4	US26: Wapinitia Junction - Warm Springs River	70.7	85.25		PE	Preservation	Fix-it Region 4 HB2017 Preservation	\$413,318.00	This project contains poor pavement conditions in the snow zone on US26 over Mt. Hood. This section of pavement is deteriorating rapidly. We are advancing PE to ensure that we can construct this project in 2024 and not risk it weathering through another winter.
23320	4	Region 4 Reserve Funds				PE	Preservation/ Operations	Fix-it Region 4 HB2017 Preservation	\$4,326,097.00	These funds are being added to a current 18-21 STIP project; K21166 US97: Veterans Way - SW Yew Avenue (Redmond). This section of US97 contains the only "poor" pavement rating on US97. We are advancing PE funds so that we can get to a 30% design to help leverage additional city of Redmond funds and to work towards a federal grant application.
21756	4	US20: Central Oregon Hwy Culverts Corridor	2.7	87.0		RW, UR	Culvert	Fix-it SW Culvert HB2017 Culvert	\$282,916.00	This project received PE funds in 21-24 and has kicked off. It will be approaching DAP in Spring 2023, at which the ROW phase will be requested to be opened. In order to keep this project on track for Construction in 2025 the ROW phase needs to open in 2023.
21875	5	Eastern Oregon roadside traffic & weather cameras	various	various		CN	Operations	Region 5 Fix-It	\$1,830,000.00	Advance 24-27 to increase the Construction phase, adding funds due to increased costs from inflation.
22844	5	Pendleton Signal Upgrade	2.9	3.45		PE	Operations	Region 5 Fix-It	\$721,602.00	Advance to accommodate a construction phase in 2025.
23225	5	US730/US395 Umatilla County Signal Safety Improvements	various	various		PE	Safety	ARTS Region 5 HB2017 Safety R5	\$300,000.00	Advance to accommodate a construction phase in 2025.
22919	5	I-84: Farewell Bend - N. Fork Jacobsen Gulch	various	various		PE	Preservation	Fix-it SW IM HB2017 Preservation Fix-it SW Bridge HB2017 BridgeSeismic Motor Carrier	\$1,409,000.00	Advance to accommodate a construction phase in 2025.

2024-2027 Metropolitan Transportation Improvement Program, Appendix II

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
22878	5	I-84: Baker - Ontario culvert repair	301.7	360		PE	Culvert	Fix-it SW Culvert HB2017 Culvert	\$879,000.00	Advance to accommodate a construction phase in 2025.
22989	5	OR11: Milton-Freewater Safety and Sidewalk Improvements	30.66	34.8		PE	Safety	ARTS Region 5 HB2017 Safety R5 SW Ped/Bike Strategic Fix-it SW SWIP Bike/Ped	\$600,000.00	Advance to accommodate a construction phase in 2025.
22926	5	US30: Snake River Bridge and Interstate Bridge	27.65	28.48	18097 01000B	PE	Bike/Ped	SW Pedbike Strategic Fix-it SW SWIP Bikeped	\$1,460,000.00	Advance to accommodate a construction phase in 2026.
22880	5	Tower Road interchange bridge over I-84	159.18	159.5	00921	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$452,000.00	Advance to accommodate a construction phase in 2026.
22942	5	I-82/I-84: Freight & Congestion Improvements	various	various		PE	Modernization	SW Enhance Motor Carrier	\$1,007,000.00	Advance to accommodate a construction phase in 2026.
23045	5	Pole Line Road Rail Crossing Improvements (Haines)	43.9	44.1		PE	Safety	SW Rail Crossing	\$354,000.00	Advance to accommodate a construction phase in 2026.
21641	5	US95: MP36 - McDermitt	36	121.36		CN	Preservation	Fix-it SW Chip Seals HB2017 Preservation Fix-it Region 5	\$14,500,000.00	Advance to accommodate a bid date of 10/31/2023 this results in a PS&E before FFY 2024.
21649	5	I-84: exit 216 east bound off-ramp	various	various		CN	Operations	HB2017 Safety R5	\$5,219,111.00	Advance 24-27 funds to increase the construction phase, due to increased costs from inflation.
23283	6	Timber Bridge program			Multiple	PL	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$300,000.00	Start coordination with environmental agencies to use standard bridge designs to streamline the permit process.
22954	6	Scenario Planning and Climate Program				PL	Planning	SW Climate	\$4,000,000.00	Changes to 660-044-0015 from the Climate Friendly and Equitable Communities rulemaking require impacted jurisdictions to complete Scenario Planning and GHG Target Monitoring by 2024 or other approved date. ODOT will begin conducting the work to support jurisdictions in 2023.
23079	6	ADA Program Support 2024-2027				OT	ADAP	SW ADA TRANSITION	\$20,000,000.00	The ADA program needs access to this funding prior to the 2024-2027 STIP cycle commencing in order to prevent disruption and keep the ADA program on track to ensure time bound deliverables are met.
23089	6	ADA Program Management 2024-2027				OT	ADAP	SW ADA TRANSITION	\$30,000,000.00	The ADA program needs access to this funding prior to the 2024-2027 STIP cycle commencing in order to put out a Request for Proposals (RFP) and execute the initial Work Order Contract (WOC) in FFY23. Access to these funds will prevent disruption and keep the ADA program on track to ensure time bound deliverables are met.

\$149,257,675.53



# Draft 2024-2027 STIP Public Comment

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March 2023

# Three Phases of '24-'27 STIP Development



**Funding Allocation**  
2020



**Project Selection**  
2021-2022



**Public Review/  
Approval**  
2023

# 2024 – 2027 STIP Program Funding Categories

## FIX-IT

Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.

## SAFETY

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

## ENHANCE HIGHWAY

Highway projects that expand or enhance the state highway system

## PUBLIC AND ACTIVE TRANSPORTATION

Bicycle, pedestrian, public transportation and transportation options projects & programs

## LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

## ADA CURB RAMPS

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

## OTHER FUNCTIONS

Workforce development, planning, data collection and other programs using federal money

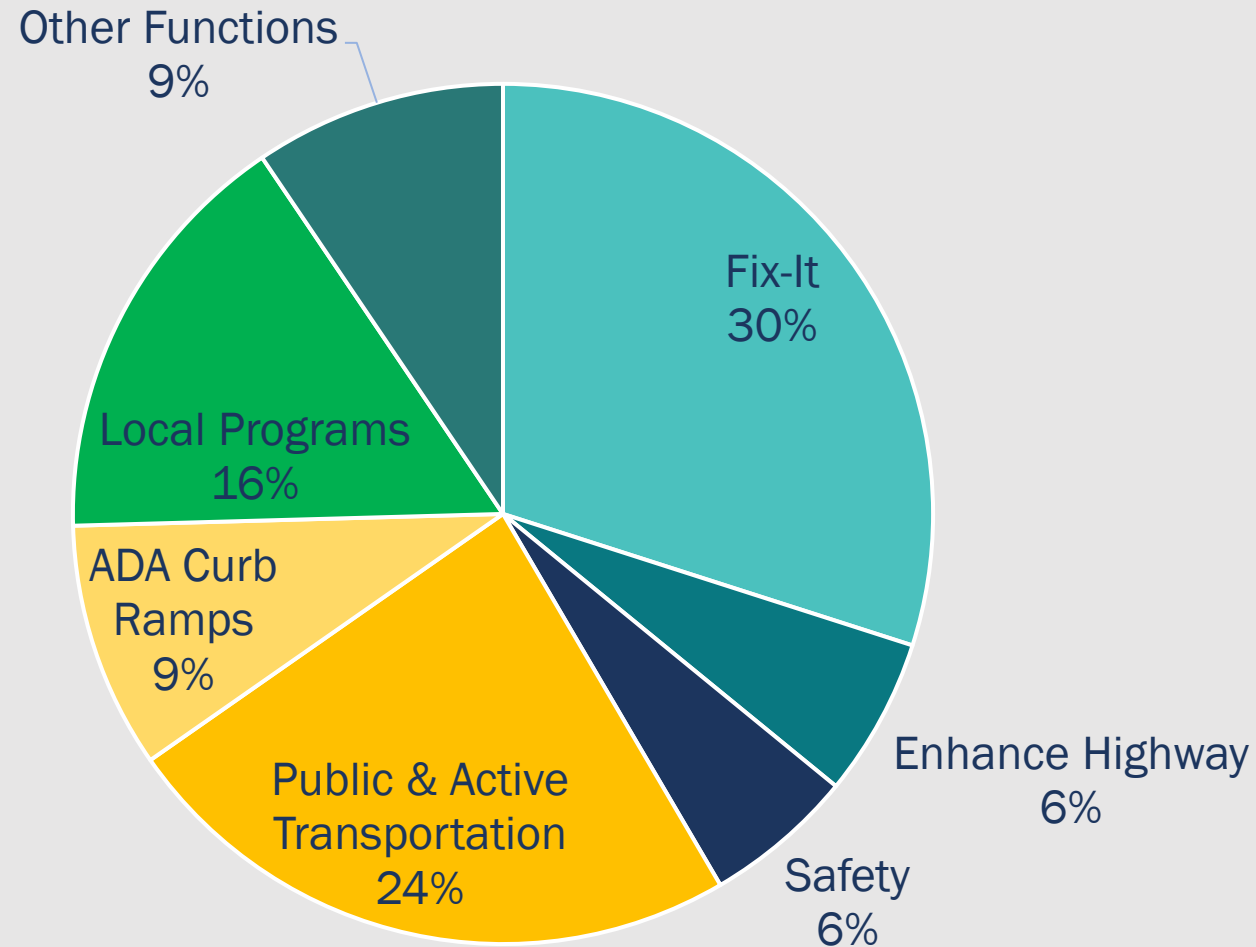
## Investments in the '24-'27 STIP

- More than \$3.3 billion in total state and federal resources
- Significant infusions from both HB 2017 and federal infrastructure bill
- Major investment of federal and state funding in bridges
- Significant increase in funding for public and active transportation
- Increased funding for safety
- Greater investments in local government programs
- Major investment in ADA curb ramps





# Draft 2024-2027 STIP Funding by Category



# Next Steps

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- March – April – Public Comment Period
- May-June – Preparation of the Final STIP
- July – OTC Approval of the Final STIP to send to Federal Highway and Federal Transit Agencies
- September – FHWA/FTA approval
- October – Official start of the 2024-2027 STIP



# Questions and Approval for Release

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# Draft 2024-2027 STIP Update

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TPAC

April 19, 2023

# Presentation Content

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- STIP overview
- Funding categories and amounts
- Public review process
- Region 1 draft list
  - Selection criteria
  - Overview
  - Specific projects by category

# What is the STIP?

## Capital Program Funds

Federal and State Funds

Construction projects for the highway system

Public and active transportation projects

## What is NOT in the STIP

**State-Funded  
Multimodal  
Grant Programs**

**Maintaining  
and Operating  
the System**

**Revenue/  
Administrative  
Functions**

# Three Phases of '24-'27 STIP Development



**Funding Allocation**  
2020



**Project Selection**  
2021-2022



**Public Review/  
Approval**  
2023

## Investments in the '24-'27 STIP

- More than \$3 billion in total state and federal resources
- Significant infusions from both HB 2017 and federal infrastructure bill
- Major investment of federal and state funding in bridges
- Significant increase in funding for public and active transportation
- Increased funding for safety
- Greater investments in local government programs
- Investment in ADA curb ramps





# 2024 – 2027 STIP Program Funding Categories

## FIX-IT

Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.

## SAFETY

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

## ENHANCE HIGHWAY

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## PUBLIC AND ACTIVE TRANSPORTATION

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## LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

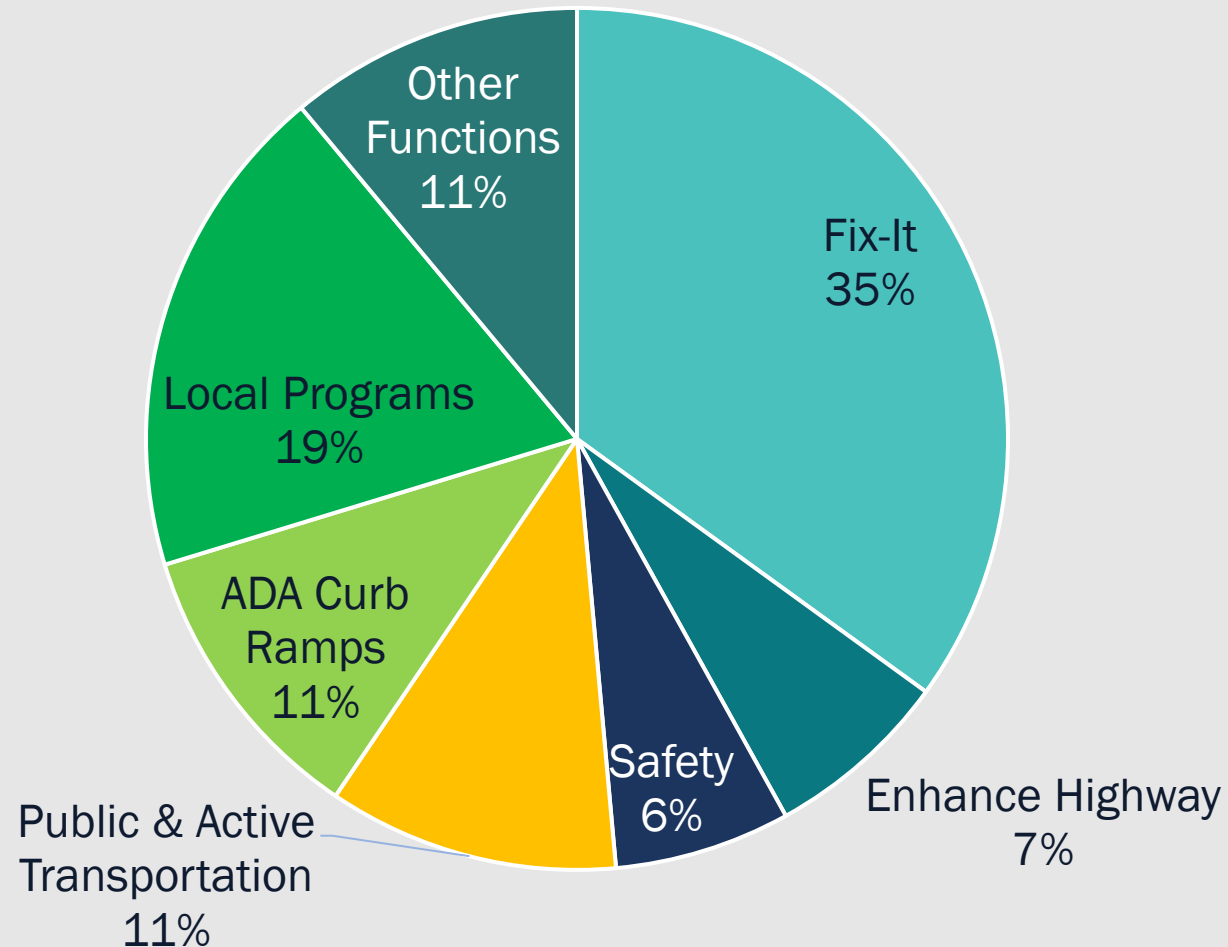
## ADA CURB RAMPS

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

## OTHER FUNCTIONS

Workforce development, planning, data collection and other programs using federal money

# Draft 2024-2027 STIP Funding by Category



## Public engagement process

- Summer 2021: R1 shares draft 150% list
- Summer 2022: R1 shares draft 100% list
- Spring 2023: Public comment opportunities statewide on draft STIP
- Summer 2023: OTC adopts 24-27 STIP





## Public review – March & April ‘23

- OTC commenced public comment for draft 24-27 STIP on March 9
- Program-level public comment process focused on gathering input on potential impacts of projects
  - Website, Online open house, Public comment webinar
- Region 1 staff are visiting regional committees to gather comments
- Three in person events in R1



## STIP Open Houses

- Monday, April 3, 4:30-6:00pm
  - Clack Co Development Services Bldg
  - in coordination with the ACT meeting
- Saturday, April 8, 11am – 1pm
  - Beaverton Library
  - in conjunction with Farmers Market
- Tuesday, April 25, 4:30 – 6:30 pm
  - at the Hood River Ty Taylor Fire Station



# STIP WEBSITES

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Online open house:

- <https://odotopenhouse.org/or-draft-stip>

Info on past, current and future STIPs

- <https://www.oregon.gov/odot/STIP/Pages/About.aspx>
- <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>





## Key Questions for Public Input

- What impact could a proposed project have on the community, for good or for bad?
- How can we mitigate potential negative impacts of a proposed project and ensure the project meets community needs?

# Region 1 Draft 100% List

## As of February 2023

Category	Amount
ADA	\$164.4 m
Bridge	\$311.3 m
ARTS	\$41.7 m
Ped Bike	\$27.5 m
Preservation	\$22.1 m
Operations	\$25.8 m
Enhance	\$15.9 m
Various other	\$21.5 m
Total	\$630 million





## Project Selection Factors

- Engineering and data analysis (particularly for Fix-It and Safety projects)
- Impacts on multimodal accessibility, greenhouse gas emissions and equity
- Stakeholder input
- Some program funds are allocated statewide (Bridge) others are regionally selected (Operations)
- The draft list and funding amounts will continue to evolve

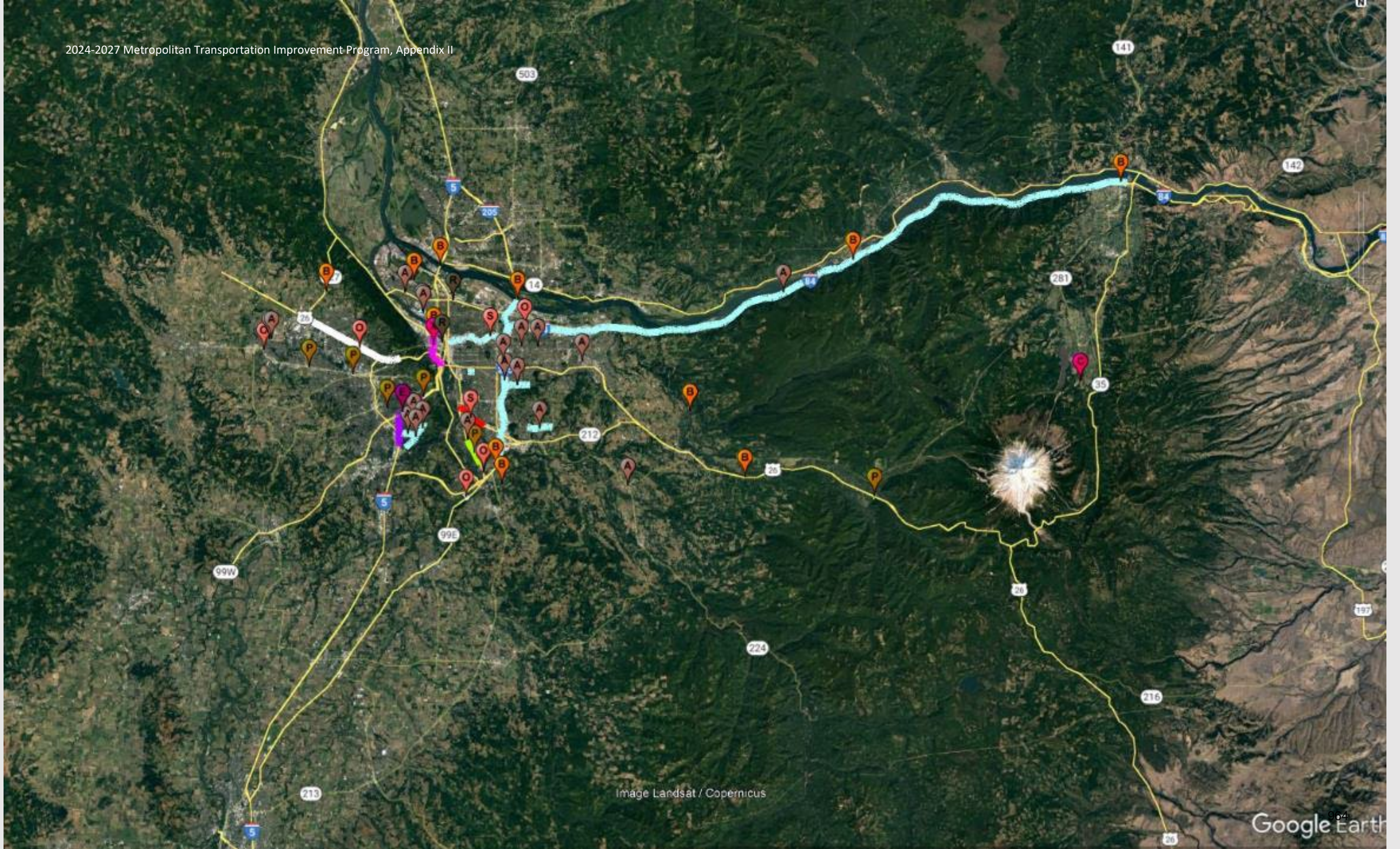


## Themes of R1 STIP funding

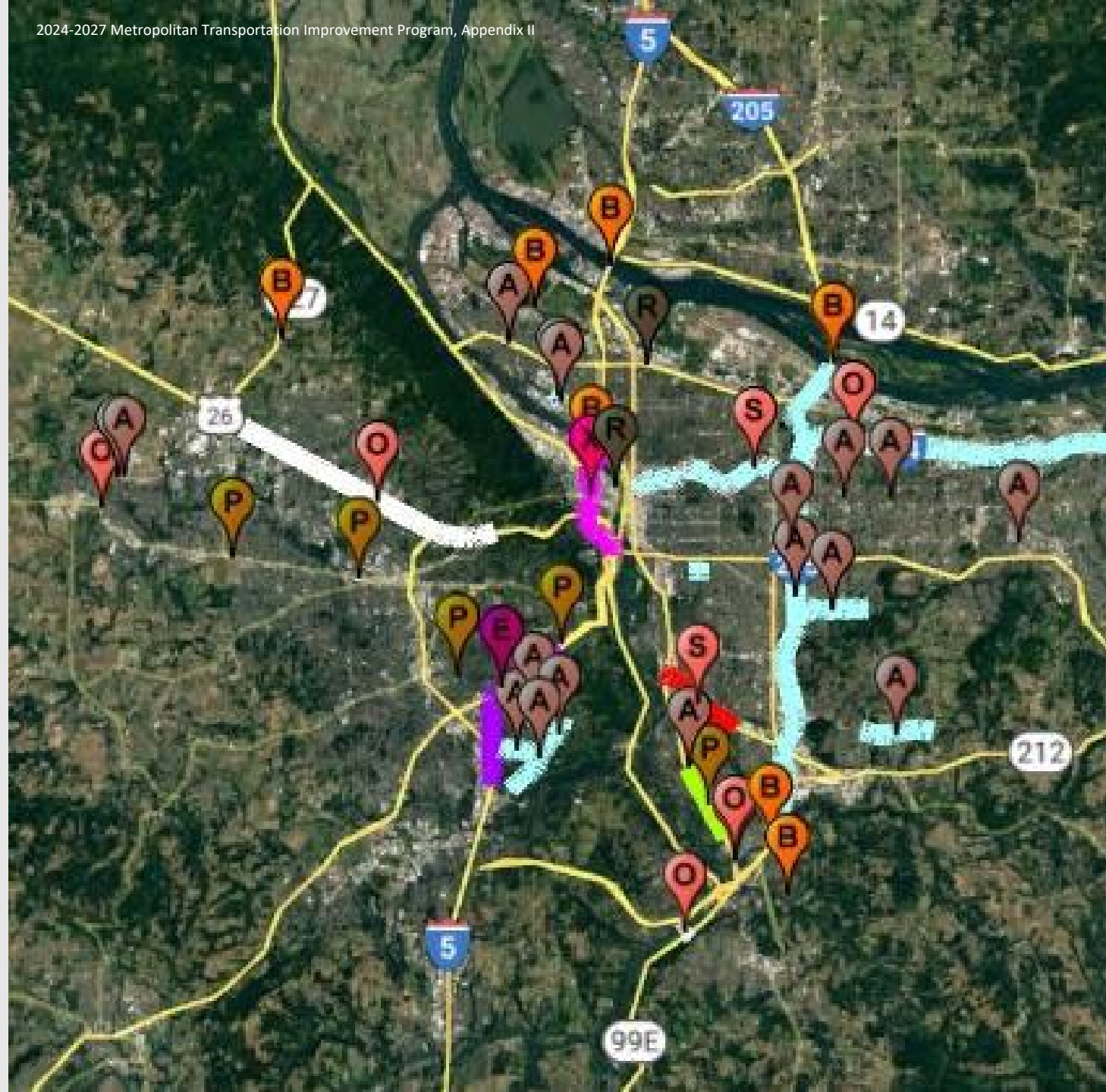
- 75% of funds going to ADA and Bridges
- Of the remaining \$154M
  - ~30 projects and buckets focused on safety = \$97M
- Investments in urban arterials make up almost half of non-ADA/Bridge
  - 10 projects on ODOT facilities = \$37M
  - Plus 82<sup>nd</sup> Ave = \$13.4M
  - 8 local ARTS projects = \$22M















## **\*new\* Construction Reserve approach**

- Cost escalation pressures have made it more challenging to accurately estimate construction costs
- To help address, some funding categories are using a pooled reserve for construction funds
- ODOT will be able to better distribute construction funds after prelim engineering, closer to bid

# Bridge [ODOT]

Project	24-27 STIP \$M
I-5: Northbound Interstate Bridge	\$ 9.1
I-205: Glenn Jackson Bridge	\$ 5.1
I-84: Moffett Creek westbound bridge [planning only]	\$ 2.1
OR120: Columbia Slough Bridge	\$ 17+
US26: Cedar Creek Bridge	\$ 29.4
I-205: Clackamas River southbound bridge	\$ 7.8
OR99E: Clackamas River (McLoughlin) Bridge ^	\$ 13.1
I-405: Fremont Bridge (Willamette River) West Ramps ^	\$ 103.7
I-84 (Westbound): Union Pacific Railroad bridge ^	\$ 50.0

^ 24-27 STIP adds to funds from prior STIP cycle

# Local Bridge

Project	24-27 STIP \$M
S Holly Lane: Abernethy Creek Bridge	\$ 8.4
Cornelius Pass Road: Rock Creek Bridge	\$ 4.5
SE Lusted Road: Sandy River Bridge [design only]	\$ 2.3

# ARTS

Project	24-27 STIP \$M
OR224 at OR211 and SE Burnett Rd [design only] – <i>Hotspot</i>	\$ 6.9
I-205: Columbia River - SE 82nd Drive	\$ 3.2
US30B: (N Lombard St) at Peninsula Crossing Trail	\$ 3.6
I-84: I-5 - Hood River	\$ 2.1
92nd Ave, E Burnside St and N Basin Ave *	\$ 3.3
Gresham Pedestrian Improvements *	\$ 2.6
NE Cornell Rd at 17th Ave and 21st Ave – <i>Hotspot</i> *	\$ 2.1
SE Cesar Chavez Blvd: Lafayette Ct - Shiller St – <i>Hotspot</i> *	\$ 2.0
SE Sunnyside Rd: 132nd Ave - 172nd Ave *	\$ 1.8
Lake Oswego Signals Visibility Upgrades *	\$ 1.6
SE Foster Rd: 101st Ave - 136th Ave *	\$ 1.6
N Basin Ave: N Leverman St - N Emerson St *	\$ 0.6

\* Cost does not include local agency contribution of 10%

# Pedestrian Bike Strategic

Project	24-27 STIP \$M
OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St *	\$ 9.7
OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	\$ 7.1
OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	\$ 4.2
OR141: Hall Blvd at SW Hemlock St	\$ 2.9
US26: E Salmon River Rd - E Lolo Pass Rd	\$ 2.1

\* Includes ARTS funds

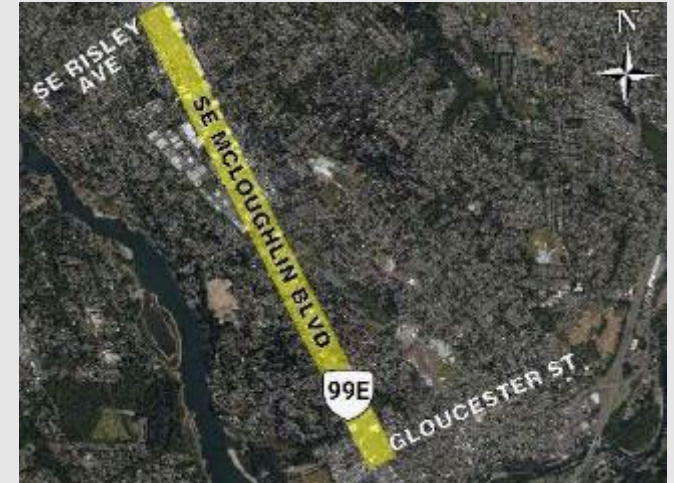


# OR 99E: SE McLoughlin Blvd Pedestrian Safety

Clackamas County

In 2 locations, improve traveler safety for people walking and biking by installing crosswalks with a rectangular rapid flashing beacon (RRFB), stop bars and signs.

Install curb ramps to meet Americans with Disabilities Act (ADA) requirements.





## US26: E Salmon River Rd - E Lolo Pass Rd

Clackamas County

Constructs a new 800-foot segment of a shared use-path along the south side of U.S. 26 in Welches.

This was identified as a high priority in the Mt. Hood Multimodal Transportation Plan and is in the Clackamas County's Transportation System Plan.



## OR 8: Tualatin Valley Hwy at SW 142nd Ave & SW 214th Ave

Washington County

Install crosswalks, flashing beacons, and lighting on Tualatin Valley Hwy (OR 8) in two locations, at SW 142nd Ave. and SW 214th Ave.

This project will also install a buffered bike lane between SW 139th Ave and Murray Blvd.



## OR 99W: (Barbur Blvd) SW 26th Way - SW 26th Ave

Multnomah County

Improve safety and access for pedestrians and other road users by installing a new crosswalk with a Rectangular Rapid Flashing Beacon (RRFB), filling in sidewalk gaps, upgrading curb ramps and re-stripe existing bike lanes.





## OR 141: Hall Blvd at SW Hemlock St

Washington County

Increase pedestrian safety and connectivity on SW Hall Boulevard at SW Hemlock Street in Tigard/Metzger by building an enhanced pedestrian crossing at the intersection, along with new sidewalk, lighting and sidewalk curb ramps.



# Operations

Project	24-27 STIP \$M
Portland Metro and Surrounding Areas Operations Upgrades	\$ 1.9
Portland Metro and surrounding areas signal upgrades	\$ 1.3
US26 Active Traffic Management [design only]	\$ 3.2
OR8: SE10th Ave at SE Walnut St	\$ 3.7
OR99E: McLoughlin Blvd at W Arlington St and River Rd	\$ 4.1
OR99E Canemah Rockfall Phase 2	\$ 4.0

# OR99E: McLoughlin Blvd at W Arlington St and River Rd

Clackamas County

Design and install all new signal equipment and phasing to improve safety for all modes of travel at this 2018 10% Safety Priority Index System site.





## **OR 8: SE 10th Ave at SE Walnut St**

Washington County

Replace traffic signal, poles and signal software, and replace curb ramps to be ADA-compliant at the intersection of SE 10th Avenue (OR 8) and SE Walnut Street in downtown Hillsboro.



# Other categories

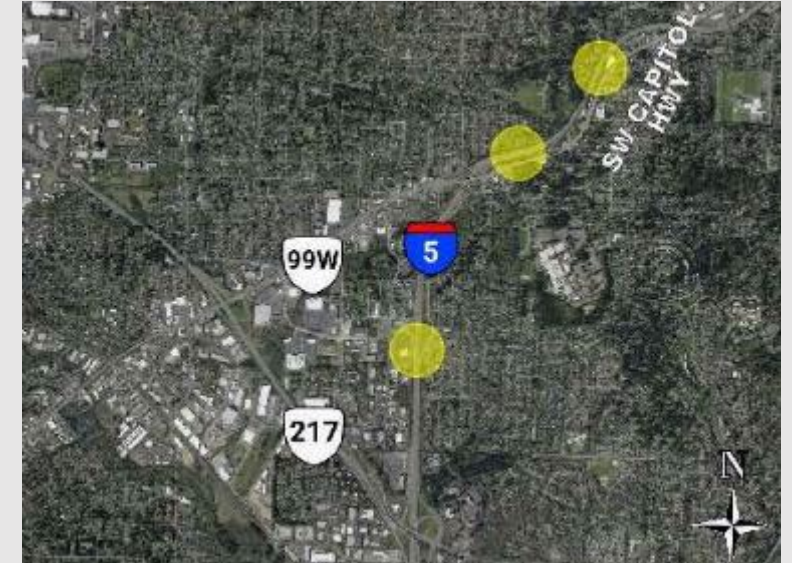
Category	Project	24-27 STIP \$M
ADA	curb ramps	\$ 164.4
Culverts	Evans Creek Culvert	\$ 1.8
Electric Vehicle	I-405: I-5 to N Kerby   US 26: US101 to Nyssa	\$ 9.8
Enhance	I-5: Capitol Highway - OR217 (ITS)	\$ 15.9
Interst Maint.	I-84: NE MLK Jr Blvd - I-205 [design only]	\$ 1.9
Preservation	OR224: SE 17th - Rusk Rd	\$ 20.6
Rail Safety	US30B: NE Lombard - NE 11th [design only]	\$ 1.9
Rail Safety	NW Naito Parkway Rail Crossing	\$ 2.4
Safety	HB2017 safety priority funds	\$ 3.7
Various	OR99W: I-5 – McDonald	\$ 6.7
Various	82 <sup>nd</sup> Ave Improvements	\$ 13.4

## I-5: Capitol Hwy - OR 217

Multnomah County

Install new ODOT RealTime Signs at key locations along I-5 Northbound in Tigard and Southwest Portland.

Includes Variable Advisory Speed Signs (VAS) and Variable Message Signs (VMS) across new sign bridges.



# Metropolitan Transportation Improvement Program Coordination

Transportation Policy Alternatives Committee Presentation

May 10, 2023





# About SMART

- ▶ 21,000+ people employed in Wilsonville
- ▶ 27,000+ people live in Wilsonville
- ▶ SMART gave 147,000 rides in FY2022
- ▶ Nine routes: Six in town and connections to Canby, Salem, & Tualatin
- ▶ Programs: Dial-A-Ride, SMART Options, Vanpool
- ▶ All service is free except to Salem and medical trips out of town



# Recognition

- ▶ SMART ranked **8<sup>th</sup>** for quality of bus & transit services and **9<sup>th</sup>** for ease of travel amongst cities surveyed in the 2022 National Community Survey
- ▶ SMART received the **2022 System Innovation Award** for the successful Bus on Shoulder pilot program



2022



# Transit Fund Forecast FY 23-24

Source	Proposed Revenue
Employer Payroll Tax	\$6,000,000
Intergovernmental	\$4,174,500
Passenger Fare	\$40,000
Investment Income	\$425,100
TriMet (upkeep at Wilsonville TC)	\$16,000
<b>TOTAL</b>	<b>\$10,660,600</b>
Beginning fund balance	\$15,836,033

# FY 2023/24 Budget Timeline

May 6: Draft Budget open for public comment

May 17: Budget Committee, first hearing

May 18: Budget Committee, second hearing

June 5: City Council to adopt budget

July 1: New fiscal year begins



# Proposed Program of Projects FY 22/23

*To be finalized June 5, 2023*

5307 Formula: \$200,000

- ▶ Fleet Yard Design & Scheduling Software

5307 Formula + 5339 Formula: \$522,000

- ▶ Vehicles & Preventive Maintenance

Surface Transportation Program: \$100,000

- ▶ SMART Transportation Options Program

5310 Urban Formula: \$20,000

- ▶ Travel Training for Seniors & People with Disabilities



# Questions/Comments?

Kelsey Lewis

Grants & Programs Manager

[klewis@ridesmart.com](mailto:klewis@ridesmart.com)

503-682-4523





# TriMet Coordination with the Metropolitan Transportation Improvement Program (MTIP)

TPAC

May 10, 2023

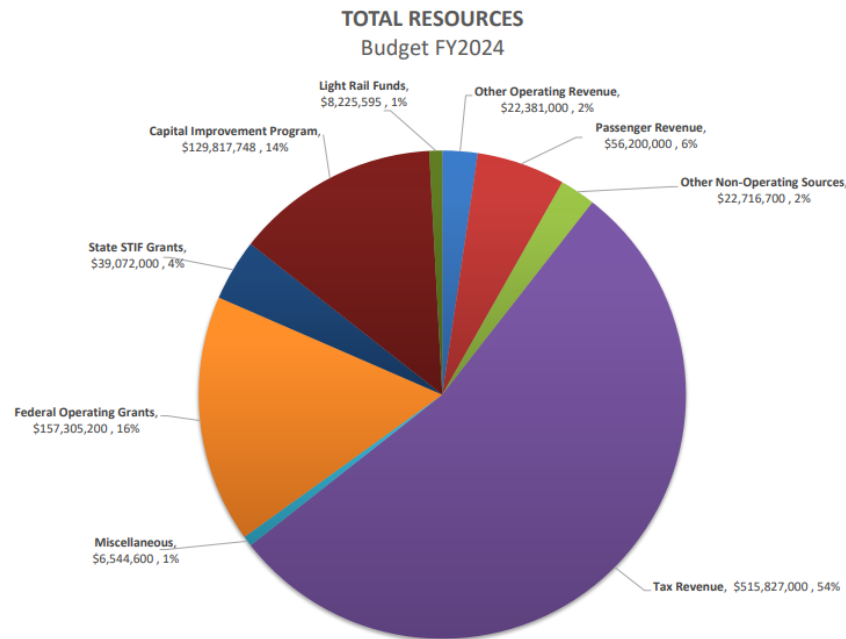


1. Transit Service
2. Transit Equity, Inclusion and Community Affairs
3. Capital Investments
4. Electrification



# FY2024 Approved Budget – Resources

- **Employer Payroll Tax – Local Revenue**
  - **Total: \$515.8M**
- **Employee Payroll Tax – Local Revenue**
  - **HB2017/STIF Total \$38.7M**
- **Passenger Revenue – Local Revenue**
  - **Total: \$56.2M**
  - **Includes fare increase in January 2024**
- **Still down over 50% [from FY2019] Federal Formula Funding: Base year/year increase of roughly 3%**
- **Federal stimulus packages:**
  - **Remaining funds to be drawn down in FY2024 [\$104.5M]**
  - **No additional One-Time-Only resources to supplement operational costs and make up for the loss in ridership**

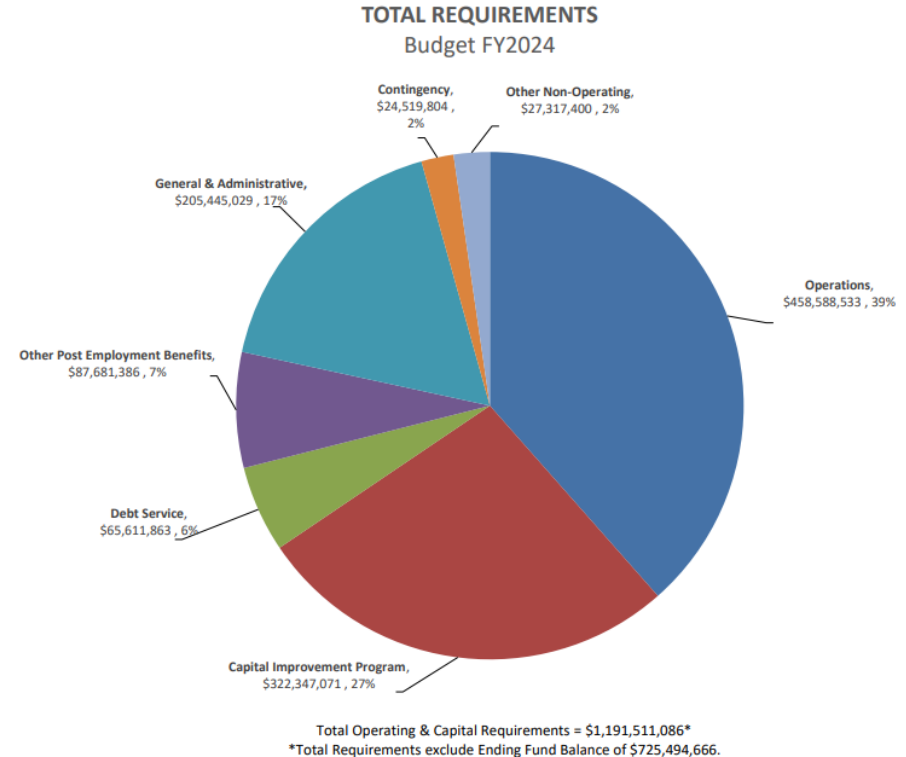


Total Resources = \$958,089,843\*

\*Total Resources excludes Beginning Fund Balance of \$958,915,909

# FY2024 Approved Budget – Requirements

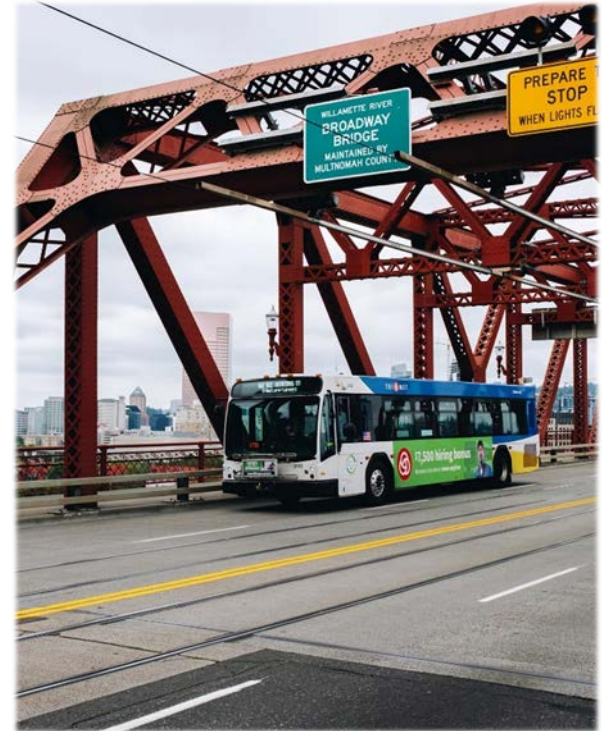
- Total Budget of \$1.92 billion
- Total Operating Requirements \$817.3M
  - Day-to-Day Operating Budget: \$458.6M
    - Transportation & Maintenance
  - OPEB: \$87.7M
  - Debt Service: \$65.6M
- Capital and Operating Projects: \$322.3M
- Fund Exchanges & Pass Through Payments: \$27.3M
- Contingency: \$24.5M
- Ending Fund Balance: \$725.5M
  - Restricted bond proceeds: \$97.8M
  - Restricted debt service: \$43.8M
  - Unrestricted: \$583.9M
    - Forecasted to decrease by 19% in FY2024



# Budget Timeline

## Key Dates

- ✓ **Public Rollout of Budget – March 8th**
- ✓ **Board approved budget for TSCC – March 22nd**
- ✓ **TSCC Hearing – April 26th**
- **Adopt FY2024 Budget – May 24th**
- **FY2024 Budget Begins – July 1, 2023**



# Program of Projects Discussion

**Details of the Proposed FY 2024 Program of Projects are as follows:**

<b>FTA Funding Source</b>	<b>Federal Amount</b>	<b>Federal %</b>	<b>Local Amount</b>	<b>Total Project</b>
<b>1. Section 5337</b> State of Good Repair Grants Formula Program	\$39,847,900	80.00%	\$ 9,961,975	\$49,809,875
<b>2. Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities Formula Program	\$ 2,020,560	73.66%	\$ 722,544	\$ 2,743,144
<b>3. STBG</b> Surface Transportation Block Grant	\$14,073,323	89.73%	\$ 1,610,755	\$15,684,078
<b>4. CMAQ</b> Congestion Mitigation & Air Quality	\$13,000,000	89.73%	\$ 1,487,908	\$14,487,908
<b>5. MAP-21 Section 20005(b)</b> Transit Oriented Development (TOD) Pilot Program	\$ 315,000	74.62%	\$ 107,124	\$ 422,124
<b>TOTAL</b>	<b>\$69,256,783</b>		<b>\$13,890,306</b>	<b>\$83,147,129</b>

# Program of Projects Discussion

Details of additional programs for the FY 2023 Program of Projects are as follows:

FTA Funding Source	Federal Amount	Federal %	Local Amount	Total Project
<b>1. FY2023 Consolidated Appropriations Act - Community Project Funding</b>	\$ 3,000,000	62.57%	\$1,794,292	\$ 4,794,292
<b>1. FY2023 Consolidated Appropriations Act - Community Project Funding</b>	\$ 5,000,000	80.00%	\$1,250,000	\$ 6,250,000
<b>1. FY2023 Consolidated Appropriations Act - Community Project Funding</b>	\$ 5,000,000	59.17%	\$3,450,000	\$ 8,450,000
<b>1. FY2022 &amp; 2023 Consolidated Appropriations Act - Community Project Funding</b>	\$ 4,000,000	83.33%	\$ 800,192	\$ 4,800,192
<b>2. Section 5339 Bus &amp; Bus Facilities Competitive Program</b>	\$ 5,566,583	80.00%	\$1,391,646	\$ 6,958,229
<b>3. Section 5307 Urbanized Area (ARP Act)</b>	\$ 514,045	100.00%	\$ 0	\$ 514,045
<b>4. Section 20005(b) Pilot Program for Transit-Oriented Development</b>	\$ 350,000	66.67%	\$ 174,974	\$ 524,974
<b>TOTAL</b>	<b>\$23,430,628</b>		<b>\$8,861,104</b>	<b>\$32,291,732</b>



# Fiscal Year 2024 Budget Questions?

Our Values: Safety · Inclusivity · Equity · Community · Teamwork



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## Appendix III (Chapter 5)

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Appendix 3.1 - Table 1.1 Summary  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	2024 Total		\$55,642,965	\$55,642,965	\$0
	2025 Total		\$57,246,254	\$57,246,254	\$0
	2026 Total		\$58,963,127	\$58,963,127	\$0
	2027 Total		\$60,732,071	\$60,732,071	\$0
5307 (FF91 - 80/20) Total			<b>\$232,584,417</b>	<b>\$232,584,417</b>	<b>\$0</b>
	2024 Total		\$298,331	\$298,331	\$0
	2025 Total		\$307,281	\$307,281	\$0
	2026 Total		\$316,500	\$316,500	\$0
	2027 Total		\$325,995	\$325,995	\$0
5310 (50/50) Total			<b>\$1,248,107</b>	<b>\$1,248,107</b>	<b>\$0</b>
	2024 Total		\$1,808,846	\$1,808,846	\$0
	2025 Total		\$1,836,331	\$1,836,331	\$0
	2026 Total		\$1,891,421	\$1,891,421	\$0
	2027 Total		\$1,948,163	\$1,948,163	\$0
5310 (80/20) Total			<b>\$7,484,761</b>	<b>\$7,484,761</b>	<b>\$0</b>
	2025 Total		\$4,968,103	\$4,968,103	\$0
	2026 Total		\$4,968,103	\$4,968,103	\$0
	2027 Total		\$4,968,103	\$4,968,103	\$0
5310 (89.73) Total			<b>\$14,904,309</b>	<b>\$14,904,309</b>	<b>\$0</b>
	2024 Total		\$40,525,935	\$40,525,935	\$0
	2025 Total		\$41,741,713	\$41,741,713	\$0
	2026 Total		\$42,993,964	\$42,993,964	\$0
	2027 Total		\$44,283,783	\$44,283,783	\$0
5337 - HIFG Total			<b>\$169,545,395</b>	<b>\$169,545,395</b>	<b>\$0</b>
	2024 Total		\$25,649	\$25,649	\$0
	2025 Total		\$26,419	\$26,419	\$0
	2026 Total		\$27,211	\$27,211	\$0
	2027 Total		\$28,027	\$28,027	\$0
5337 - HIMB Total			<b>\$107,306</b>	<b>\$107,306</b>	<b>\$0</b>
	2024 Total		\$3,336,549	\$3,336,549	\$0
	2025 Total		\$3,385,086	\$3,385,086	\$0
	2026 Total		\$3,486,533	\$3,486,533	\$0
	2027 Total		\$3,590,979	\$3,590,979	\$0
5339 FTA Bus & Bus Facilities Total			<b>\$13,799,147</b>	<b>\$13,799,147</b>	<b>\$0</b>
	2025 Total		\$4,889,471	\$4,889,471	\$0
5339(b) Bus & Bus Facilities Total			<b>\$4,889,471</b>	<b>\$4,889,471</b>	<b>\$0</b>
	2024 Total		\$4,611,000	\$4,611,000	\$0
AC-HB2017 (92.22%) Total			<b>\$4,611,000</b>	<b>\$4,611,000</b>	<b>\$0</b>
	2024 Total		\$833,755	\$833,755	\$0
AC-HSIP (89.73%) Total			<b>\$833,755</b>	<b>\$833,755</b>	<b>\$0</b>
	2024 Total		\$6,837,376	\$6,837,376	\$0
AC-HSIP (92.22%) Total			<b>\$6,837,376</b>	<b>\$6,837,376</b>	<b>\$0</b>
	2024 Total		\$3,636,288	\$3,636,288	\$0

Appendix 3.1 - Table 1.1 Summary  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
<b>AC-NHPP (89.73%) Total</b>			<b>\$3,636,288</b>	<b>\$3,636,288</b>	<b>\$0</b>
	2024 Total		\$44,865,000	\$44,865,000	\$0
	2025 Total		\$8,775,594	\$8,775,594	\$0
<b>ACPO - Advance CN Total</b>			<b>\$53,640,594</b>	<b>\$53,640,594</b>	<b>\$0</b>
	2024 Total		\$900,000	\$900,000	\$0
	2025 Total		\$900,000	\$900,000	\$0
	2026 Total		\$628,183	\$628,183	\$0
<b>ACPO (90%) Total</b>			<b>\$2,428,183</b>	<b>\$2,428,183</b>	<b>\$0</b>
	2024 Total		\$1,237,904	\$1,237,904	\$0
<b>AC-STBGS Total</b>			<b>\$1,237,904</b>	<b>\$1,237,904</b>	<b>\$0</b>
	2024 Total		\$2,176,601	\$2,176,601	\$0
<b>AC-STBGS (92.22) Total</b>			<b>\$2,176,601</b>	<b>\$2,176,601</b>	<b>\$0</b>
	2024 Total		\$3,045,128	\$3,045,128	\$0
<b>AC-TAS Total</b>			<b>\$3,045,128</b>	<b>\$3,045,128</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
<b>BIKEWAYS Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total	\$7,258,371	\$3,755,621	\$0	\$11,013,992
	2025 Total	\$11,013,992	\$3,830,733	\$0	\$14,844,725
	2026 Total	\$14,844,725	\$3,907,348	\$0	\$18,752,073
	2027 Total	\$18,752,073	\$0	\$18,839,213	-\$87,140
<b>Carbon Reduction - Urban Total</b>		<b>\$7,258,371</b>	<b>\$11,493,702</b>	<b>\$18,839,213</b>	<b>-\$87,140</b>
	2024 Total	\$9,257,930	\$13,799,833	\$22,293,342	\$764,421
	2025 Total	\$764,421	\$13,799,833	\$14,923,600	-\$359,346
	2026 Total	-\$359,346	\$13,799,833	\$16,459,630	-\$3,019,143
	2027 Total	-\$3,019,143	\$13,799,833	\$13,087,400	-\$2,306,710
<b>CMAQ - URBAN Total</b>		<b>\$9,257,930</b>	<b>\$55,199,332</b>	<b>\$66,763,972</b>	<b>-\$2,306,710</b>
	2024 Total		\$0	\$0	\$0
<b>HB2017 Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$5,475,200	\$5,475,200	\$0
	2025 Total		\$680,000	\$680,000	\$0
<b>HIEV-IIJA Total</b>			<b>\$6,155,200</b>	<b>\$6,155,200</b>	<b>\$0</b>
	2024 Total		\$396,423	\$396,423	\$0
<b>HSIP (89.73%) Total</b>			<b>\$396,423</b>	<b>\$396,423</b>	<b>\$0</b>
	2024 Total		\$5,400,000	\$5,400,000	\$0
<b>HSIP (100%) Total</b>			<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$0</b>
	2024 Total		\$5,185,949	\$5,185,949	\$0
	2025 Total		\$1,498,983	\$1,498,983	\$0
	2026 Total		\$7,102,169	\$7,102,169	\$0
	2027 Total		\$9,830,700	\$9,830,700	\$0
<b>HSIP (90%) Total</b>			<b>\$23,617,801</b>	<b>\$23,617,801</b>	<b>\$0</b>
	2024 Total		\$7,895,825	\$7,895,825	\$0
	2025 Total		\$23,978	\$23,978	\$0
<b>HSIP (92.22) Total</b>			<b>\$7,919,803</b>	<b>\$7,919,803</b>	<b>\$0</b>

Appendix 3.1 - Table 1.1 Summary  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	2024 Total		\$0	\$0	\$0
	2025 Total		\$0	\$0	\$0
	2026 Total		\$0	\$0	\$0
<b>LOCAL Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
	2026 Total		\$0	\$0	\$0
<b>Local (Wash Co) Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$632,761	\$632,761	\$0
	2025 Total		\$1,029,579	\$1,029,579	\$0
	2026 Total		\$1,073,346	\$1,073,346	\$0
	2027 Total		\$1,118,529	\$1,118,529	\$0
<b>Metro PL (5303) Total</b>			<b>\$3,854,215</b>	<b>\$3,854,215</b>	<b>\$0</b>
	2024 Total		\$2,107,223	\$2,107,223	\$0
	2025 Total		\$2,736,169	\$2,736,169	\$0
	2026 Total		\$2,734,621	\$2,734,621	\$0
	2027 Total		\$2,733,061	\$2,733,061	\$0
<b>Metro Planning (Z450) Total</b>			<b>\$10,311,074</b>	<b>\$10,311,074</b>	<b>\$0</b>
	2024 Total		\$9,949,134	\$9,949,134	\$0
	2025 Total		\$3,324,531	\$3,324,531	\$0
	2026 Total		\$33,199	\$33,199	\$0
	2027 Total		\$20,898,896	\$20,898,896	\$0
<b>NHPP (92.22%) Total</b>			<b>\$34,205,760</b>	<b>\$34,205,760</b>	<b>\$0</b>
	2024 Total		\$21,183,314	\$21,183,314	\$0
	2025 Total		\$2,769,530	\$2,769,530	\$0
<b>NHPP (Z001) Total</b>			<b>\$23,952,844</b>	<b>\$23,952,844</b>	<b>\$0</b>
	2025 Total		\$1,725,436	\$1,725,436	\$0
<b>NHPP Exempt (92.22%) Total</b>			<b>\$1,725,436</b>	<b>\$1,725,436</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
<b>OTHER Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
<b>OTHER - LOCAL Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$2,400,000	\$2,400,000	\$0
	2025 Total		\$1,882,000	\$1,882,000	\$0
<b>Rail Hwy Cross Haz (100%) Total</b>			<b>\$4,282,000</b>	<b>\$4,282,000</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
<b>State STIF-SMART Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
<b>State STIF-TriMet Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
<b>STATE-GEN Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$33,667,583	\$33,667,583	\$0
<b>STBG - STATE Total</b>			<b>\$33,667,583</b>	<b>\$33,667,583</b>	<b>\$0</b>
	2024 Total		\$3,736,754	\$3,736,754	\$0

Appendix 3.1 - Table 1.1 Summary  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	2026 Total		\$10,941,911	\$10,941,911	\$0
STBG - STATE (92.22%) Total			<b>\$14,678,665</b>	<b>\$14,678,665</b>	<b>\$0</b>
	2024 Total		\$30,004,419	\$30,004,419	\$0
	2025 Total		\$27,639,042	\$27,639,042	\$0
	2026 Total		\$1,335,183	\$1,335,183	\$0
	2027 Total		\$25,888,808	\$25,888,808	\$0
STBG State (IIJA) Total			<b>\$84,867,452</b>	<b>\$84,867,452</b>	<b>\$0</b>
	2024 Total	\$26,846,553	\$31,853,296	\$17,468,576	\$41,231,273
	2025 Total	\$41,231,273	\$32,490,362	\$44,924,920	\$28,796,715
	2026 Total	\$28,796,715	\$33,140,169	\$35,244,338	\$26,692,546
	2027 Total	\$26,692,546	\$33,140,169	\$42,377,701	\$17,455,014
STBG-URBAN Total		<b>\$26,846,553</b>	<b>\$130,623,996</b>	<b>\$140,015,535</b>	<b>\$17,455,014</b>
	2024 Total		\$1,644,535	\$1,644,535	\$0
TA - STATE Total			<b>\$1,644,535</b>	<b>\$1,644,535</b>	<b>\$0</b>
	2024 Total	\$9,720,861	\$2,964,067	\$250,598	\$12,434,330
	2025 Total	\$12,434,330	\$3,030,001	\$131,786	\$15,332,545
	2026 Total	\$15,332,545	\$3,097,253	\$0	\$18,429,798
	2027 Total	\$18,429,798	\$3,097,253	\$590,291	\$20,936,760
TA - URBAN Total		<b>\$9,720,861</b>	<b>\$12,188,574</b>	<b>\$972,675</b>	<b>\$20,936,760</b>
Grand Total		<b>\$53,083,715</b>	<b>\$989,194,137</b>	<b>\$1,006,279,928</b>	<b>\$35,997,924</b>



Appendix 3.1 - Table 1.2 Detail  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM		FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					YEAR					
22179	TriMet Bus and Rail Preventive Maintenance (2024)	TriMet	Transit	5307 (FF91 - 80/20)	2024		\$55,092,965	\$13,773,241	\$0	\$68,866,206
22198	SMART Bus Purchase/PM/Amenities and Technology 2024	SMART	Transit	5307 (FF91 - 80/20)	2024		\$550,000	\$137,500	\$0	\$687,500
					<b>2024 Total</b>		\$55,642,965	\$13,910,741	\$0	\$69,553,706
23150	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2025)	SMART	Transit	5307 (FF91 - 80/20)	2025		\$500,500	\$125,125	\$0	\$625,625
23185	TriMet Bus and Rail Preventive Maintenance (2025)	TriMet	Transit	5307 (FF91 - 80/20)	2025		\$56,745,754	\$14,186,439	\$0	\$70,932,193
					<b>2025 Total</b>		\$57,246,254	\$14,311,564	\$0	\$71,557,818
23152	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2026)	SMART	Transit	5307 (FF91 - 80/20)	2026		\$515,000	\$128,750	\$0	\$643,750
23186	TriMet Bus and Rail Preventive Maintenance (2026)	TriMet	Transit	5307 (FF91 - 80/20)	2026		\$58,448,127	\$14,612,032	\$0	\$73,060,159
					<b>2026 Total</b>		\$58,963,127	\$14,740,782	\$0	\$73,703,909
23154	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2027)	SMART	Transit	5307 (FF91 - 80/20)	2027		\$530,500	\$132,625	\$0	\$663,125
23187	TriMet Bus and Rail Preventive Maintenance (2027)	TriMet	Transit	5307 (FF91 - 80/20)	2027		\$60,201,571	\$15,050,393	\$0	\$75,251,964
					<b>2027 Total</b>		\$60,732,071	\$15,183,018	\$0	\$75,915,089
				<b>5307 (FF91 - 80/20) Total</b>			<b>\$232,584,417</b>	<b>\$58,146,105</b>	<b>\$0</b>	<b>\$290,730,522</b>
22185	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	TriMet	Transit	5310 (50/50)	2024		\$298,331	\$298,331	\$0	\$596,662
					<b>2024 Total</b>		\$298,331	\$298,331	\$0	\$596,662
23188	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	TriMet	Transit	5310 (50/50)	2025		\$307,281	\$307,281	\$0	\$614,562
					<b>2025 Total</b>		\$307,281	\$307,281	\$0	\$614,562
23189	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)	TriMet	Transit	5310 (50/50)	2026		\$316,500	\$316,500	\$0	\$633,000
					<b>2026 Total</b>		\$316,500	\$316,500	\$0	\$633,000
23203	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	TriMet	Transit	5310 (50/50)	2027		\$325,995	\$325,995	\$0	\$651,990
					<b>2027 Total</b>		\$325,995	\$325,995	\$0	\$651,990
				<b>5310 (50/50) Total</b>			<b>\$1,248,107</b>	<b>\$1,248,107</b>	<b>\$0</b>	<b>\$2,496,214</b>
22185	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	TriMet	Transit	5310 (80/20)	2024		\$1,782,846	\$445,712	\$0	\$2,228,558
22196	SMART Senior and Disabled Program (2024)	SMART	Transit	5310 (80/20)	2024		\$26,000	\$6,500	\$0	\$32,500
					<b>2024 Total</b>		\$1,808,846	\$452,212	\$0	\$2,261,058
23188	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	TriMet	Transit	5310 (80/20)	2025		\$1,836,331	\$459,083	\$0	\$2,295,414
					<b>2025 Total</b>		\$1,836,331	\$459,083	\$0	\$2,295,414
23189	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)	TriMet	Transit	5310 (80/20)	2026		\$1,891,421	\$472,855	\$0	\$2,364,276
					<b>2026 Total</b>		\$1,891,421	\$472,855	\$0	\$2,364,276
23203	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	TriMet	Transit	5310 (80/20)	2027		\$1,948,163	\$487,041	\$0	\$2,435,204
					<b>2027 Total</b>		\$1,948,163	\$487,041	\$0	\$2,435,204
				<b>5310 (80/20) Total</b>			<b>\$7,484,761</b>	<b>\$1,871,191</b>	<b>\$0</b>	<b>\$9,355,952</b>
23015	Enhanced Mobility E&D (5310) - TriCounty Area FY25	ODOT	Other	5310 (89.73)	2025		\$4,968,103	\$568,622	\$0	\$5,536,725
					<b>2025 Total</b>		\$4,968,103	\$568,622	\$0	\$5,536,725
23026	Enhanced Mobility E&D (5310) - TriCounty Area FY26	ODOT	Other	5310 (89.73)	2026		\$4,968,103	\$568,622	\$0	\$5,536,725
					<b>2026 Total</b>		\$4,968,103	\$568,622	\$0	\$5,536,725
23042	Enhanced Mobility E&D (5310) - TriCounty Area FY27	ODOT	Other	5310 (89.73)	2027		\$4,968,103	\$568,622	\$0	\$5,536,725
					<b>2027 Total</b>		\$4,968,103	\$568,622	\$0	\$5,536,725
				<b>5310 (89.73) Total</b>			<b>\$14,904,309</b>	<b>\$1,705,866</b>	<b>\$0</b>	<b>\$16,610,175</b>
22182	TriMet Rail Preventive Maintenance (2024)	TriMet	Transit	5337 - HIFG	2024		\$40,525,935	\$10,131,484	\$0	\$50,657,419
					<b>2024 Total</b>		\$40,525,935	\$10,131,484	\$0	\$50,657,419
23179	TriMet Rail Preventive Maintenance (2025)	TriMet	Transit	5337 - HIFG	2025		\$41,741,713	\$10,435,428	\$0	\$52,177,141
					<b>2025 Total</b>		\$41,741,713	\$10,435,428	\$0	\$52,177,141
23180	TriMet Rail Preventive Maintenance (2026)	TriMet	Transit	5337 - HIFG	2026		\$42,993,964	\$10,748,491	\$0	\$53,742,455
					<b>2026 Total</b>		\$42,993,964	\$10,748,491	\$0	\$53,742,455
23181	TriMet Rail Preventive Maintenance (2027)	TriMet	Transit	5337 - HIFG	2027		\$44,283,783	\$11,070,946	\$0	\$55,354,729
					<b>2027 Total</b>		\$44,283,783	\$11,070,946	\$0	\$55,354,729
				<b>5337 - HIFG Total</b>			<b>\$169,545,395</b>	<b>\$42,386,349</b>	<b>\$0</b>	<b>\$211,931,744</b>
23204	TriMet Bus Preventive Maintenance (2024)	TriMet	Transit	5337 - HIMB	2024		\$25,649	\$6,412	\$0	\$32,061
					<b>2024 Total</b>		\$25,649	\$6,412	\$0	\$32,061
23205	TriMet Bus Preventive Maintenance (2025)	TriMet	Transit	5337 - HIMB	2025		\$26,419	\$6,605	\$0	\$33,024
					<b>2025 Total</b>		\$26,419	\$6,605	\$0	\$33,024
23206	TriMet Bus Preventive Maintenance (2026)	TriMet	Transit	5337 - HIMB	2026		\$27,211	\$6,803	\$0	\$34,014
					<b>2026 Total</b>		\$27,211	\$6,803	\$0	\$34,014

Appendix 3.1 - Table 1.2 Detail  
Demonstration of Fiscal Constraint  
All 2024-27 MTIP Programming

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM		FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					YEAR					
23207	TriMet Bus Preventive Maintenance (2027)	TriMet	Transit	5337 - HIMB	2027		\$28,027	\$7,007	\$0	\$35,034
					2027 Total		\$28,027	\$7,007	\$0	\$35,034
					5337 - HIMB Total		\$107,306	\$26,827	\$0	\$134,133
22176	TriMet Bus Purchase (2024)	TriMet	Transit	5339 FTA Bus & Bus Fa	2024		\$3,234,549	\$808,637	\$0	\$4,043,186
22194	SMART Bus and Bus Facilities (Capital) 2023	SMART	Transit	5339 FTA Bus & Bus Fa	2024		\$50,000	\$12,500	\$0	\$62,500
22197	SMART Bus and Bus Facilities (Capital) 2024	SMART	Transit	5339 FTA Bus & Bus Fa	2024		\$52,000	\$13,000	\$0	\$65,000
					2024 Total		\$3,336,549	\$834,137	\$0	\$4,170,686
23151	SMART 5339 Bus Purchase (2025)	SMART	Transit	5339 FTA Bus & Bus Fa	2025		\$53,500	\$13,375	\$0	\$66,875
23176	TriMet Bus Purchase	TriMet	Transit	5339 FTA Bus & Bus Fa	2025		\$3,331,586	\$832,897	\$0	\$4,164,483
					2025 Total		\$3,385,086	\$846,272	\$0	\$4,231,358
23153	SMART 5339 Bus and Bus Facilities (2026)	SMART	Transit	5339 FTA Bus & Bus Fa	2026		\$55,000	\$13,750	\$0	\$68,750
23177	TriMet Bus Purchase	TriMet	Transit	5339 FTA Bus & Bus Fa	2026		\$3,431,533	\$857,883	\$0	\$4,289,416
					2026 Total		\$3,486,533	\$871,633	\$0	\$4,358,166
23155	SMART 5339 Bus and Bus Facilities (2027)	SMART	Transit	5339 FTA Bus & Bus Fa	2027		\$56,500	\$14,125	\$0	\$70,625
23178	TriMet Bus Purchase	TriMet	Transit	5339 FTA Bus & Bus Fa	2027		\$3,534,479	\$883,620	\$0	\$4,418,099
					2027 Total		\$3,590,979	\$897,745	\$0	\$4,488,724
					5339 FTA Bus & Bus Facilities Total		\$13,799,147	\$3,449,787	\$0	\$17,248,934
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Purchase right of way	5339(b) Bus & Bus Fac	2025		\$12,972	\$0	\$0	\$12,972
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Other	5339(b) Bus & Bus Fac	2025		\$256,000	\$0	\$0	\$256,000
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Construction	5339(b) Bus & Bus Fac	2025		\$4,620,499	\$0	\$0	\$4,620,499
					2025 Total		\$4,889,471	\$0	\$0	\$4,889,471
					5339(b) Bus & Bus Facilities Total		\$4,889,471	\$0	\$0	\$4,889,471
21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)	ODOT	Construction	AC-HB2017 (92.22%)	2024		\$4,611,000	\$389,000	\$0	\$5,000,000
					2024 Total		\$4,611,000	\$389,000	\$0	\$5,000,000
					AC-HB2017 (92.22%) Total		\$4,611,000	\$389,000	\$0	\$5,000,000
21606	OR224 at SE Monroe St	ODOT	Construction	AC-HSIP (89.73%)	2024		\$833,755	\$95,427	\$0	\$929,182
					2024 Total		\$833,755	\$95,427	\$0	\$929,182
					AC-HSIP (89.73%) Total		\$833,755	\$95,427	\$0	\$929,182
20304	City of Portland Safety Project	Portland	Other	AC-HSIP (92.22%)	2024		\$57,176	\$4,824	\$0	\$62,000
20304	City of Portland Safety Project	Portland	Construction	AC-HSIP (92.22%)	2024		\$5,311,273	\$448,077	\$0	\$5,759,350
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Purchase right of way	AC-HSIP (92.22%)	2024		\$117,735	\$9,933	\$0	\$127,668
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Other	AC-HSIP (92.22%)	2024		\$13,081	\$1,104	\$0	\$14,185
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Construction	AC-HSIP (92.22%)	2024		\$1,338,111	\$112,888	\$0	\$1,450,999
					2024 Total		\$6,837,376	\$576,826	\$0	\$7,414,202
					AC-HSIP (92.22%) Total		\$6,837,376	\$576,826	\$0	\$7,414,202
21607	OR213 at NE Glisan St and NE Davis St	Portland	Purchase right of way	AC-NHPP (89.73%)	2024		\$444,410	\$50,865	\$0	\$495,275
21607	OR213 at NE Glisan St and NE Davis St	Portland	Other	AC-NHPP (89.73%)	2024		\$130,919	\$14,984	\$0	\$145,903
21607	OR213 at NE Glisan St and NE Davis St	Portland	Construction	AC-NHPP (89.73%)	2024		\$3,060,959	\$350,340	\$0	\$3,411,299
					2024 Total		\$3,636,288	\$416,189	\$0	\$4,052,477
					AC-NHPP (89.73%) Total		\$3,636,288	\$416,189	\$0	\$4,052,477
23328	I-205 Abernethy Bridge Ground Improvements	ODOT	Construction	ACPO - Advance CN	2024		\$44,865,000	\$5,135,000	\$0	\$50,000,000
					2024 Total		\$44,865,000	\$5,135,000	\$0	\$50,000,000
22990	Portland Metro area 2024-2027 ADA curb ramp design phase 2	ODOT	Preliminary engineering	ACPO - Advance CN	2025		\$8,775,594	\$1,004,406	\$0	\$9,780,000
					2025 Total		\$8,775,594	\$1,004,406	\$0	\$9,780,000
					ACPO - Advance CN Total		\$53,640,594	\$6,139,406	\$0	\$59,780,000
23106	Portland Metro and Surrounding Area Safety Reserve (FFY24)	ODOT	Construction	ACPO (90%)	2024		\$900,000	\$100,000	\$0	\$1,000,000
					2024 Total		\$900,000	\$100,000	\$0	\$1,000,000
23107	Portland Metro and Surrounding Area Safety Reserve (FFY25)	ODOT	Construction	ACPO (90%)	2025		\$900,000	\$100,000	\$0	\$1,000,000
					2025 Total		\$900,000	\$100,000	\$0	\$1,000,000
23108	Portland Metro and Surrounding Area Safety Reserve (FFY26)	ODOT	Construction	ACPO (90%)	2026		\$628,183	\$69,798	\$0	\$697,981
					2026 Total		\$628,183	\$69,798	\$0	\$697,981
					ACPO (90%) Total		\$2,428,183	\$269,798	\$0	\$2,697,981
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Purchase right of way	AC-STBGS	2024		\$1,237,904	\$141,684	\$0	\$1,379,588
					2024 Total		\$1,237,904	\$141,684	\$0	\$1,379,588

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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM		FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					YEAR					
				<b>AC-STBGS Total</b>			<b>\$1,237,904</b>	<b>\$141,684</b>	<b>\$0</b>	<b>\$1,379,588</b>
22504	I-84: Corbett Interchange - Multnomah Falls Phase 2	ODOT	Purchase right of way	AC-STBGS (92.22)	2024		\$122,653	\$10,347	\$0	\$133,000
22504	I-84: Corbett Interchange - Multnomah Falls Phase 2	ODOT	Construction	AC-STBGS (92.22)	2024		\$2,053,948	\$173,278	\$0	\$2,227,226
					<b>2024 Total</b>		<b>\$2,176,601</b>	<b>\$183,625</b>	<b>\$0</b>	<b>\$2,360,226</b>
				<b>AC-STBGS (92.22) Total</b>			<b>\$2,176,601</b>	<b>\$183,625</b>	<b>\$0</b>	<b>\$2,360,226</b>
20332	I-205 Overcrossing (Sullivans Gulch)	Portland	Construction	AC-TAS	2024		\$1,682,468	\$192,566	\$645,947	\$2,520,981
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Construction	AC-TAS	2024		\$1,362,660	\$155,963	\$0	\$1,518,623
					<b>2024 Total</b>		<b>\$3,045,128</b>	<b>\$348,529</b>	<b>\$645,947</b>	<b>\$4,039,604</b>
				<b>AC-TAS Total</b>			<b>\$3,045,128</b>	<b>\$348,529</b>	<b>\$645,947</b>	<b>\$4,039,604</b>
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Purchase right of way	BIKEWAYS	2024		\$0	\$0	\$150,000	\$150,000
23112	OR213: 82nd Ave Improvements	Portland	Other	BIKEWAYS	2024		\$0	\$0	\$308,100	\$308,100
					<b>2024 Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$458,100</b>	<b>\$458,100</b>
				<b>BIKEWAYS Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$458,100</b>	<b>\$458,100</b>
23239	Carbon Reduction Program (Bucket)	Metro	Other	Carbon Reduction - Ur	2027		\$18,839,213	\$2,156,232	\$0	\$20,995,445
					<b>2027 Total</b>		<b>\$18,839,213</b>	<b>\$2,156,232</b>	<b>\$0</b>	<b>\$20,995,445</b>
				<b>Carbon Reduction - Urban Total</b>			<b>\$18,839,213</b>	<b>\$2,156,232</b>	<b>\$0</b>	<b>\$20,995,445</b>
16986	NW Division Complete St Phase I: Wallula Ave - Birdsdales Ave	Gresham	Construction	CMAQ - URBAN	2024		\$3,710,906	\$424,730	\$331,034	\$4,466,670
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Construction	CMAQ - URBAN	2024		\$2,570,792	\$294,239	\$1,070,190	\$3,935,221
20808	NE Cleveland Ave.: SE Stark St - NE Burnside	Gresham	Construction	CMAQ - URBAN	2024		\$2,313,096	\$264,744	\$947,160	\$3,525,000
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Purchase right of way	CMAQ - URBAN	2024		\$608,818	\$69,682	\$0	\$678,500
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Other	CMAQ - URBAN	2024		\$89,730	\$10,270	\$0	\$100,000
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Transit	CMAQ - URBAN	2024		\$13,000,000	\$1,487,908	\$0	\$14,487,908
					<b>2024 Total</b>		<b>\$22,293,342</b>	<b>\$2,551,573</b>	<b>\$2,348,384</b>	<b>\$27,193,299</b>
23172	HCT and Project Development Bond Payment (FFY 2025)	TriMet	Transit	CMAQ - URBAN	2025		\$13,000,000	\$1,487,908	\$0	\$14,487,908
23254	Council Creek Trail: Douglas St - Adams Ave	Washington County	Preliminary engineering	CMAQ - URBAN	2025		\$1,923,600	\$220,165	\$57,835	\$2,201,600
					<b>2025 Total</b>		<b>\$14,923,600</b>	<b>\$1,708,073</b>	<b>\$57,835</b>	<b>\$16,689,508</b>
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Construction	CMAQ - URBAN	2026		\$3,459,630	\$395,970	\$0	\$3,855,600
23174	HCT and Project Development Bond Payment (FFY 2026)	TriMet	Transit	CMAQ - URBAN	2026		\$13,000,000	\$1,487,908	\$0	\$14,487,908
					<b>2026 Total</b>		<b>\$16,459,630</b>	<b>\$1,883,878</b>	<b>\$0</b>	<b>\$18,343,508</b>
23175	HCT and Project Development Bond Payment (FFY 2027)	TriMet	Transit	CMAQ - URBAN	2027		\$13,000,000	\$1,487,908	\$0	\$14,487,908
23254	Council Creek Trail: Douglas St - Adams Ave	Washington County	Purchase right of way	CMAQ - URBAN	2027		\$87,400	\$10,003	\$2,597	\$100,000
					<b>2027 Total</b>		<b>\$13,087,400</b>	<b>\$1,497,911</b>	<b>\$2,597</b>	<b>\$14,587,908</b>
				<b>CMAQ - URBAN Total</b>			<b>\$66,763,972</b>	<b>\$7,641,435</b>	<b>\$2,408,816</b>	<b>\$76,814,223</b>
23112	OR213: 82nd Ave Improvements	Portland	Other	HB2017	2024		\$0	\$0	\$836,210	\$836,210
					<b>2024 Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$836,210</b>	<b>\$836,210</b>
				<b>HB2017 Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$836,210</b>	<b>\$836,210</b>
22738	I-205: From I-5 to the Glenn Jackson Bridge	ODOT	Preliminary engineering	HIEV-IIJA	2024		\$424,000	\$106,000	\$0	\$530,000
22738	I-205: From I-5 to the Glenn Jackson Bridge	ODOT	Construction	HIEV-IIJA	2024		\$936,000	\$234,000	\$0	\$1,170,000
22740	I-84: From I-5 to the Idaho Border	ODOT	Preliminary engineering	HIEV-IIJA	2024		\$1,272,000	\$318,000	\$0	\$1,590,000
22740	I-84: From I-5 to the Idaho Border	ODOT	Construction	HIEV-IIJA	2024		\$2,808,000	\$702,000	\$0	\$3,510,000
22957	I-405: I-5 to N Kerby Ave	ODOT	Planning	HIEV-IIJA	2024		\$35,200	\$8,800	\$0	\$44,000
					<b>2024 Total</b>		<b>\$5,475,200</b>	<b>\$1,368,800</b>	<b>\$0</b>	<b>\$6,844,000</b>
22957	I-405: I-5 to N Kerby Ave	ODOT	Preliminary engineering	HIEV-IIJA	2025		\$212,000	\$53,000	\$0	\$265,000
22957	I-405: I-5 to N Kerby Ave	ODOT	Construction	HIEV-IIJA	2025		\$468,000	\$117,000	\$0	\$585,000
					<b>2025 Total</b>		<b>\$680,000</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$850,000</b>
				<b>HIEV-IIJA Total</b>			<b>\$6,155,200</b>	<b>\$1,538,800</b>	<b>\$0</b>	<b>\$7,694,000</b>
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Construction	HSIP (89.73%)	2024		\$396,423	\$45,372	\$879,205	\$1,321,000
					<b>2024 Total</b>		<b>\$396,423</b>	<b>\$45,372</b>	<b>\$879,205</b>	<b>\$1,321,000</b>
				<b>HSIP (89.73%) Total</b>			<b>\$396,423</b>	<b>\$45,372</b>	<b>\$879,205</b>	<b>\$1,321,000</b>
23112	OR213: 82nd Ave Improvements	Portland	Other	HSIP (100%)	2024		\$5,400,000	\$0	\$0	\$5,400,000
					<b>2024 Total</b>		<b>\$5,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,400,000</b>
				<b>HSIP (100%) Total</b>			<b>\$5,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,400,000</b>
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024		\$490,500	\$54,500	\$0	\$545,000
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Preliminary engineering	HSIP (90%)	2024		\$615,600	\$68,400	\$0	\$684,000



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					PROGRAM				
ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024	\$953,100	\$105,900	\$0	\$1,059,000
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Preliminary engineering	HSIP (90%)	2024	\$449,186	\$49,910	\$0	\$499,096
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Purchase right of way	HSIP (90%)	2024	\$4,500	\$500	\$0	\$5,000
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Preliminary engineering	HSIP (90%)	2024	\$518,817	\$57,646	\$0	\$576,463
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024	\$177,300	\$19,700	\$0	\$197,000
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Preliminary engineering	HSIP (90%)	2024	\$454,500	\$50,500	\$0	\$505,000
22832	Gresham Pedestrian Improvements	Gresham	Preliminary engineering	HSIP (90%)	2024	\$851,946	\$94,661	\$0	\$946,607
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Preliminary engineering	HSIP (90%)	2024	\$670,500	\$74,500	\$0	\$745,000
2024 Total						\$5,185,949	\$576,217	\$0	\$5,762,166
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Purchase right of way	HSIP (90%)	2025	\$18,000	\$2,000	\$0	\$20,000
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Other	HSIP (90%)	2025	\$2,700	\$300	\$0	\$3,000
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Purchase right of way	HSIP (90%)	2025	\$135,000	\$15,000	\$0	\$150,000
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Purchase right of way	HSIP (90%)	2025	\$4,500	\$500	\$0	\$5,000
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Other	HSIP (90%)	2025	\$4,500	\$500	\$0	\$5,000
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Construction	HSIP (90%)	2025	\$1,083,183	\$120,354	\$0	\$1,203,537
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Purchase right of way	HSIP (90%)	2025	\$10,800	\$1,200	\$0	\$12,000
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Other	HSIP (90%)	2025	\$9,000	\$1,000	\$0	\$10,000
22832	Gresham Pedestrian Improvements	Gresham	Purchase right of way	HSIP (90%)	2025	\$18,000	\$2,000	\$0	\$20,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Purchase right of way	HSIP (90%)	2025	\$213,300	\$23,700	\$0	\$237,000
2025 Total						\$1,498,983	\$166,554	\$0	\$1,665,537
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Construction	HSIP (90%)	2026	\$1,497,600	\$166,400	\$0	\$1,664,000
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Construction	HSIP (90%)	2026	\$1,332,000	\$148,000	\$0	\$1,480,000
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Purchase right of way	HSIP (90%)	2026	\$26,100	\$2,900	\$0	\$29,000
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Other	HSIP (90%)	2026	\$4,500	\$500	\$0	\$5,000
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Other	HSIP (90%)	2026	\$4,500	\$500	\$0	\$5,000
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Construction	HSIP (90%)	2026	\$1,350,815	\$150,091	\$0	\$1,500,906
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Purchase right of way	HSIP (90%)	2026	\$16,200	\$1,800	\$0	\$18,000
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Other	HSIP (90%)	2026	\$2,700	\$300	\$0	\$3,000
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Construction	HSIP (90%)	2026	\$1,102,500	\$122,500	\$0	\$1,225,000
22832	Gresham Pedestrian Improvements	Gresham	Construction	HSIP (90%)	2026	\$1,765,254	\$196,139	\$0	\$1,961,393
2026 Total						\$7,102,169	\$789,130	\$0	\$7,891,299
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Construction	HSIP (90%)	2027	\$2,306,700	\$256,300	\$0	\$2,563,000
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Construction	HSIP (90%)	2027	\$430,200	\$47,800	\$0	\$478,000
22906	Portland Metro and Surrounding Area Safety Construction	ODOT	Construction	HSIP (90%)	2027	\$5,634,000	\$626,000	\$0	\$6,260,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Construction	HSIP (90%)	2027	\$1,459,800	\$162,200	\$0	\$1,622,000
2027 Total						\$9,830,700	\$1,092,300	\$0	\$10,923,000
				HSIP (90%) Total		\$23,617,801	\$2,624,201	\$0	\$26,242,002
21613	US30: Sandy River - OR35	ODOT	Other	HSIP (92.22)	2024	\$7,326	\$618	\$0	\$7,944
21613	US30: Sandy River - OR35	ODOT	Construction	HSIP (92.22)	2024	\$342,256	\$28,874	\$0	\$371,130
21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	ODOT	Other	HSIP (92.22)	2024	\$11,685	\$986	\$0	\$12,671
21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	ODOT	Construction	HSIP (92.22)	2024	\$1,767,169	\$149,085	\$0	\$1,916,254
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2024	\$35,117	\$2,963	\$0	\$38,080
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2024	\$273,228	\$23,050	\$0	\$296,278
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Construction	HSIP (92.22)	2024	\$1,949,044	\$164,428	\$0	\$2,113,472
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2024	\$1,057,646	\$89,227	\$0	\$1,146,873
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Construction	HSIP (92.22)	2024	\$833,893	\$70,350	\$0	\$904,243
22772	I-205: Columbia River - SE 82nd Drive	ODOT	Preliminary engineering	HSIP (92.22)	2024	\$969,232	\$81,768	\$0	\$1,051,000
22773	I-84: I-5 - Hood River	ODOT	Preliminary engineering	HSIP (92.22)	2024	\$649,229	\$54,771	\$0	\$704,000
2024 Total						\$7,895,825	\$666,120	\$0	\$8,561,945
22772	I-205: Columbia River - SE 82nd Drive	ODOT	Purchase right of way	HSIP (92.22)	2025	\$11,989	\$1,011	\$0	\$13,000
22773	I-84: I-5 - Hood River	ODOT	Purchase right of way	HSIP (92.22)	2025	\$11,989	\$1,011	\$0	\$13,000
2025 Total						\$23,978	\$2,022	\$0	\$26,000
				HSIP (92.22) Total		\$7,919,803	\$668,142	\$0	\$8,587,945
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Purchase right of way	LOCAL	2024	\$0	\$0	\$671,000	\$671,000

Appendix 3.1 - Table 1.2 Detail  
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 All 2024-27 MTIP Programming

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					YEAR				
22592	Earthquake Ready Burnside Bridge: NE/SE Grand Ave - NW/SW 3rd Ave	Multnomah County	Purchase right of way	LOCAL	2024	\$0	\$0	\$34,600,000	\$34,600,000
					<b>2024 Total</b>	\$0	\$0	\$35,271,000	\$35,271,000
23156	SMART Yard Expansion Capital Project (2025)	SMART	Construction	LOCAL	2025	\$0	\$0	\$1,000,000	\$1,000,000
					<b>2025 Total</b>	\$0	\$0	\$1,000,000	\$1,000,000
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Other	LOCAL	2026	\$0	\$0	\$100,000	\$100,000
					<b>2026 Total</b>	\$0	\$0	\$100,000	\$100,000
				<b>LOCAL Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$36,371,000</b>	<b>\$36,371,000</b>
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Purchase right of way	Local (Wash Co)	2024	\$0	\$0	\$4,001,000	\$4,001,000
					<b>2024 Total</b>	\$0	\$0	\$4,001,000	\$4,001,000
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Construction	Local (Wash Co)	2026	\$0	\$0	\$28,173,000	\$28,173,000
					<b>2026 Total</b>	\$0	\$0	\$28,173,000	\$28,173,000
				<b>Local (Wash Co) Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$32,174,000</b>	<b>\$32,174,000</b>
22312	Portland Metro Planning SFY25	Metro	Planning	Metro PL (5303)	2024	\$632,761	\$72,422	\$0	\$705,183
					<b>2024 Total</b>	\$632,761	\$72,422	\$0	\$705,183
22839	Portland Metro Planning SFY26	Metro	Planning	Metro PL (5303)	2025	\$1,029,579	\$117,840	\$0	\$1,147,419
					<b>2025 Total</b>	\$1,029,579	\$117,840	\$0	\$1,147,419
22841	Portland Metro Planning SFY27	Metro	Planning	Metro PL (5303)	2026	\$1,073,346	\$122,849	\$0	\$1,196,195
					<b>2026 Total</b>	\$1,073,346	\$122,849	\$0	\$1,196,195
22842	Portland Metro Planning SFY28	Metro	Planning	Metro PL (5303)	2027	\$1,118,529	\$128,021	\$0	\$1,246,550
					<b>2027 Total</b>	\$1,118,529	\$128,021	\$0	\$1,246,550
				<b>Metro PL (5303) Total</b>		<b>\$3,854,215</b>	<b>\$441,132</b>	<b>\$0</b>	<b>\$4,295,347</b>
22312	Portland Metro Planning SFY25	Metro	Planning	Metro Planning (Z450)	2024	\$2,107,223	\$241,181	\$0	\$2,348,404
					<b>2024 Total</b>	\$2,107,223	\$241,181	\$0	\$2,348,404
22839	Portland Metro Planning SFY26	Metro	Planning	Metro Planning (Z450)	2025	\$2,736,169	\$313,167	\$0	\$3,049,336
					<b>2025 Total</b>	\$2,736,169	\$313,167	\$0	\$3,049,336
22841	Portland Metro Planning SFY27	Metro	Planning	Metro Planning (Z450)	2026	\$2,734,621	\$312,990	\$0	\$3,047,611
					<b>2026 Total</b>	\$2,734,621	\$312,990	\$0	\$3,047,611
22842	Portland Metro Planning SFY28	Metro	Planning	Metro Planning (Z450)	2027	\$2,733,061	\$312,811	\$0	\$3,045,872
					<b>2027 Total</b>	\$2,733,061	\$312,811	\$0	\$3,045,872
				<b>Metro Planning (Z450) Total</b>		<b>\$10,311,074</b>	<b>\$1,180,149</b>	<b>\$0</b>	<b>\$11,491,223</b>
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Purchase right of way	NHPP (92.22%)	2024	\$18,544	\$1,564	\$0	\$20,108
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Other	NHPP (92.22%)	2024	\$535,821	\$45,204	\$0	\$581,025
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Construction	NHPP (92.22%)	2024	\$6,025,973	\$508,372	\$0	\$6,534,345
23067	I-205: Glenn Jackson Bridge (Columbia River)	ODOT	Preliminary engineering	NHPP (92.22%)	2024	\$2,030,684	\$171,316	\$0	\$2,202,000
23068	I-205: Clackamas River southbound bridge	ODOT	Preliminary engineering	NHPP (92.22%)	2024	\$1,338,112	\$112,888	\$0	\$1,451,000
					<b>2024 Total</b>	\$9,949,134	\$839,344	\$0	\$10,788,478
22603	I-405 Fremont Bridge (Willamette River) West Ramps	ODOT	Purchase right of way	NHPP (92.22%)	2025	\$117,119	\$9,881	\$0	\$127,000
23066	I-5: Northbound Interstate Bridge	ODOT	Preliminary engineering	NHPP (92.22%)	2025	\$3,207,412	\$270,588	\$0	\$3,478,000
					<b>2025 Total</b>	\$3,324,531	\$280,469	\$0	\$3,605,000
23066	I-5: Northbound Interstate Bridge	ODOT	Purchase right of way	NHPP (92.22%)	2026	\$33,199	\$2,801	\$0	\$36,000
					<b>2026 Total</b>	\$33,199	\$2,801	\$0	\$36,000
23066	I-5: Northbound Interstate Bridge	ODOT	Construction	NHPP (92.22%)	2027	\$13,482,564	\$1,137,436	\$0	\$14,620,000
23067	I-205: Glenn Jackson Bridge (Columbia River)	ODOT	Construction	NHPP (92.22%)	2027	\$7,416,332	\$625,668	\$0	\$8,042,000
					<b>2027 Total</b>	\$20,898,896	\$1,763,104	\$0	\$22,662,000
				<b>NHPP (92.22%) Total</b>		<b>\$34,205,760</b>	<b>\$2,885,718</b>	<b>\$0</b>	<b>\$37,091,478</b>
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Construction	NHPP (Z001)	2024	\$2,097,964	\$240,121	\$0	\$2,338,085
21128	US30: Watson Rd - Hoge Ave	ODOT	Construction	NHPP (Z001)	2024	\$957,240	\$109,560	\$0	\$1,066,800
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Construction	NHPP (Z001)	2024	\$9,857,047	\$1,128,183	\$0	\$10,985,230
21606	OR224 at SE Monroe St	ODOT	Construction	NHPP (Z001)	2024	\$1,927,719	\$220,636	\$0	\$2,148,355
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Purchase right of way	NHPP (Z001)	2024	\$161,621	\$18,498	\$0	\$180,119
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Other	NHPP (Z001)	2024	\$59,455	\$6,805	\$0	\$66,260
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Construction	NHPP (Z001)	2024	\$2,267,849	\$259,565	\$0	\$2,527,414
21617	OR8: SE Brookwood Ave - OR217	ODOT	Construction	NHPP (Z001)	2024	\$3,091,714	\$353,861	\$0	\$3,445,575
22866	Portland Metro and surrounding areas signal upgrades	ODOT	Preliminary engineering	NHPP (Z001)	2024	\$448,650	\$51,350	\$0	\$500,000

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All 2024-27 MTIP Programming

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22867	Portland Metro and Surrounding Areas Operations Upgrades	ODOT	Preliminary engineering	NHPP (Z001)	2024	\$314,055	\$35,945		\$0	\$350,000
						2024 Total	\$21,183,314	\$2,424,524	\$0	\$23,607,838
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Construction	NHPP (Z001)	2025	\$660,875	\$75,640		\$0	\$736,515
22866	Portland Metro and surrounding areas signal upgrades	ODOT	Construction	NHPP (Z001)	2025	\$717,840	\$82,160		\$0	\$800,000
22867	Portland Metro and Surrounding Areas Operations Upgrades	ODOT	Construction	NHPP (Z001)	2025	\$1,390,815	\$159,185		\$0	\$1,550,000
						2025 Total	\$2,769,530	\$316,985	\$0	\$3,086,515
						NHPP (Z001) Total	\$23,952,844	\$2,741,509	\$0	\$26,694,353
23410	I-84: NE Martin Luther King Jr Blvd - I-205	ODOT	Preliminary engineering	NHPP Exempt (92.22%	2025	\$1,725,436	\$145,564		\$0	\$1,871,000
						2025 Total	\$1,725,436	\$145,564	\$0	\$1,871,000
						NHPP Exempt (92.22%) Total	\$1,725,436	\$145,564	\$0	\$1,871,000
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Construction	OTHER	2025	\$0	\$0	\$5,872,256		\$5,872,256
						2025 Total	\$0	\$0	\$5,872,256	\$5,872,256
						OTHER Total	\$0	\$0	\$5,872,256	\$5,872,256
20332	I-205 Overcrossing (Sullivans Gulch)	Portland	Purchase right of way	OTHER - LOCAL	2024	\$0	\$0	\$107,900		\$107,900
						2024 Total	\$0	\$0	\$107,900	\$107,900
						OTHER - LOCAL Total	\$0	\$0	\$107,900	\$107,900
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Preliminary engineering	Rail Hwy Cross Haz (1C	2024	\$258,000	\$0	\$0		\$258,000
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Other	Rail Hwy Cross Haz (1C	2024	\$40,000	\$0	\$0		\$40,000
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Construction	Rail Hwy Cross Haz (1C	2024	\$2,102,000	\$0	\$0		\$2,102,000
						2024 Total	\$2,400,000	\$0	\$0	\$2,400,000
23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave	ODOT	Preliminary engineering	Rail Hwy Cross Haz (1C	2025	\$1,882,000	\$0	\$0		\$1,882,000
						2025 Total	\$1,882,000	\$0	\$0	\$1,882,000
						Rail Hwy Cross Haz (100%) Total	\$4,282,000	\$0	\$0	\$4,282,000
23156	SMART Yard Expansion Capital Project (2025)	SMART	Construction	State STIF-SMART	2025	\$0	\$0	\$4,000,000		\$4,000,000
						2025 Total	\$0	\$0	\$4,000,000	\$4,000,000
						State STIF-SMART Total	\$0	\$0	\$4,000,000	\$4,000,000
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Purchase right of way	State STIF-TriMet	2025	\$0	\$0	\$3,243		\$3,243
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Other	State STIF-TriMet	2025	\$0	\$0	\$64,000		\$64,000
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	TriMet	Construction	State STIF-TriMet	2025	\$0	\$0	\$1,155,125		\$1,155,125
						2025 Total	\$0	\$0	\$1,222,368	\$1,222,368
						State STIF-TriMet Total	\$0	\$0	\$1,222,368	\$1,222,368
22075	Columbia Bottomlands Mitigation/Conservation	ODOT	Construction	STATE-GEN	2024	\$0	\$0	\$1,550,000		\$1,550,000
22551	US26: SE Powell Blvd & SE 36th Ave	ODOT	Construction	STATE-GEN	2024	\$0	\$0	\$485,000		\$485,000
						2024 Total	\$0	\$0	\$2,035,000	\$2,035,000
						STATE-GEN Total	\$0	\$0	\$2,035,000	\$2,035,000
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG - STATE	2024	\$1,615,497	\$184,901	\$3,900,000		\$5,700,398
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Other	STBG - STATE	2024	\$265,706	\$30,411	\$9,208		\$305,325
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Construction	STBG - STATE	2024	\$2,585,775	\$295,954	\$0		\$2,881,729
21255	US26/OR213 Curb Ramps	ODOT	Construction	STBG - STATE	2024	\$1,000,489	\$114,510	\$0		\$1,114,999
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Preliminary engineering	STBG - STATE	2024	\$294,707	\$33,731	\$0		\$328,438
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Construction	STBG - STATE	2024	\$239,195	\$27,377	\$0		\$266,572
21611	Portland Metro and Surrounding Area Operations	ODOT	Other	STBG - STATE	2024	\$60,258	\$6,897	\$0		\$67,155
21704	US30B: Bridge Over Private Driveway	ODOT	Construction	STBG - STATE	2024	\$1,494,233	\$171,022	\$0		\$1,665,255
21706	US30: Bridal Veil Falls Bridge	ODOT	Construction	STBG - STATE	2024	\$835,173	\$95,589	\$0		\$930,762
21882	Hawthorne Bridge Ramps	Multnomah County	Construction	STBG - STATE	2024	\$7,118,759	\$814,774	\$0		\$7,933,533
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Construction	STBG - STATE	2024	\$6,477,527	\$741,382	\$0		\$7,218,909
22323	Oregon Transportation Network - TriMet FFY24	ODOT	Transit	STBG - STATE	2024	\$3,735,416	\$427,535	\$0		\$4,162,951
22435	OR47/OR8/US30 Curb Ramps	ODOT	Construction	STBG - STATE	2024	\$7,944,848	\$909,323	\$0		\$8,854,171
						2024 Total	\$33,667,583	\$3,853,406	\$3,909,208	\$41,430,197
						STBG - STATE Total	\$33,667,583	\$3,853,406	\$3,909,208	\$41,430,197
22719	I-5: Capitol Highway - OR217	ODOT	Preliminary engineering	STBG - STATE (92.22%	2024	\$3,736,754	\$315,246	\$0		\$4,052,000
						2024 Total	\$3,736,754	\$315,246	\$0	\$4,052,000
22719	I-5: Capitol Highway - OR217	ODOT	Construction	STBG - STATE (92.22%	2026	\$10,941,911	\$923,098	\$0		\$11,865,009
						2026 Total	\$10,941,911	\$923,098	\$0	\$11,865,009



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ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM			
						YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT
					STBG - STATE (92.22%) Total	\$14,678,665	\$1,238,344	\$0	\$15,917,009
21709	OR120: Columbia Slough Bridge	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$11,664,900	\$1,335,100	\$0	\$13,000,000
22431	OR141/OR217 Curb Ramps	ODOT	Construction	STBG State (IIJA)	2024	\$3,866,715	\$442,563	\$0	\$4,309,278
22770	US30B: (N Lombard St) at Peninsula Crossing Trail	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$591,300	\$67,677	\$0	\$658,977
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$1,210,458	\$138,542	\$0	\$1,349,000
22865	OR99E Canemah Rockfall Phase 2	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$420,834	\$48,166	\$0	\$469,000
22869	US26 Active Traffic Management	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$2,835,121	\$324,492	\$0	\$3,159,613
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$2,145,444	\$245,556	\$0	\$2,391,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$1,118,036	\$127,964	\$0	\$1,246,000
23112	OR213: 82nd Ave Improvements	Portland	Other	STBG State (IIJA)	2024	\$6,151,611	\$704,079	\$0	\$6,855,690
					2024 Total	\$30,004,419	\$3,434,139	\$0	\$33,438,558
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Other	STBG State (IIJA)	2025	\$84,346	\$9,654	\$0	\$94,000
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Construction	STBG State (IIJA)	2025	\$16,775,375	\$1,920,017	\$0	\$18,695,392
21709	OR120: Columbia Slough Bridge	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$3,589,200	\$410,800	\$0	\$4,000,000
22770	US30B: (N Lombard St) at Peninsula Crossing Trail	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$138,600	\$15,863	\$0	\$154,463
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$1,362,101	\$155,899	\$0	\$1,518,000
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$227,914	\$26,086	\$0	\$254,000
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Other	STBG State (IIJA)	2025	\$57,427	\$6,573	\$0	\$64,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$548,250	\$62,750	\$0	\$611,000
23050	OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$2,137,369	\$244,631	\$0	\$2,382,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$1,209,560	\$138,440	\$0	\$1,348,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$356,228	\$40,772	\$0	\$397,000
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Purchase right of way	STBG State (IIJA)	2025	\$113,688	\$13,012	\$0	\$126,700
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Preliminary engineering	STBG State (IIJA)	2025	\$1,027,588	\$117,612	\$0	\$1,145,200
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Other	STBG State (IIJA)	2025	\$11,396	\$1,304	\$0	\$12,700
					2025 Total	\$27,639,042	\$3,163,413	\$0	\$30,802,455
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$289,828	\$33,172	\$0	\$323,000
23050	OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$672,975	\$77,025	\$0	\$750,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$372,380	\$42,621	\$0	\$415,001
					2026 Total	\$1,335,183	\$152,818	\$0	\$1,488,001
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Other	STBG State (IIJA)	2027	\$34,097	\$3,903	\$0	\$38,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Construction	STBG State (IIJA)	2027	\$3,652,908	\$418,092	\$0	\$4,071,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Other	STBG State (IIJA)	2027	\$120,238	\$13,762	\$0	\$134,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Other	STBG State (IIJA)	2027	\$18,843	\$2,157	\$0	\$21,000
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Construction	STBG State (IIJA)	2027	\$7,279,705	\$833,195	\$0	\$8,112,900
23109	Region 1 Operations construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$6,939,718	\$794,282	\$0	\$7,734,000
23110	Portland metropolitan area ped & bike construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$5,638,633	\$645,367	\$0	\$6,284,000
23111	Region 1 Safe Routes to School construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$2,204,666	\$252,334	\$0	\$2,457,000
					2027 Total	\$25,888,808	\$2,963,092	\$0	\$28,851,900
					STBG State (IIJA) Total	\$84,867,452	\$9,713,462	\$0	\$94,580,914
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG-URBAN	2024	\$1,974,955	\$226,042	\$0	\$2,200,997
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Purchase right of way	STBG-URBAN	2024	\$193,304	\$22,125	\$0	\$215,429
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Construction	STBG-URBAN	2024	\$2,179,847	\$249,493	\$20,000	\$2,449,340
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	STBG-URBAN	2024	\$1,071,762	\$122,668	\$2,485,309	\$3,679,739
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Preliminary engineering	STBG-URBAN	2024	\$1,512,848	\$173,152	\$0	\$1,686,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Construction	STBG-URBAN	2024	\$840,355	\$96,182	\$0	\$936,537
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Purchase right of way	STBG-URBAN	2024	\$143,568	\$16,432	\$0	\$160,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Other	STBG-URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Purchase right of way	STBG-URBAN	2024	\$78,065	\$8,935	\$0	\$87,000
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$404,682	\$46,318	\$349,000	\$800,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$50,000	\$100,000

Appendix 3.1 - Table 1.2 Detail  
 Demonstration of Fiscal Constraint  
 All 2024-27 MTIP Programming

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM				
					YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Transit	STBG-URBAN	2024	\$8,800,000	\$1,007,199	\$0	\$9,807,199
					<b>2024 Total</b>	\$17,468,576	\$1,999,356	\$2,904,309	\$22,372,241
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Purchase right of way	STBG-URBAN	2025	\$702,585	\$80,414	\$0	\$782,999
20885	Transportation System Mgmt Operations/ITS (2020)	Metro	Other	STBG-URBAN	2025	\$464,518	\$53,166	\$0	\$517,684
20886	Transportation System Mgmt Operations/ITS (2021)	Metro	Other	STBG-URBAN	2025	\$1,801,828	\$206,227	\$0	\$2,008,055
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Purchase right of way	STBG-URBAN	2025	\$323,028	\$36,972	\$0	\$360,000
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Other	STBG-URBAN	2025	\$44,865	\$5,135	\$0	\$50,000
22146	Freight and Economic Development Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$76,491	\$8,755	\$0	\$85,246
22147	Freight and Economic Development Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$78,786	\$9,017	\$0	\$87,803
22152	Regional MPO Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$1,442,694	\$165,123	\$0	\$1,607,817
22153	Regional MPO Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$1,485,975	\$170,076	\$0	\$1,656,051
22154	Next Corridor Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2025	\$451,331	\$51,657	\$0	\$502,988
22155	Next Corridor Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$605,848	\$69,342	\$0	\$675,190
22156	Next Corridor Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$624,024	\$71,422	\$0	\$695,446
22157	Regional Travel Options (RTO) program (FFY 2022)	Metro	Other	STBG-URBAN	2025	\$2,756,697	\$315,516	\$0	\$3,072,213
22158	Regional Travel Options (RTO) program (FFY 2023)	Metro	Other	STBG-URBAN	2025	\$2,839,398	\$324,982	\$0	\$3,164,380
22159	Regional Travel Options (RTO) program (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$2,924,580	\$334,731	\$0	\$3,259,311
22161	Safe Routes to Schools program (FFY 2023)	Metro	Other	STBG-URBAN	2025	\$546,364	\$62,534	\$0	\$608,898
22162	Safe Routes to Schools program (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$562,754	\$64,410	\$0	\$627,164
22165	TriMet Preventive Maintenance (2024) Support	TriMet	Other	STBG-URBAN	2025	\$3,708,384	\$424,441	\$0	\$4,132,825
22168	TSMO Program Sub-allocation Funds (Remaining 2022-2024)	Metro	Other	STBG-URBAN	2025	\$5,153,017	\$589,786	\$0	\$5,742,803
22171	TSMO Administration (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$200,200	\$22,914	\$0	\$223,114
23172	HCT and Project Development Bond Payment (FFY 2025)	TriMet	Transit	STBG-URBAN	2025	\$8,780,000	\$1,004,910	\$0	\$9,784,910
23182	TriMet Preventive Maintenance Support (2025)	TriMet	Transit	STBG-URBAN	2025	\$3,819,635	\$437,174	\$0	\$4,256,809
23211	TSMO Administration (FFY 2025)	Metro	Planning	STBG-URBAN	2025	\$206,206	\$23,601	\$0	\$229,807
23224	Regional MPO Planning (FFY 2025)	Metro	Planning	STBG-URBAN	2025	\$1,530,554	\$175,179	\$0	\$1,705,733
23236	I-205 Multi-User Path Alternatives Development Study	Clackamas County	Planning	STBG-URBAN	2025	\$1,094,858	\$125,311	\$0	\$1,220,169
23242	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	West Linn	Preliminary engineering	STBG-URBAN	2025	\$581,153	\$66,516	\$0	\$647,669
23245	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	Gresham	Preliminary engineering	STBG-URBAN	2025	\$216,333	\$24,760	\$0	\$241,093
23247	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	Portland	Planning	STBG-URBAN	2025	\$161,514	\$18,486	\$0	\$180,000
23250	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	Portland	Planning	STBG-URBAN	2025	\$134,595	\$15,405	\$0	\$150,000
23252	SW Allen Blvd: SW Murray Blvd to SW King Ave	Beaverton	Planning	STBG-URBAN	2025	\$500,000	\$57,227	\$249,720	\$806,947
23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	Tigard	Planning	STBG-URBAN	2025	\$1,106,705	\$126,667	\$557,228	\$1,790,600
					<b>2025 Total</b>	\$44,924,920	\$5,141,856	\$806,948	\$50,873,724
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Other	STBG-URBAN	2026	\$134,595	\$15,405	\$0	\$150,000
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Construction	STBG-URBAN	2026	\$1,587,898	\$181,742	\$1,522,845	\$3,292,485
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Construction	STBG-URBAN	2026	\$3,180,937	\$364,072	\$1,139,991	\$4,685,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Construction	STBG-URBAN	2026	\$3,545,230	\$405,767	\$553,343	\$4,504,340
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Construction	STBG-URBAN	2026	\$1,436,769	\$164,445	\$1,799,786	\$3,401,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Construction	STBG-URBAN	2026	\$4,177,413	\$478,124	\$3,886,463	\$8,542,000
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Construction	STBG-URBAN	2026	\$3,148,401	\$360,349	\$0	\$3,508,750
23174	HCT and Project Development Bond Payment (FFY 2026)	TriMet	Transit	STBG-URBAN	2026	\$8,760,000	\$1,002,621	\$0	\$9,762,621
23183	TriMet Preventive Maintenance Support (2026)	TriMet	Transit	STBG-URBAN	2026	\$3,934,224	\$450,290	\$0	\$4,384,514
23226	Regional MPO Planning (FFY 2026)	Metro	Planning	STBG-URBAN	2026	\$1,576,470	\$180,434	\$0	\$1,756,904
23229	Transit Corridor Development (FFY 2026)	Metro	Planning	STBG-URBAN	2026	\$2,500,000	\$286,136	\$0	\$2,786,136
23232	Metro Federal Grant Application Support (UPWP)	Metro	Planning	STBG-URBAN	2026	\$500,000	\$57,227	\$0	\$557,227
23233	Metro Aerial Photo and LIDAR Support (UPWP)	Metro	Planning	STBG-URBAN	2026	\$300,000	\$34,336	\$0	\$334,336
23234	TSMO Administration (FFY 2026)	Metro	Other	STBG-URBAN	2026	\$212,292	\$24,298	\$0	\$236,590
23388	Portland Transportation Demand Management Activities	Metro	Other	STBG-URBAN	2026	\$250,109	\$28,626	\$0	\$278,735
					<b>2026 Total</b>	\$35,244,338	\$4,033,872	\$8,902,428	\$48,180,638
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Construction	STBG-URBAN	2027	\$4,144,754	\$474,386	\$1,007,860	\$5,627,000
23175	HCT and Project Development Bond Payment (FFY 2027)	TriMet	Transit	STBG-URBAN	2027	\$8,740,000	\$1,000,332	\$0	\$9,740,332
23184	TriMet Preventive Maintenance Support (2027)	TriMet	Transit	STBG-URBAN	2027	\$4,052,251	\$463,798	\$0	\$4,516,049
23209	TSMO Program Sub-allocation Funds (FFY 2025-27)	Metro	Other	STBG-URBAN	2027	\$6,306,170	\$721,769	\$0	\$7,027,939

Appendix 3.1 - Table 1.2 Detail  
Demonstration of Fiscal Constraint  
All 2024-27 MTIP Programming

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM		FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					YEAR					
23215	Regional Travel Options (RTO) Program (FFY 2025-27)	Metro	Other	STBG-URBAN	2027		\$9,310,772	\$1,065,660	\$0	\$10,376,432
23218	Safe Routes to School Program (FFY 2025-27)	Metro	Other	STBG-URBAN	2027		\$1,791,600	\$205,057	\$0	\$1,996,657
23219	Next Corridor Planning (FFY 2025-27)	Metro	Planning	STBG-URBAN	2027		\$1,986,659	\$227,382	\$0	\$2,214,041
23221	Freight and Economic Development Planning (FFY 2025-27)	Metro	Planning	STBG-URBAN	2027		\$250,824	\$28,708	\$0	\$279,532
23228	Regional MPO Planning (FFY 2027)	Metro	Planning	STBG-URBAN	2027		\$1,623,764	\$185,847	\$0	\$1,809,611
23235	TSMO Administration (FFY 2027)	Metro	Other	STBG-URBAN	2027		\$218,764	\$25,039	\$0	\$243,803
23242	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	West Linn	Purchase right of way	STBG-URBAN	2027		\$358,920	\$41,080	\$0	\$400,000
23245	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	Gresham	Purchase right of way	STBG-URBAN	2027		\$214,555	\$24,557	\$0	\$239,112
23246	NE Sandy Blvd: NE 201st Ave to Quail Hollow Mobile Home Park	Multnomah County	Purchase right of way	STBG-URBAN	2027		\$390,325	\$44,674	\$0	\$434,999
23247	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	Portland	Preliminary engineering	STBG-URBAN	2027		\$1,402,031	\$160,469	\$0	\$1,562,500
23250	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	Portland	Preliminary engineering	STBG-URBAN	2027		\$1,586,312	\$181,561	\$0	\$1,767,873
					2027 Total		\$42,377,701	\$4,850,319	\$1,007,860	\$48,235,880
				STBG-URBAN Total			\$140,015,535	\$16,025,403	\$13,621,545	\$169,662,483
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Purchase right of way	TA - STATE	2024		\$132,278	\$15,140	\$0	\$147,418
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Other	TA - STATE	2024		\$53,838	\$6,162	\$0	\$60,000
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Construction	TA - STATE	2024		\$1,458,419	\$166,923	\$0	\$1,625,342
					2024 Total		\$1,644,535	\$188,225	\$0	\$1,832,760
				TA - STATE Total			\$1,644,535	\$188,225	\$0	\$1,832,760
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	TA - URBAN	2024		\$250,598	\$28,682	\$0	\$279,280
					2024 Total		\$250,598	\$28,682	\$0	\$279,280
23251	North Portland Greenway: Columbia Blvd to Cathedral Park	Portland	Planning	TA - URBAN	2025		\$131,786	\$15,083	\$143,062	\$289,931
					2025 Total		\$131,786	\$15,083	\$143,062	\$289,931
23251	North Portland Greenway: Columbia Blvd to Cathedral Park	Portland	Preliminary engineering	TA - URBAN	2027		\$590,291	\$67,561	\$130,911	\$788,763
					2027 Total		\$590,291	\$67,561	\$130,911	\$788,763
				TA - URBAN Total			\$972,675	\$111,326	\$273,973	\$1,357,974
Grand Total							\$1,006,279,928	\$170,593,136	\$104,815,528	\$1,281,688,592
2024-29 MTIP							\$1,041,189,758	\$174,588,722	\$107,168,395	\$1,322,946,875
Removed 2028 and 2029							\$34,909,830	\$3,995,586	\$2,352,867	\$41,258,283



2024-2027 Metropolitan Transportation Improvement Program, Appendix III Appendix 3.1 - Table 2.1 Summary  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Fund Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY- OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	<b>2024 Total</b>	\$7,258,371	\$3,755,621	\$0	\$11,013,992
	<b>2025 Total</b>	\$11,013,992	\$3,830,733	\$0	\$14,844,725
	<b>2026 Total</b>	\$14,844,725	\$3,907,348	\$0	\$18,752,073
	<b>2027 Total</b>	\$18,752,073	\$0	\$18,839,213	-\$87,140
<b>Carbon Reduction - Urban Total</b>		<b>\$7,258,371</b>	<b>\$11,493,702</b>	<b>\$18,839,213</b>	<b>-\$87,140</b>
	<b>2024 Total</b>	\$9,257,930	\$13,799,833	\$22,293,342	\$764,421
	<b>2025 Total</b>	\$764,421	\$13,799,833	\$14,923,600	-\$359,346
	<b>2026 Total</b>	-\$359,346	\$13,799,833	\$16,459,630	-\$3,019,143
	<b>2027 Total</b>	-\$3,019,143	\$13,799,833	\$13,087,400	-\$2,306,710
<b>CMAQ - URBAN Total</b>		<b>\$9,257,930</b>	<b>\$55,199,332</b>	<b>\$66,763,972</b>	<b>-\$2,306,710</b>
	<b>2024 Total</b>	\$26,846,553	\$31,853,296	\$17,468,576	\$41,231,273
	<b>2025 Total</b>	\$41,231,273	\$32,490,362	\$44,924,920	\$28,796,715
	<b>2026 Total</b>	\$28,796,715	\$33,140,169	\$35,244,338	\$26,692,546
	<b>2027 Total</b>	\$26,692,546	\$33,140,169	\$42,377,701	\$17,455,014
<b>STBG-URBAN Total</b>		<b>\$26,846,553</b>	<b>\$130,623,996</b>	<b>\$140,015,535</b>	<b>\$17,455,014</b>
	<b>2024 Total</b>	\$9,720,861	\$2,964,067	\$250,598	\$12,434,330
	<b>2025 Total</b>	\$12,434,330	\$3,030,001	\$131,786	\$15,332,545
	<b>2026 Total</b>	\$15,332,545	\$3,097,253	\$0	\$18,429,798
	<b>2027 Total</b>	\$18,429,798	\$3,097,253	\$590,291	\$20,936,760
<b>TA - URBAN Total</b>		<b>\$9,720,861</b>	<b>\$12,188,574</b>	<b>\$972,675</b>	<b>\$20,936,760</b>
<b>Grand Total</b>		<b>\$53,083,715</b>	<b>\$209,505,604</b>	<b>\$226,591,395</b>	<b>\$35,997,924</b>

*Note: 2024 Revenue forecast includes carryovers from 2023 totaling \$53,083,715*

*Note: Approximately \$10 million in redistribution funds were incorporated into the 2024 STBG-U carry over.*

*Note: \$34.9 million in RFFA allocated funds are programmed in years 2028 and 2029.*

Appendix 3.1 - Table 2.2 Detail  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Fund Allocation

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
23239	Carbon Reduction Program (Bucket)	Metro	Other	Carbon Reduction - I	2027	\$18,839,213	\$2,156,232	\$0	\$20,995,445
				<b>2027 Total</b>		\$18,839,213	\$2,156,232	\$0	\$20,995,445
				<b>Carbon Reduction - Urban Total</b>		<b>\$18,839,213</b>	<b>\$2,156,232</b>	<b>\$0</b>	<b>\$20,995,445</b>
16986	NW Division Complete St Phase I: Wallula Ave - Birdsdales Ave	Gresham	Construction	CMAQ - URBAN	2024	\$3,710,906	\$424,730	\$331,034	\$4,466,670
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Construction	CMAQ - URBAN	2024	\$2,570,792	\$294,239	\$1,070,190	\$3,935,221
20808	NE Cleveland Ave.: SE Stark St - NE Burnside	Gresham	Construction	CMAQ - URBAN	2024	\$2,313,096	\$264,744	\$947,160	\$3,525,000
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Purchase right of way	CMAQ - URBAN	2024	\$608,818	\$69,682	\$0	\$678,500
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Other	CMAQ - URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Transit	CMAQ - URBAN	2024	\$13,000,000	\$1,487,908	\$0	\$14,487,908
				<b>2024 Total</b>		\$22,293,342	\$2,551,573	\$2,348,384	\$27,193,299
23172	HCT and Project Development Bond Payment (FFY 2025)	TriMet	Transit	CMAQ - URBAN	2025	\$13,000,000	\$1,487,908	\$0	\$14,487,908
23254	Council Creek Trail: Douglas St - Adams Ave	Washington County	Preliminary engineering	CMAQ - URBAN	2025	\$1,923,600	\$220,165	\$57,835	\$2,201,600
				<b>2025 Total</b>		\$14,923,600	\$1,708,073	\$57,835	\$16,689,508
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Construction	CMAQ - URBAN	2026	\$3,459,630	\$395,970	\$0	\$3,855,600
23174	HCT and Project Development Bond Payment (FFY 2026)	TriMet	Transit	CMAQ - URBAN	2026	\$13,000,000	\$1,487,908	\$0	\$14,487,908
				<b>2026 Total</b>		\$16,459,630	\$1,883,878	\$0	\$18,343,508
23175	HCT and Project Development Bond Payment (FFY 2027)	TriMet	Transit	CMAQ - URBAN	2027	\$13,000,000	\$1,487,908	\$0	\$14,487,908
23254	Council Creek Trail: Douglas St - Adams Ave	Washington County	Purchase right of way	CMAQ - URBAN	2027	\$87,400	\$10,003	\$2,597	\$100,000
				<b>2027 Total</b>		\$13,087,400	\$1,497,911	\$2,597	\$14,587,908
				<b>CMAQ - URBAN Total</b>		<b>\$66,763,972</b>	<b>\$7,641,435</b>	<b>\$2,408,816</b>	<b>\$76,814,223</b>
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG-URBAN	2024	\$1,974,955	\$226,042	\$0	\$2,200,997
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Purchase right of way	STBG-URBAN	2024	\$193,304	\$22,125	\$0	\$215,429
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Construction	STBG-URBAN	2024	\$2,179,847	\$249,493	\$20,000	\$2,449,340
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	STBG-URBAN	2024	\$1,071,762	\$122,668	\$2,485,309	\$3,679,739
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Preliminary engineering	STBG-URBAN	2024	\$1,512,848	\$173,152	\$0	\$1,686,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Construction	STBG-URBAN	2024	\$840,355	\$96,182	\$0	\$936,537
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Purchase right of way	STBG-URBAN	2024	\$143,568	\$16,432	\$0	\$160,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Other	STBG-URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Purchase right of way	STBG-URBAN	2024	\$78,065	\$8,935	\$0	\$87,000
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$404,682	\$46,318	\$349,000	\$800,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$50,000	\$100,000
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Transit	STBG-URBAN	2024	\$8,800,000	\$1,007,199	\$0	\$9,807,199
				<b>2024 Total</b>		\$17,468,576	\$1,999,356	\$2,904,309	\$22,372,241
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Purchase right of way	STBG-URBAN	2025	\$702,585	\$80,414	\$0	\$782,999
20885	Transportation System Mgmt Operations/ITS (2020)	Metro	Other	STBG-URBAN	2025	\$464,518	\$53,166	\$0	\$517,684
20886	Transportation System Mgmt Operations/ITS (2021)	Metro	Other	STBG-URBAN	2025	\$1,801,828	\$206,227	\$0	\$2,008,055
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Purchase right of way	STBG-URBAN	2025	\$323,028	\$36,972	\$0	\$360,000
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Other	STBG-URBAN	2025	\$44,865	\$5,135	\$0	\$50,000
22146	Freight and Economic Development Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$76,491	\$8,755	\$0	\$85,246
22147	Freight and Economic Development Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$78,786	\$9,017	\$0	\$87,803
22152	Regional MPO Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$1,442,694	\$165,123	\$0	\$1,607,817
22153	Regional MPO Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$1,485,975	\$170,076	\$0	\$1,656,051
22154	Next Corridor Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2025	\$451,331	\$51,657	\$0	\$502,988
22155	Next Corridor Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2025	\$605,848	\$69,342	\$0	\$675,190

Appendix 3.1 - Table 2.2 Detail  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Fund Allocation

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22156	Next Corridor Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2025	\$624,024	\$71,422	\$0	\$695,446
22157	Regional Travel Options (RTO) program (FFY 2022)	Metro	Other	STBG-URBAN	2025	\$2,756,697	\$315,516	\$0	\$3,072,213
22158	Regional Travel Options (RTO) program (FFY 2023)	Metro	Other	STBG-URBAN	2025	\$2,839,398	\$324,982	\$0	\$3,164,380
22159	Regional Travel Options (RTO) program (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$2,924,580	\$334,731	\$0	\$3,259,311
22161	Safe Routes to Schools program (FFY 2023)	Metro	Other	STBG-URBAN	2025	\$546,364	\$62,534	\$0	\$608,898
22162	Safe Routes to Schools program (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$562,754	\$64,410	\$0	\$627,164
22165	TriMet Preventive Maintenance (2024) Support	TriMet	Other	STBG-URBAN	2025	\$3,708,384	\$424,441	\$0	\$4,132,825
22168	TSMO Program Sub-allocation Funds (Remaining 2022-2024)	Metro	Other	STBG-URBAN	2025	\$5,153,017	\$589,786	\$0	\$5,742,803
22171	TSMO Administration (FFY 2024)	Metro	Other	STBG-URBAN	2025	\$200,200	\$22,914	\$0	\$223,114
23172	HCT and Project Development Bond Payment (FFY 2025)	TriMet	Transit	STBG-URBAN	2025	\$8,780,000	\$1,004,910	\$0	\$9,784,910
23182	TriMet Preventive Maintenance Support (2025)	TriMet	Transit	STBG-URBAN	2025	\$3,819,635	\$437,174	\$0	\$4,256,809
23211	TSMO Administration (FFY 2025)	Metro	Planning	STBG-URBAN	2025	\$206,206	\$23,601	\$0	\$229,807
23224	Regional MPO Planning (FFY 2025)	Metro	Planning	STBG-URBAN	2025	\$1,530,554	\$175,179	\$0	\$1,705,733
23236	I-205 Multi-User Path Alternatives Development Study	Clackamas County	Planning	STBG-URBAN	2025	\$1,094,858	\$125,311	\$0	\$1,220,169
23242	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	West Linn	Preliminary engineering	STBG-URBAN	2025	\$581,153	\$66,516	\$0	\$647,669
23245	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	Gresham	Preliminary engineering	STBG-URBAN	2025	\$216,333	\$24,760	\$0	\$241,093
23247	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	Portland	Planning	STBG-URBAN	2025	\$161,514	\$18,486	\$0	\$180,000
23250	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	Portland	Planning	STBG-URBAN	2025	\$134,595	\$15,405	\$0	\$150,000
23252	SW Allen Blvd: SW Murray Blvd to SW King Ave	Beaverton	Planning	STBG-URBAN	2025	\$500,000	\$57,227	\$249,720	\$806,947
23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	Tigard	Planning	STBG-URBAN	2025	\$1,106,705	\$126,667	\$557,228	\$1,790,600
<b>2025 Total</b>						<b>\$44,924,920</b>	<b>\$5,141,856</b>	<b>\$806,948</b>	<b>\$50,873,724</b>
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Other	STBG-URBAN	2026	\$134,595	\$15,405	\$0	\$150,000
22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Washington County	Construction	STBG-URBAN	2026	\$1,587,898	\$181,742	\$1,522,845	\$3,292,485
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Construction	STBG-URBAN	2026	\$3,180,937	\$364,072	\$1,139,991	\$4,685,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Construction	STBG-URBAN	2026	\$3,545,230	\$405,767	\$553,343	\$4,504,340
22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Portland	Construction	STBG-URBAN	2026	\$1,436,769	\$164,445	\$1,799,786	\$3,401,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Construction	STBG-URBAN	2026	\$4,177,413	\$478,124	\$3,886,463	\$8,542,000
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Construction	STBG-URBAN	2026	\$3,148,401	\$360,349	\$0	\$3,508,750
23174	HCT and Project Development Bond Payment (FFY 2026)	TriMet	Transit	STBG-URBAN	2026	\$8,760,000	\$1,002,621	\$0	\$9,762,621
23183	TriMet Preventive Maintenance Support (2026)	TriMet	Transit	STBG-URBAN	2026	\$3,934,224	\$450,290	\$0	\$4,384,514
23226	Regional MPO Planning (FFY 2026)	Metro	Planning	STBG-URBAN	2026	\$1,576,470	\$180,434	\$0	\$1,756,904
23229	Transit Corridor Development (FFY 2026)	Metro	Planning	STBG-URBAN	2026	\$2,500,000	\$286,136	\$0	\$2,786,136
23232	Metro Federal Grant Application Support (UPWP)	Metro	Planning	STBG-URBAN	2026	\$500,000	\$57,227	\$0	\$557,227
23233	Metro Aerial Photo and LIDAR Support (UPWP)	Metro	Planning	STBG-URBAN	2026	\$300,000	\$34,336	\$0	\$334,336
23234	TSMO Administration (FFY 2026)	Metro	Other	STBG-URBAN	2026	\$212,292	\$24,298	\$0	\$236,590
23388	Portland Transportation Demand Management Activities	Metro	Other	STBG-URBAN	2026	\$250,109	\$28,626	\$0	\$278,735
<b>2026 Total</b>						<b>\$35,244,338</b>	<b>\$4,033,872</b>	<b>\$8,902,428</b>	<b>\$48,180,638</b>
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Construction	STBG-URBAN	2027	\$4,144,754	\$474,386	\$1,007,860	\$5,627,000
23175	HCT and Project Development Bond Payment (FFY 2027)	TriMet	Transit	STBG-URBAN	2027	\$8,740,000	\$1,000,332	\$0	\$9,740,332
23184	TriMet Preventive Maintenance Support (2027)	TriMet	Transit	STBG-URBAN	2027	\$4,052,251	\$463,798	\$0	\$4,516,049
23209	TSMO Program Sub-allocation Funds (FFY 2025-27)	Metro	Other	STBG-URBAN	2027	\$6,306,170	\$721,769	\$0	\$7,027,939
23215	Regional Travel Options (RTO) Program (FFY 2025-27)	Metro	Other	STBG-URBAN	2027	\$9,310,772	\$1,065,660	\$0	\$10,376,432
23218	Safe Routes to School Program (FFY 2025-27)	Metro	Other	STBG-URBAN	2027	\$1,791,600	\$205,057	\$0	\$1,996,657
23219	Next Corridor Planning (FFY 2025-27)	Metro	Planning	STBG-URBAN	2027	\$1,986,659	\$227,382	\$0	\$2,214,041
23221	Freight and Economic Development Planning (FFY 2025-27)	Metro	Planning	STBG-URBAN	2027	\$250,824	\$28,708	\$0	\$279,532
23228	Regional MPO Planning (FFY 2027)	Metro	Planning	STBG-URBAN	2027	\$1,623,764	\$185,847	\$0	\$1,809,611
23235	TSMO Administration (FFY 2027)	Metro	Other	STBG-URBAN	2027	\$218,764	\$25,039	\$0	\$243,803



Appendix 3.1 - Table 2.2 Detail  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Fund Allocation

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
23242	Willamette Falls Dr: 16th St - Ostman Rd Ped/Bike Upgrades	West Linn	Purchase right of way	STBG-URBAN	2027	\$358,920	\$41,080	\$0	\$400,000
23245	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	Gresham	Purchase right of way	STBG-URBAN	2027	\$214,555	\$24,557	\$0	\$239,112
23246	NE Sandy Blvd: NE 201st Ave to Quail Hollow Mobile Home Park	Multnomah County	Purchase right of way	STBG-URBAN	2027	\$390,325	\$44,674	\$0	\$434,999
23247	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	Portland	Preliminary engineering	STBG-URBAN	2027	\$1,402,031	\$160,469	\$0	\$1,562,500
23250	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	Portland	Preliminary engineering	STBG-URBAN	2027	\$1,586,312	\$181,561	\$0	\$1,767,873
2027 Total						\$42,377,701	\$4,850,319	\$1,007,860	\$48,235,880
				STBG-URBAN Total		\$140,015,535	\$16,025,403	\$13,621,545	\$169,662,483
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	TA - URBAN	2024	\$250,598	\$28,682	\$0	\$279,280
2024 Total						\$250,598	\$28,682	\$0	\$279,280
23251	North Portland Greenway: Columbia Blvd to Cathedral Park	Portland	Planning	TA - URBAN	2025	\$131,786	\$15,083	\$143,062	\$289,931
2025 Total						\$131,786	\$15,083	\$143,062	\$289,931
23251	North Portland Greenway: Columbia Blvd to Cathedral Park	Portland	Preliminary engineering	TA - URBAN	2027	\$590,291	\$67,561	\$130,911	\$788,763
2027 Total						\$590,291	\$67,561	\$130,911	\$788,763
				TA - URBAN Total		\$972,675	\$111,326	\$273,973	\$1,357,974
Grand Total						\$226,591,395	\$25,934,396	\$16,304,334	\$268,830,125

Appendix 3.1 - Table 3.1 Summary  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	FEDERAL AMOUNT	BALANCE
	2025 Total		\$4,968,103	\$4,968,103	\$0
	2026 Total		\$4,968,103	\$4,968,103	\$0
	2027 Total		\$4,968,103	\$4,968,103	\$0
5310 (89.73) Total			<b>\$14,904,309</b>	<b>\$14,904,309</b>	<b>\$0</b>
	2024 Total		\$4,611,000	\$4,611,000	\$0
AC-HB2017 (92.22%) Total			<b>\$4,611,000</b>	<b>\$4,611,000</b>	<b>\$0</b>
	2024 Total		\$833,755	\$833,755	\$0
AC-HSIP (89.73%) Total			<b>\$833,755</b>	<b>\$833,755</b>	<b>\$0</b>
	2024 Total		\$6,837,376	\$6,837,376	\$0
AC-HSIP (92.22%) Total			<b>\$6,837,376</b>	<b>\$6,837,376</b>	<b>\$0</b>
	2024 Total		\$3,636,288	\$3,636,288	\$0
AC-NHPP (89.73%) Total			<b>\$3,636,288</b>	<b>\$3,636,288</b>	<b>\$0</b>
	2024 Total		\$44,865,000	\$44,865,000	\$0
	2025 Total		\$8,775,594	\$8,775,594	\$0
ACPO - Advance CN Total			<b>\$53,640,594</b>	<b>\$53,640,594</b>	<b>\$0</b>
	2024 Total		\$900,000	\$900,000	\$0
	2025 Total		\$900,000	\$900,000	\$0
	2026 Total		\$628,183	\$628,183	\$0
ACPO (90%) Total			<b>\$2,428,183</b>	<b>\$2,428,183</b>	<b>\$0</b>
	2024 Total		\$1,237,904	\$1,237,904	\$0
AC-STBGS Total			<b>\$1,237,904</b>	<b>\$1,237,904</b>	<b>\$0</b>
	2024 Total		\$2,176,601	\$2,176,601	\$0
AC-STBGS (92.22) Total			<b>\$2,176,601</b>	<b>\$2,176,601</b>	<b>\$0</b>
	2024 Total		\$3,045,128	\$3,045,128	\$0
AC-TAS Total			<b>\$3,045,128</b>	<b>\$3,045,128</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
BIKEWAYS Total			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
HB2017 Total			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$5,475,200	\$5,475,200	\$0
	2025 Total		\$680,000	\$680,000	\$0
HIEV-IIJA Total			<b>\$6,155,200</b>	<b>\$6,155,200</b>	<b>\$0</b>
	2024 Total		\$396,423	\$396,423	\$0
HSIP (89.73%) Total			<b>\$396,423</b>	<b>\$396,423</b>	<b>\$0</b>
	2024 Total		\$5,400,000	\$5,400,000	\$0
HSIP (100%) Total			<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$0</b>
	2024 Total		\$5,185,949	\$5,185,949	\$0
	2025 Total		\$1,498,983	\$1,498,983	\$0
	2026 Total		\$7,102,169	\$7,102,169	\$0
	2027 Total		\$9,830,700	\$9,830,700	\$0
HSIP (90%) Total			<b>\$23,617,801</b>	<b>\$23,617,801</b>	<b>\$0</b>
	2024 Total		\$7,895,825	\$7,895,825	\$0
	2025 Total		\$23,978	\$23,978	\$0

Appendix 3.1 - Table 3.1 Summary  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	FEDERAL AMOUNT	BALANCE
<b>HSIP (92.22) Total</b>			<b>\$7,919,803</b>	<b>\$7,919,803</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
	2026 Total		\$0	\$0	\$0
<b>LOCAL Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
	2026 Total		\$0	\$0	\$0
<b>Local (Wash Co) Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$632,761	\$632,761	\$0
	2025 Total		\$1,029,579	\$1,029,579	\$0
	2026 Total		\$1,073,346	\$1,073,346	\$0
	2027 Total		\$1,118,529	\$1,118,529	\$0
<b>Metro PL (5303) Total</b>			<b>\$3,854,215</b>	<b>\$3,854,215</b>	<b>\$0</b>
	2024 Total		\$2,107,223	\$2,107,223	\$0
	2025 Total		\$2,736,169	\$2,736,169	\$0
	2026 Total		\$2,734,621	\$2,734,621	\$0
	2027 Total		\$2,733,061	\$2,733,061	\$0
<b>Metro Planning (Z450) Total</b>			<b>\$10,311,074</b>	<b>\$10,311,074</b>	<b>\$0</b>
	2024 Total		\$9,949,134	\$9,949,134	\$0
	2025 Total		\$3,324,531	\$3,324,531	\$0
	2026 Total		\$33,199	\$33,199	\$0
	2027 Total		\$20,898,896	\$20,898,896	\$0
<b>NHPP (92.22%) Total</b>			<b>\$34,205,760</b>	<b>\$34,205,760</b>	<b>\$0</b>
	2024 Total		\$21,183,314	\$21,183,314	\$0
	2025 Total		\$2,769,530	\$2,769,530	\$0
<b>NHPP (Z001) Total</b>			<b>\$23,952,844</b>	<b>\$23,952,844</b>	<b>\$0</b>
	2025 Total		\$1,725,436	\$1,725,436	\$0
<b>NHPP Exempt (92.22%) Total</b>			<b>\$1,725,436</b>	<b>\$1,725,436</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
<b>OTHER Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
<b>OTHER - LOCAL Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$2,400,000	\$2,400,000	\$0
	2025 Total		\$1,882,000	\$1,882,000	\$0
<b>Rail Hwy Cross Haz (100%) Total</b>			<b>\$4,282,000</b>	<b>\$4,282,000</b>	<b>\$0</b>
	2024 Total		\$0	\$0	\$0
<b>STATE-GEN Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2024 Total		\$33,667,583	\$33,667,583	\$0
<b>STBG - STATE Total</b>			<b>\$33,667,583</b>	<b>\$33,667,583</b>	<b>\$0</b>
	2024 Total		\$3,736,754	\$3,736,754	\$0
	2026 Total		\$10,941,911	\$10,941,911	\$0
<b>STBG - STATE (92.22%) Total</b>			<b>\$14,678,665</b>	<b>\$14,678,665</b>	<b>\$0</b>
	2024 Total		\$30,004,419	\$30,004,419	\$0
	2025 Total		\$27,639,042	\$27,639,042	\$0

Appendix 3.1 - Table 3.1 Summary  
 Demonstration of Fiscal Constraint  
 ODOT Funding Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	FEDERAL AMOUNT	BALANCE
	<b>2026 Total</b>		\$1,335,183	\$1,335,183	\$0
	<b>2027 Total</b>		\$25,888,808	\$25,888,808	\$0
<b>STBG State (IIJA) Total</b>			<b>\$84,867,452</b>	<b>\$84,867,452</b>	<b>\$0</b>
	<b>2024 Total</b>		\$1,644,535	\$1,644,535	\$0
<b>TA - STATE Total</b>			<b>\$1,644,535</b>	<b>\$1,644,535</b>	<b>\$0</b>
<b>Grand Total</b>			<b>\$350,029,929</b>	<b>\$350,029,929</b>	

Appendix 3.1 - Table 3.2 Detail  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
23015	Enhanced Mobility E&D (5310) - TriCounty Area FY25		ODOT	Other	5310 (89.73)	2025	\$4,968,103	\$568,622	\$0	\$5,536,725
						2025 Total	\$4,968,103	\$568,622	\$0	\$5,536,725
23026	Enhanced Mobility E&D (5310) - TriCounty Area FY26		ODOT	Other	5310 (89.73)	2026	\$4,968,103	\$568,622	\$0	\$5,536,725
						2026 Total	\$4,968,103	\$568,622	\$0	\$5,536,725
23042	Enhanced Mobility E&D (5310) - TriCounty Area FY27		ODOT	Other	5310 (89.73)	2027	\$4,968,103	\$568,622	\$0	\$5,536,725
						2027 Total	\$4,968,103	\$568,622	\$0	\$5,536,725
					5310 (89.73) Total		\$14,904,309	\$1,705,866	\$0	\$16,610,175
21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)		ODOT	Construction	AC-HB2017 (92.22%)	2024	\$4,611,000	\$389,000	\$0	\$5,000,000
						2024 Total	\$4,611,000	\$389,000	\$0	\$5,000,000
					AC-HB2017 (92.22%) Total		\$4,611,000	\$389,000	\$0	\$5,000,000
21606	OR224 at SE Monroe St		ODOT	Construction	AC-HSIP (89.73%)	2024	\$833,755	\$95,427	\$0	\$929,182
						2024 Total	\$833,755	\$95,427	\$0	\$929,182
					AC-HSIP (89.73%) Total		\$833,755	\$95,427	\$0	\$929,182
20304	City of Portland Safety Project		Portland	Other	AC-HSIP (92.22%)	2024	\$57,176	\$4,824	\$0	\$62,000
20304	City of Portland Safety Project		Portland	Construction	AC-HSIP (92.22%)	2024	\$5,311,273	\$448,077	\$0	\$5,759,350
21608	OR8 at Armco Ave Main St and A&B Row		ODOT	Purchase right of way	AC-HSIP (92.22%)	2024	\$117,735	\$9,933	\$0	\$127,668
21608	OR8 at Armco Ave Main St and A&B Row		ODOT	Other	AC-HSIP (92.22%)	2024	\$13,081	\$1,104	\$0	\$14,185
21608	OR8 at Armco Ave Main St and A&B Row		ODOT	Construction	AC-HSIP (92.22%)	2024	\$1,338,111	\$112,888	\$0	\$1,450,999
						2024 Total	\$6,837,376	\$576,826	\$0	\$7,414,202
					AC-HSIP (92.22%) Total		\$6,837,376	\$576,826	\$0	\$7,414,202
21607	OR213 at NE Glisan St and NE Davis St		Portland	Purchase right of way	AC-NHPP (89.73%)	2024	\$444,410	\$50,865	\$0	\$495,275
21607	OR213 at NE Glisan St and NE Davis St		Portland	Other	AC-NHPP (89.73%)	2024	\$130,919	\$14,984	\$0	\$145,903
21607	OR213 at NE Glisan St and NE Davis St		Portland	Construction	AC-NHPP (89.73%)	2024	\$3,060,959	\$350,340	\$0	\$3,411,299
						2024 Total	\$3,636,288	\$416,189	\$0	\$4,052,477
					AC-NHPP (89.73%) Total		\$3,636,288	\$416,189	\$0	\$4,052,477
23328	I-205 Abernethy Bridge Ground Improvements		ODOT	Construction	ACPO - Advance CN	2024	\$44,865,000	\$5,135,000	\$0	\$50,000,000
						2024 Total	\$44,865,000	\$5,135,000	\$0	\$50,000,000
22990	Portland Metro area 2024-2027 ADA curb ramp design phase 2		ODOT	Preliminary engineering	ACPO - Advance CN	2025	\$8,775,594	\$1,004,406	\$0	\$9,780,000
						2025 Total	\$8,775,594	\$1,004,406	\$0	\$9,780,000
					ACPO - Advance CN Total		\$53,640,594	\$6,139,406	\$0	\$59,780,000
23106	Portland Metro and Surrounding Area Safety Reserve (FFY24)		ODOT	Construction	ACPO (90%)	2024	\$900,000	\$100,000	\$0	\$1,000,000
						2024 Total	\$900,000	\$100,000	\$0	\$1,000,000
23107	Portland Metro and Surrounding Area Safety Reserve (FFY25)		ODOT	Construction	ACPO (90%)	2025	\$900,000	\$100,000	\$0	\$1,000,000
						2025 Total	\$900,000	\$100,000	\$0	\$1,000,000
23108	Portland Metro and Surrounding Area Safety Reserve (FFY26)		ODOT	Construction	ACPO (90%)	2026	\$628,183	\$69,798	\$0	\$697,981
						2026 Total	\$628,183	\$69,798	\$0	\$697,981
					ACPO (90%) Total		\$2,428,183	\$269,798	\$0	\$2,697,981
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd		Portland	Purchase right of way	AC-STBGS	2024	\$1,237,904	\$141,684	\$0	\$1,379,588
						2024 Total	\$1,237,904	\$141,684	\$0	\$1,379,588
					AC-STBGS Total		\$1,237,904	\$141,684	\$0	\$1,379,588
22504	I-84: Corbett Interchange - Multnomah Falls Phase 2		ODOT	Purchase right of way	AC-STBGS (92.22)	2024	\$122,653	\$10,347	\$0	\$133,000
22504	I-84: Corbett Interchange - Multnomah Falls Phase 2		ODOT	Construction	AC-STBGS (92.22)	2024	\$2,053,948	\$173,278	\$0	\$2,227,226
						2024 Total	\$2,176,601	\$183,625	\$0	\$2,360,226
					AC-STBGS (92.22) Total		\$2,176,601	\$183,625	\$0	\$2,360,226
20332	I-205 Overcrossing (Sullivans Gulch)		Portland	Construction	AC-TAS	2024	\$1,682,468	\$192,566	\$645,947	\$2,520,981
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements		ODOT	Construction	AC-TAS	2024	\$1,362,660	\$155,963	\$0	\$1,518,623
						2024 Total	\$3,045,128	\$348,529	\$645,947	\$4,039,604
					AC-TAS Total		\$3,045,128	\$348,529	\$645,947	\$4,039,604
21608	OR8 at Armco Ave Main St and A&B Row		ODOT	Purchase right of way	BIKEWAYS	2024	\$0	\$0	\$150,000	\$150,000
23112	OR213: 82nd Ave Improvements		Portland	Other	BIKEWAYS	2024	\$0	\$0	\$308,100	\$308,100
						2024 Total	\$0	\$0	\$458,100	\$458,100
					BIKEWAYS Total		\$0	\$0	\$458,100	\$458,100
23112	OR213: 82nd Ave Improvements		Portland	Other	HB2017	2024	\$0	\$0	\$836,210	\$836,210

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ODOT Funding Allocation

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
						2024 Total	\$0	\$0	\$836,210	\$836,210
						HB2017 Total	\$0	\$0	\$836,210	\$836,210
22738	I-205: From I-5 to the Glenn Jackson Bridge	ODOT	Preliminary engineering	HIEV-IIJA	2024	\$424,000	\$106,000	\$0	\$530,000	
22738	I-205: From I-5 to the Glenn Jackson Bridge	ODOT	Construction	HIEV-IIJA	2024	\$936,000	\$234,000	\$0	\$1,170,000	
22740	I-84: From I-5 to the Idaho Border	ODOT	Preliminary engineering	HIEV-IIJA	2024	\$1,272,000	\$318,000	\$0	\$1,590,000	
22740	I-84: From I-5 to the Idaho Border	ODOT	Construction	HIEV-IIJA	2024	\$2,808,000	\$702,000	\$0	\$3,510,000	
22957	I-405: I-5 to N Kerby Ave	ODOT	Planning	HIEV-IIJA	2024	\$35,200	\$8,800	\$0	\$44,000	
						2024 Total	\$5,475,200	\$1,368,800	\$0	\$6,844,000
22957	I-405: I-5 to N Kerby Ave	ODOT	Preliminary engineering	HIEV-IIJA	2025	\$212,000	\$53,000	\$0	\$265,000	
22957	I-405: I-5 to N Kerby Ave	ODOT	Construction	HIEV-IIJA	2025	\$468,000	\$117,000	\$0	\$585,000	
						2025 Total	\$680,000	\$170,000	\$0	\$850,000
						HIEV-IIJA Total	\$6,155,200	\$1,538,800	\$0	\$7,694,000
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Construction	HSIP (89.73%)	2024	\$396,423	\$45,372	\$879,205	\$1,321,000	
						2024 Total	\$396,423	\$45,372	\$879,205	\$1,321,000
						HSIP (89.73%) Total	\$396,423	\$45,372	\$879,205	\$1,321,000
23112	OR213: 82nd Ave Improvements	Portland	Other	HSIP (100%)	2024	\$5,400,000	\$0	\$0	\$5,400,000	
						2024 Total	\$5,400,000	\$0	\$0	\$5,400,000
						HSIP (100%) Total	\$5,400,000	\$0	\$0	\$5,400,000
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024	\$490,500	\$54,500	\$0	\$545,000	
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Preliminary engineering	HSIP (90%)	2024	\$615,600	\$68,400	\$0	\$684,000	
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024	\$953,100	\$105,900	\$0	\$1,059,000	
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Preliminary engineering	HSIP (90%)	2024	\$449,186	\$49,910	\$0	\$499,096	
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Purchase right of way	HSIP (90%)	2024	\$4,500	\$500	\$0	\$5,000	
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Preliminary engineering	HSIP (90%)	2024	\$518,817	\$57,646	\$0	\$576,463	
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Preliminary engineering	HSIP (90%)	2024	\$177,300	\$19,700	\$0	\$197,000	
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Preliminary engineering	HSIP (90%)	2024	\$454,500	\$50,500	\$0	\$505,000	
22832	Gresham Pedestrian Improvements	Gresham	Preliminary engineering	HSIP (90%)	2024	\$851,946	\$94,661	\$0	\$946,607	
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Preliminary engineering	HSIP (90%)	2024	\$670,500	\$74,500	\$0	\$745,000	
						2024 Total	\$5,185,949	\$576,217	\$0	\$5,762,166
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Purchase right of way	HSIP (90%)	2025	\$18,000	\$2,000	\$0	\$20,000	
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Other	HSIP (90%)	2025	\$2,700	\$300	\$0	\$3,000	
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Purchase right of way	HSIP (90%)	2025	\$135,000	\$15,000	\$0	\$150,000	
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Purchase right of way	HSIP (90%)	2025	\$4,500	\$500	\$0	\$5,000	
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Other	HSIP (90%)	2025	\$4,500	\$500	\$0	\$5,000	
22829	Lake Oswego Signals Visibility Upgrades	Lake Oswego	Construction	HSIP (90%)	2025	\$1,083,183	\$120,354	\$0	\$1,203,537	
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Purchase right of way	HSIP (90%)	2025	\$10,800	\$1,200	\$0	\$12,000	
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Other	HSIP (90%)	2025	\$9,000	\$1,000	\$0	\$10,000	
22832	Gresham Pedestrian Improvements	Gresham	Purchase right of way	HSIP (90%)	2025	\$18,000	\$2,000	\$0	\$20,000	
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Purchase right of way	HSIP (90%)	2025	\$213,300	\$23,700	\$0	\$237,000	
						2025 Total	\$1,498,983	\$166,554	\$0	\$1,665,537
22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	Portland	Construction	HSIP (90%)	2026	\$1,497,600	\$166,400	\$0	\$1,664,000	
22826	NE Cornell Rd at 17th Ave and 21st Ave	Washington County	Construction	HSIP (90%)	2026	\$1,332,000	\$148,000	\$0	\$1,480,000	
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Purchase right of way	HSIP (90%)	2026	\$26,100	\$2,900	\$0	\$29,000	
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Other	HSIP (90%)	2026	\$4,500	\$500	\$0	\$5,000	
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Other	HSIP (90%)	2026	\$4,500	\$500	\$0	\$5,000	
22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	Clackamas County	Construction	HSIP (90%)	2026	\$1,350,815	\$150,091	\$0	\$1,500,906	
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Purchase right of way	HSIP (90%)	2026	\$16,200	\$1,800	\$0	\$18,000	
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Other	HSIP (90%)	2026	\$2,700	\$300	\$0	\$3,000	
22831	SE Foster Rd: 101st Ave - 136th Ave	Portland	Construction	HSIP (90%)	2026	\$1,102,500	\$122,500	\$0	\$1,225,000	
22832	Gresham Pedestrian Improvements	Gresham	Construction	HSIP (90%)	2026	\$1,765,254	\$196,139	\$0	\$1,961,393	
						2026 Total	\$7,102,169	\$789,130	\$0	\$7,891,299
22827	92nd Ave E Burnside St and N Basin Ave (Portland)	Portland	Construction	HSIP (90%)	2027	\$2,306,700	\$256,300	\$0	\$2,563,000	
22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	Portland	Construction	HSIP (90%)	2027	\$430,200	\$47,800	\$0	\$478,000	



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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22906	Portland Metro and Surrounding Area Safety Construction	ODOT	Construction	HSIP (90%)	2027	\$5,634,000	\$626,000	\$0	\$6,260,000
22953	OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Construction	HSIP (90%)	2027	\$1,459,800	\$162,200	\$0	\$1,622,000
2027 Total						\$9,830,700	\$1,092,300	\$0	\$10,923,000
				HSIP (90%) Total		\$23,617,801	\$2,624,201	\$0	\$26,242,002
21613	US30: Sandy River - OR35	ODOT	Other	HSIP (92.22)	2024	\$7,326	\$618	\$0	\$7,944
21613	US30: Sandy River - OR35	ODOT	Construction	HSIP (92.22)	2024	\$342,256	\$28,874	\$0	\$371,130
21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	ODOT	Other	HSIP (92.22)	2024	\$11,685	\$986	\$0	\$12,671
21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	ODOT	Construction	HSIP (92.22)	2024	\$1,767,169	\$149,085	\$0	\$1,916,254
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2024	\$35,117	\$2,963	\$0	\$38,080
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2024	\$273,228	\$23,050	\$0	\$296,278
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Construction	HSIP (92.22)	2024	\$1,949,044	\$164,428	\$0	\$2,113,472
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2024	\$1,057,646	\$89,227	\$0	\$1,146,873
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Construction	HSIP (92.22)	2024	\$833,893	\$70,350	\$0	\$904,243
22772	I-205: Columbia River - SE 82nd Drive	ODOT	Preliminary engineering	HSIP (92.22)	2024	\$969,232	\$81,768	\$0	\$1,051,000
22773	I-84: I-5 - Hood River	ODOT	Preliminary engineering	HSIP (92.22)	2024	\$649,229	\$54,771	\$0	\$704,000
2024 Total						\$7,895,825	\$666,120	\$0	\$8,561,945
22772	I-205: Columbia River - SE 82nd Drive	ODOT	Purchase right of way	HSIP (92.22)	2025	\$11,989	\$1,011	\$0	\$13,000
22773	I-84: I-5 - Hood River	ODOT	Purchase right of way	HSIP (92.22)	2025	\$11,989	\$1,011	\$0	\$13,000
2025 Total						\$23,978	\$2,022	\$0	\$26,000
				HSIP (92.22) Total		\$7,919,803	\$668,142	\$0	\$8,587,945
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Purchase right of way	LOCAL	2024	\$0	\$0	\$671,000	\$671,000
22592	Earthquake Ready Burnside Bridge: NE/SE Grand Ave - NW/SW 3rd Ave	Multnomah County	Purchase right of way	LOCAL	2024	\$0	\$0	\$34,600,000	\$34,600,000
2024 Total						\$0	\$0	\$35,271,000	\$35,271,000
22141	Washington/Monroe: SE 37th - SE Linwood Ave	Milwaukie	Other	LOCAL	2026	\$0	\$0	\$100,000	\$100,000
2026 Total						\$0	\$0	\$100,000	\$100,000
				LOCAL Total		\$0	\$0	\$35,371,000	\$35,371,000
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Purchase right of way	Local (Wash Co)	2024	\$0	\$0	\$4,001,000	\$4,001,000
2024 Total						\$0	\$0	\$4,001,000	\$4,001,000
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Construction	Local (Wash Co)	2026	\$0	\$0	\$28,173,000	\$28,173,000
2026 Total						\$0	\$0	\$28,173,000	\$28,173,000
				Local (Wash Co) Total		\$0	\$0	\$32,174,000	\$32,174,000
22312	Portland Metro Planning SFY25	Metro	Planning	Metro PL (5303)	2024	\$632,761	\$72,422	\$0	\$705,183
2024 Total						\$632,761	\$72,422	\$0	\$705,183
22839	Portland Metro Planning SFY26	Metro	Planning	Metro PL (5303)	2025	\$1,029,579	\$117,840	\$0	\$1,147,419
2025 Total						\$1,029,579	\$117,840	\$0	\$1,147,419
22841	Portland Metro Planning SFY27	Metro	Planning	Metro PL (5303)	2026	\$1,073,346	\$122,849	\$0	\$1,196,195
2026 Total						\$1,073,346	\$122,849	\$0	\$1,196,195
22842	Portland Metro Planning SFY28	Metro	Planning	Metro PL (5303)	2027	\$1,118,529	\$128,021	\$0	\$1,246,550
2027 Total						\$1,118,529	\$128,021	\$0	\$1,246,550
				Metro PL (5303) Total		\$3,854,215	\$441,132	\$0	\$4,295,347
22312	Portland Metro Planning SFY25	Metro	Planning	Metro Planning (Z450)	2024	\$2,107,223	\$241,181	\$0	\$2,348,404
2024 Total						\$2,107,223	\$241,181	\$0	\$2,348,404
22839	Portland Metro Planning SFY26	Metro	Planning	Metro Planning (Z450)	2025	\$2,736,169	\$313,167	\$0	\$3,049,336
2025 Total						\$2,736,169	\$313,167	\$0	\$3,049,336
22841	Portland Metro Planning SFY27	Metro	Planning	Metro Planning (Z450)	2026	\$2,734,621	\$312,990	\$0	\$3,047,611
2026 Total						\$2,734,621	\$312,990	\$0	\$3,047,611
22842	Portland Metro Planning SFY28	Metro	Planning	Metro Planning (Z450)	2027	\$2,733,061	\$312,811	\$0	\$3,045,872
2027 Total						\$2,733,061	\$312,811	\$0	\$3,045,872
				Metro Planning (Z450) Total		\$10,311,074	\$1,180,149	\$0	\$11,491,223
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Purchase right of way	NHPP (92.22%)	2024	\$18,544	\$1,564	\$0	\$20,108
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Other	NHPP (92.22%)	2024	\$535,821	\$45,204	\$0	\$581,025
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Construction	NHPP (92.22%)	2024	\$6,025,973	\$508,372	\$0	\$6,534,345
23067	I-205: Glenn Jackson Bridge (Columbia River)	ODOT	Preliminary engineering	NHPP (92.22%)	2024	\$2,030,684	\$171,316	\$0	\$2,202,000

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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
23068	I-205: Clackamas River southbound bridge	ODOT	Preliminary engineering	NHPP (92.22%)	2024	\$1,338,112	\$112,888	\$0	\$1,451,000
					2024 Total	\$9,949,134	\$839,344	\$0	\$10,788,478
22603	I-405 Fremont Bridge (Willamette River) West Ramps	ODOT	Purchase right of way	NHPP (92.22%)	2025	\$117,119	\$9,881	\$0	\$127,000
23066	I-5: Northbound Interstate Bridge	ODOT	Preliminary engineering	NHPP (92.22%)	2025	\$3,207,412	\$270,588	\$0	\$3,478,000
					2025 Total	\$3,324,531	\$280,469	\$0	\$3,605,000
23066	I-5: Northbound Interstate Bridge	ODOT	Purchase right of way	NHPP (92.22%)	2026	\$33,199	\$2,801	\$0	\$36,000
					2026 Total	\$33,199	\$2,801	\$0	\$36,000
23066	I-5: Northbound Interstate Bridge	ODOT	Construction	NHPP (92.22%)	2027	\$13,482,564	\$1,137,436	\$0	\$14,620,000
23067	I-205: Glenn Jackson Bridge (Columbia River)	ODOT	Construction	NHPP (92.22%)	2027	\$7,416,332	\$625,668	\$0	\$8,042,000
					2027 Total	\$20,898,896	\$1,763,104	\$0	\$22,662,000
				NHPP (92.22%) Total		\$34,205,760	\$2,885,718	\$0	\$37,091,478
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Construction	NHPP (Z001)	2024	\$2,097,964	\$240,121	\$0	\$2,338,085
21128	US30: Watson Rd - Hoge Ave	ODOT	Construction	NHPP (Z001)	2024	\$957,240	\$109,560	\$0	\$1,066,800
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Construction	NHPP (Z001)	2024	\$9,857,047	\$1,128,183	\$0	\$10,985,230
21606	OR224 at SE Monroe St	ODOT	Construction	NHPP (Z001)	2024	\$1,927,719	\$220,636	\$0	\$2,148,355
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Purchase right of way	NHPP (Z001)	2024	\$161,621	\$18,498	\$0	\$180,119
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Other	NHPP (Z001)	2024	\$59,455	\$6,805	\$0	\$66,260
21608	OR8 at Armco Ave Main St and A&B Row	ODOT	Construction	NHPP (Z001)	2024	\$2,267,849	\$259,565	\$0	\$2,527,414
21617	OR8: SE Brookwood Ave - OR217	ODOT	Construction	NHPP (Z001)	2024	\$3,091,714	\$353,861	\$0	\$3,445,575
22866	Portland Metro and surrounding areas signal upgrades	ODOT	Preliminary engineering	NHPP (Z001)	2024	\$448,650	\$51,350	\$0	\$500,000
22867	Portland Metro and Surrounding Areas Operations Upgrades	ODOT	Preliminary engineering	NHPP (Z001)	2024	\$314,055	\$35,945	\$0	\$350,000
					2024 Total	\$21,183,314	\$2,424,524	\$0	\$23,607,838
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Construction	NHPP (Z001)	2025	\$660,875	\$75,640	\$0	\$736,515
22866	Portland Metro and surrounding areas signal upgrades	ODOT	Construction	NHPP (Z001)	2025	\$717,840	\$82,160	\$0	\$800,000
22867	Portland Metro and Surrounding Areas Operations Upgrades	ODOT	Construction	NHPP (Z001)	2025	\$1,390,815	\$159,185	\$0	\$1,550,000
					2025 Total	\$2,769,530	\$316,985	\$0	\$3,086,515
				NHPP (Z001) Total		\$23,952,844	\$2,741,509	\$0	\$26,694,353
23410	I-84: NE Martin Luther King Jr Blvd - I-205	ODOT	Preliminary engineering	NHPP Exempt (92.22%)	2025	\$1,725,436	\$145,564	\$0	\$1,871,000
					2025 Total	\$1,725,436	\$145,564	\$0	\$1,871,000
				NHPP Exempt (92.22%) Total		\$1,725,436	\$145,564	\$0	\$1,871,000
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Construction	OTHER	2025	\$0	\$0	\$5,872,256	\$5,872,256
					2025 Total	\$0	\$0	\$5,872,256	\$5,872,256
				OTHER Total		\$0	\$0	\$5,872,256	\$5,872,256
20332	I-205 Overcrossing (Sullivans Gulch)	Portland	Purchase right of way	OTHER - LOCAL	2024	\$0	\$0	\$107,900	\$107,900
					2024 Total	\$0	\$0	\$107,900	\$107,900
				OTHER - LOCAL Total		\$0	\$0	\$107,900	\$107,900
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Preliminary engineering	Rail Hwy Cross Haz (100%	2024	\$258,000	\$0	\$0	\$258,000
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Other	Rail Hwy Cross Haz (100%	2024	\$40,000	\$0	\$0	\$40,000
23293	NW Naito Parkway Rail Crossing (Portland)	Portland	Construction	Rail Hwy Cross Haz (100%	2024	\$2,102,000	\$0	\$0	\$2,102,000
					2024 Total	\$2,400,000	\$0	\$0	\$2,400,000
23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave	ODOT	Preliminary engineering	Rail Hwy Cross Haz (100%	2025	\$1,882,000	\$0	\$0	\$1,882,000
					2025 Total	\$1,882,000	\$0	\$0	\$1,882,000
				Rail Hwy Cross Haz (100%) Total		\$4,282,000	\$0	\$0	\$4,282,000
22075	Columbia Bottomlands Mitigation/Conservation	ODOT	Construction	STATE-GEN	2024	\$0	\$0	\$1,550,000	\$1,550,000
22551	US26: SE Powell Blvd & SE 36th Ave	ODOT	Construction	STATE-GEN	2024	\$0	\$0	\$485,000	\$485,000
					2024 Total	\$0	\$0	\$2,035,000	\$2,035,000
				STATE-GEN Total		\$0	\$0	\$2,035,000	\$2,035,000
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG - STATE	2024	\$1,615,497	\$184,901	\$3,900,000	\$5,700,398
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Other	STBG - STATE	2024	\$265,706	\$30,411	\$9,208	\$305,325
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Portland	Construction	STBG - STATE	2024	\$2,585,775	\$295,954	\$0	\$2,881,729
21255	US26/OR213 Curb Ramps	ODOT	Construction	STBG - STATE	2024	\$1,000,489	\$114,510	\$0	\$1,114,999
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Preliminary engineering	STBG - STATE	2024	\$294,707	\$33,731	\$0	\$328,438
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Construction	STBG - STATE	2024	\$239,195	\$27,377	\$0	\$266,572

Appendix 3.1 - Table 3.2 Detail  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21611	Portland Metro and Surrounding Area Operations	ODOT	Other	STBG - STATE	2024	\$60,258	\$6,897	\$0	\$67,155
21704	US30B: Bridge Over Private Driveway	ODOT	Construction	STBG - STATE	2024	\$1,494,233	\$171,022	\$0	\$1,665,255
21706	US30: Bridal Veil Falls Bridge	ODOT	Construction	STBG - STATE	2024	\$835,173	\$95,589	\$0	\$930,762
21882	Hawthorne Bridge Ramps	Multnomah County	Construction	STBG - STATE	2024	\$7,118,759	\$814,774	\$0	\$7,933,533
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Construction	STBG - STATE	2024	\$6,477,527	\$741,382	\$0	\$7,218,909
22323	Oregon Transportation Network - TriMet FFY24	ODOT	Transit	STBG - STATE	2024	\$3,735,416	\$427,535	\$0	\$4,162,951
22435	OR47/OR8/US30 Curb Ramps	ODOT	Construction	STBG - STATE	2024	\$7,944,848	\$909,323	\$0	\$8,854,171
2024 Total						\$33,667,583	\$3,853,406	\$3,909,208	\$41,430,197
STBG - STATE Total						\$33,667,583	\$3,853,406	\$3,909,208	\$41,430,197
22719	I-5: Capitol Highway - OR217	ODOT	Preliminary engineering	STBG - STATE (92.22%)	2024	\$3,736,754	\$315,246	\$0	\$4,052,000
2024 Total						\$3,736,754	\$315,246	\$0	\$4,052,000
22719	I-5: Capitol Highway - OR217	ODOT	Construction	STBG - STATE (92.22%)	2026	\$10,941,911	\$923,098	\$0	\$11,865,009
2026 Total						\$10,941,911	\$923,098	\$0	\$11,865,009
STBG - STATE (92.22%) Total						\$14,678,665	\$1,238,344	\$0	\$15,917,009
21709	OR120: Columbia Slough Bridge	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$11,664,900	\$1,335,100	\$0	\$13,000,000
22431	OR141/OR217 Curb Ramps	ODOT	Construction	STBG State (IIJA)	2024	\$3,866,715	\$442,563	\$0	\$4,309,278
22770	US30B: (N Lombard St) at Peninsula Crossing Trail	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$591,300	\$67,677	\$0	\$658,977
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$1,210,458	\$138,542	\$0	\$1,349,000
22865	OR99E Canemah Rockfall Phase 2	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$420,834	\$48,166	\$0	\$469,000
22869	US26 Active Traffic Management	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$2,835,121	\$324,492	\$0	\$3,159,613
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$2,145,444	\$245,556	\$0	\$2,391,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Preliminary engineering	STBG State (IIJA)	2024	\$1,118,036	\$127,964	\$0	\$1,246,000
23112	OR213: 82nd Ave Improvements	Portland	Other	STBG State (IIJA)	2024	\$6,151,611	\$704,079	\$0	\$6,855,690
2024 Total						\$30,004,419	\$3,434,139	\$0	\$33,438,558
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Other	STBG State (IIJA)	2025	\$84,346	\$9,654	\$0	\$94,000
21598	OR224: SE 17th Ave - SE Rusk Road	ODOT	Construction	STBG State (IIJA)	2025	\$16,775,375	\$1,920,017	\$0	\$18,695,392
21709	OR120: Columbia Slough Bridge	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$3,589,200	\$410,800	\$0	\$4,000,000
22770	US30B: (N Lombard St) at Peninsula Crossing Trail	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$138,600	\$15,863	\$0	\$154,463
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$1,362,101	\$155,899	\$0	\$1,518,000
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$227,914	\$26,086	\$0	\$254,000
22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	ODOT	Other	STBG State (IIJA)	2025	\$57,427	\$6,573	\$0	\$64,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$548,250	\$62,750	\$0	\$611,000
23050	OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$2,137,369	\$244,631	\$0	\$2,382,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Preliminary engineering	STBG State (IIJA)	2025	\$1,209,560	\$138,440	\$0	\$1,348,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Purchase right of way	STBG State (IIJA)	2025	\$356,228	\$40,772	\$0	\$397,000
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Purchase right of way	STBG State (IIJA)	2025	\$113,688	\$13,012	\$0	\$126,700
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Preliminary engineering	STBG State (IIJA)	2025	\$1,027,588	\$117,612	\$0	\$1,145,200
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Other	STBG State (IIJA)	2025	\$11,396	\$1,304	\$0	\$12,700
2025 Total						\$27,639,042	\$3,163,413	\$0	\$30,802,455
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$289,828	\$33,172	\$0	\$323,000
23050	OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$672,975	\$77,025	\$0	\$750,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Purchase right of way	STBG State (IIJA)	2026	\$372,380	\$42,621	\$0	\$415,001
2026 Total						\$1,335,183	\$152,818	\$0	\$1,488,001
22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	ODOT	Other	STBG State (IIJA)	2027	\$34,097	\$3,903	\$0	\$38,000
22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	ODOT	Construction	STBG State (IIJA)	2027	\$3,652,908	\$418,092	\$0	\$4,071,000
23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	ODOT	Other	STBG State (IIJA)	2027	\$120,238	\$13,762	\$0	\$134,000
23052	OR141: Hall Blvd at SW Hemlock St	ODOT	Other	STBG State (IIJA)	2027	\$18,843	\$2,157	\$0	\$21,000
23083	S Holly Lane: Abernethy Creek Bridge	Clackamas County	Construction	STBG State (IIJA)	2027	\$7,279,705	\$833,195	\$0	\$8,112,900
23109	Region 1 Operations construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$6,939,718	\$794,282	\$0	\$7,734,000
23110	Portland metropolitan area ped & bike construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$5,638,633	\$645,367	\$0	\$6,284,000
23111	Region 1 Safe Routes to School construction reserve	ODOT	Construction	STBG State (IIJA)	2027	\$2,204,666	\$252,334	\$0	\$2,457,000
2027 Total						\$25,888,808	\$2,963,092	\$0	\$28,851,900
STBG State (IIJA) Total						\$84,867,452	\$9,713,462	\$0	\$94,580,914



Appendix 3.1 - Table 3.2 Detail  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation

					PROGRAM	FEDERAL	LOCAL		
ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	YEAR	AMOUNT	AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Purchase right of way	TA - STATE	2024	\$132,278	\$15,140	\$0	\$147,418
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Other	TA - STATE	2024	\$53,838	\$6,162	\$0	\$60,000
22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ODOT	Construction	TA - STATE	2024	\$1,458,419	\$166,923	\$0	\$1,625,342
2024 Total						\$1,644,535	\$188,225	\$0	\$1,832,760
TA - STATE Total						\$1,644,535	\$188,225	\$0	\$1,832,760
Grand Total						\$350,029,929	\$37,530,374	\$82,288,826	\$469,849,129

Appendix 3.1 - Table 4.1 Summary  
 Demonstration of Fiscal Constraint  
 SMART Funding Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	2024 Total		\$550,000	\$550,000	\$0
	2025 Total		\$500,500	\$500,500	\$0
	2026 Total		\$515,000	\$515,000	\$0
	2027 Total		\$530,500	\$530,500	\$0
5307 (FF91 - 80/20) Total			<b>\$2,096,000</b>	<b>\$2,096,000</b>	<b>\$0</b>
	2024 Total		\$26,000	\$26,000	\$0
5310 (80/20) Total			<b>\$26,000</b>	<b>\$26,000</b>	<b>\$0</b>
	2024 Total		\$102,000	\$102,000	\$0
	2025 Total		\$53,500	\$53,500	\$0
	2026 Total		\$55,000	\$55,000	\$0
	2027 Total		\$56,500	\$56,500	\$0
5339 FTA Bus & Bus Facilities Total			<b>\$267,000</b>	<b>\$267,000</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
LOCAL Total			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
State STIF-SMART Total			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Grand Total			<b>\$2,389,000</b>	<b>\$2,389,000</b>	

Appendix 3.1 - Table 4.2 Detail  
Demonstration of Fiscal Constraint  
SMART Funding Allocation

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22198	SMART Bus Purchase/PM/Amenities and Technology 2024	SMART	Transit		5307 (FF91 - 80/20)	2024	\$550,000	\$137,500	\$0	\$687,500
						2024 Total	\$550,000	\$137,500	\$0	\$687,500
23150	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2025)	SMART	Transit		5307 (FF91 - 80/20)	2025	\$500,500	\$125,125	\$0	\$625,625
						2025 Total	\$500,500	\$125,125	\$0	\$625,625
23152	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2026)	SMART	Transit		5307 (FF91 - 80/20)	2026	\$515,000	\$128,750	\$0	\$643,750
						2026 Total	\$515,000	\$128,750	\$0	\$643,750
23154	SMART 5307 Bus Purchase Prevent. Maintenance and Tech (2027)	SMART	Transit		5307 (FF91 - 80/20)	2027	\$530,500	\$132,625	\$0	\$663,125
						2027 Total	\$530,500	\$132,625	\$0	\$663,125
					5307 (FF91 - 80/20) Total		\$2,096,000	\$524,000	\$0	\$2,620,000
22196	SMART Senior and Disabled Program (2024)	SMART	Transit		5310 (80/20)	2024	\$26,000	\$6,500	\$0	\$32,500
						2024 Total	\$26,000	\$6,500	\$0	\$32,500
					5310 (80/20) Total		\$26,000	\$6,500	\$0	\$32,500
22194	SMART Bus and Bus Facilities (Capital) 2023	SMART	Transit		5339 FTA Bus & Bus Facilities	2024	\$50,000	\$12,500	\$0	\$62,500
22197	SMART Bus and Bus Facilities (Capital) 2024	SMART	Transit		5339 FTA Bus & Bus Facilities	2024	\$52,000	\$13,000	\$0	\$65,000
						2024 Total	\$102,000	\$25,500	\$0	\$127,500
23151	SMART 5339 Bus Purchase (2025)	SMART	Transit		5339 FTA Bus & Bus Facilities	2025	\$53,500	\$13,375	\$0	\$66,875
						2025 Total	\$53,500	\$13,375	\$0	\$66,875
23153	SMART 5339 Bus and Bus Facilities (2026)	SMART	Transit		5339 FTA Bus & Bus Facilities	2026	\$55,000	\$13,750	\$0	\$68,750
						2026 Total	\$55,000	\$13,750	\$0	\$68,750
23155	SMART 5339 Bus and Bus Facilities (2027)	SMART	Transit		5339 FTA Bus & Bus Facilities	2027	\$56,500	\$14,125	\$0	\$70,625
						2027 Total	\$56,500	\$14,125	\$0	\$70,625
					5339 FTA Bus & Bus Facilities Total		\$267,000	\$66,750	\$0	\$333,750
23156	SMART Yard Expansion Capital Project (2025)	SMART	Construction		LOCAL	2025	\$0	\$0	\$1,000,000	\$1,000,000
						2025 Total	\$0	\$0	\$1,000,000	\$1,000,000
					LOCAL Total		\$0	\$0	\$1,000,000	\$1,000,000
23156	SMART Yard Expansion Capital Project (2025)	SMART	Construction		State STIF-SMART	2025	\$0	\$0	\$4,000,000	\$4,000,000
						2025 Total	\$0	\$0	\$4,000,000	\$4,000,000
					State STIF-SMART Total		\$0	\$0	\$4,000,000	\$4,000,000
Grand Total							\$2,389,000	\$597,250	\$5,000,000	\$7,986,250



Appendix 3.1 - Table 5.1 Summary  
 Demonstration of Fiscal Constraint  
 TriMet Funding Allocation

FUND TYPE	PROGRAM YEAR	ANNUAL CARRY-OVER	REVENUE ESTIMATE	PROJECT PROGRAMMING	BALANCE
	2024 Total		\$55,092,965	\$55,092,965	\$0
	2025 Total		\$56,745,754	\$56,745,754	\$0
	2026 Total		\$58,448,127	\$58,448,127	\$0
	2027 Total		\$60,201,571	\$60,201,571	\$0
<b>5307 (FF91 - 80/20) Total</b>			<b>\$230,488,417</b>	<b>\$230,488,417</b>	<b>\$0</b>
	2024 Total		\$298,331	\$298,331	\$0
	2025 Total		\$307,281	\$307,281	\$0
	2026 Total		\$316,500	\$316,500	\$0
	2027 Total		\$325,995	\$325,995	\$0
<b>5310 (50/50) Total</b>			<b>\$1,248,107</b>	<b>\$1,248,107</b>	<b>\$0</b>
	2024 Total		\$1,782,846	\$1,782,846	\$0
	2025 Total		\$1,836,331	\$1,836,331	\$0
	2026 Total		\$1,891,421	\$1,891,421	\$0
	2027 Total		\$1,948,163	\$1,948,163	\$0
<b>5310 (80/20) Total</b>			<b>\$7,458,761</b>	<b>\$7,458,761</b>	<b>\$0</b>
	2024 Total		\$40,525,935	\$40,525,935	\$0
	2025 Total		\$41,741,713	\$41,741,713	\$0
	2026 Total		\$42,993,964	\$42,993,964	\$0
	2027 Total		\$44,283,783	\$44,283,783	\$0
<b>5337 - HIFG Total</b>			<b>\$169,545,395</b>	<b>\$169,545,395</b>	<b>\$0</b>
	2024 Total		\$25,649	\$25,649	\$0
	2025 Total		\$26,419	\$26,419	\$0
	2026 Total		\$27,211	\$27,211	\$0
	2027 Total		\$28,027	\$28,027	\$0
<b>5337 - HIMB Total</b>			<b>\$107,306</b>	<b>\$107,306</b>	<b>\$0</b>
	2024 Total		\$3,234,549	\$3,234,549	\$0
	2025 Total		\$3,331,586	\$3,331,586	\$0
	2026 Total		\$3,431,533	\$3,431,533	\$0
	2027 Total		\$3,534,479	\$3,534,479	\$0
<b>5339 FTA Bus &amp; Bus Facilities Total</b>			<b>\$13,532,147</b>	<b>\$13,532,147</b>	<b>\$0</b>
	2025 Total		\$4,889,471	\$4,889,471	\$0
<b>5339(b) Bus &amp; Bus Facilities Total</b>			<b>\$4,889,471</b>	<b>\$4,889,471</b>	<b>\$0</b>
	2025 Total		\$0	\$0	\$0
<b>State STIF-TriMet Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Grand Total** **\$427,269,604** **\$427,269,604**

Appendix 3.1 - Table 5.2 Detail  
Demonstration of Fiscal Constraint  
TriMet Funding Allocation

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22179	TriMet Bus and Rail Preventive Maintenance (2024)		TriMet	Transit	5307 (FF91 - 80/20)	2024	\$55,092,965	\$13,773,241	\$0	\$68,866,206
						2024 Total	\$55,092,965	\$13,773,241	\$0	\$68,866,206
23185	TriMet Bus and Rail Preventive Maintenance (2025)		TriMet	Transit	5307 (FF91 - 80/20)	2025	\$56,745,754	\$14,186,439	\$0	\$70,932,193
						2025 Total	\$56,745,754	\$14,186,439	\$0	\$70,932,193
23186	TriMet Bus and Rail Preventive Maintenance (2026)		TriMet	Transit	5307 (FF91 - 80/20)	2026	\$58,448,127	\$14,612,032	\$0	\$73,060,159
						2026 Total	\$58,448,127	\$14,612,032	\$0	\$73,060,159
23187	TriMet Bus and Rail Preventive Maintenance (2027)		TriMet	Transit	5307 (FF91 - 80/20)	2027	\$60,201,571	\$15,050,393	\$0	\$75,251,964
						2027 Total	\$60,201,571	\$15,050,393	\$0	\$75,251,964
					5307 (FF91 - 80/20) Total		\$230,488,417	\$57,622,105	\$0	\$288,110,522
22185	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310		TriMet	Transit	5310 (50/50)	2024	\$298,331	\$298,331	\$0	\$596,662
						2024 Total	\$298,331	\$298,331	\$0	\$596,662
23188	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)		TriMet	Transit	5310 (50/50)	2025	\$307,281	\$307,281	\$0	\$614,562
						2025 Total	\$307,281	\$307,281	\$0	\$614,562
23189	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)		TriMet	Transit	5310 (50/50)	2026	\$316,500	\$316,500	\$0	\$633,000
						2026 Total	\$316,500	\$316,500	\$0	\$633,000
23203	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)		TriMet	Transit	5310 (50/50)	2027	\$325,995	\$325,995	\$0	\$651,990
						2027 Total	\$325,995	\$325,995	\$0	\$651,990
					5310 (50/50) Total		\$1,248,107	\$1,248,107	\$0	\$2,496,214
22185	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310		TriMet	Transit	5310 (80/20)	2024	\$1,782,846	\$445,712	\$0	\$2,228,558
						2024 Total	\$1,782,846	\$445,712	\$0	\$2,228,558
23188	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)		TriMet	Transit	5310 (80/20)	2025	\$1,836,331	\$459,083	\$0	\$2,295,414
						2025 Total	\$1,836,331	\$459,083	\$0	\$2,295,414
23189	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)		TriMet	Transit	5310 (80/20)	2026	\$1,891,421	\$472,855	\$0	\$2,364,276
						2026 Total	\$1,891,421	\$472,855	\$0	\$2,364,276
23203	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)		TriMet	Transit	5310 (80/20)	2027	\$1,948,163	\$487,041	\$0	\$2,435,204
						2027 Total	\$1,948,163	\$487,041	\$0	\$2,435,204
					5310 (80/20) Total		\$7,458,761	\$1,864,691	\$0	\$9,323,452
22182	TriMet Rail Preventive Maintenance (2024)		TriMet	Transit	5337 - HIFG	2024	\$40,525,935	\$10,131,484	\$0	\$50,657,419
						2024 Total	\$40,525,935	\$10,131,484	\$0	\$50,657,419
23179	TriMet Rail Preventive Maintenance (2025)		TriMet	Transit	5337 - HIFG	2025	\$41,741,713	\$10,435,428	\$0	\$52,177,141
						2025 Total	\$41,741,713	\$10,435,428	\$0	\$52,177,141
23180	TriMet Rail Preventive Maintenance (2026)		TriMet	Transit	5337 - HIFG	2026	\$42,993,964	\$10,748,491	\$0	\$53,742,455
						2026 Total	\$42,993,964	\$10,748,491	\$0	\$53,742,455
23181	TriMet Rail Preventive Maintenance (2027)		TriMet	Transit	5337 - HIFG	2027	\$44,283,783	\$11,070,946	\$0	\$55,354,729
						2027 Total	\$44,283,783	\$11,070,946	\$0	\$55,354,729
					5337 - HIFG Total		\$169,545,395	\$42,386,349	\$0	\$211,931,744
23204	TriMet Bus Preventive Maintenance (2024)		TriMet	Transit	5337 - HIMB	2024	\$25,649	\$6,412	\$0	\$32,061
						2024 Total	\$25,649	\$6,412	\$0	\$32,061
23205	TriMet Bus Preventive Maintenance (2025)		TriMet	Transit	5337 - HIMB	2025	\$26,419	\$6,605	\$0	\$33,024
						2025 Total	\$26,419	\$6,605	\$0	\$33,024
23206	TriMet Bus Preventive Maintenance (2026)		TriMet	Transit	5337 - HIMB	2026	\$27,211	\$6,803	\$0	\$34,014
						2026 Total	\$27,211	\$6,803	\$0	\$34,014
23207	TriMet Bus Preventive Maintenance (2027)		TriMet	Transit	5337 - HIMB	2027	\$28,027	\$7,007	\$0	\$35,034
						2027 Total	\$28,027	\$7,007	\$0	\$35,034
					5337 - HIMB Total		\$107,306	\$26,827	\$0	\$134,133
22176	TriMet Bus Purchase (2024)		TriMet	Transit	5339 FTA Bus & Bus Facil	2024	\$3,234,549	\$808,637	\$0	\$4,043,186
						2024 Total	\$3,234,549	\$808,637	\$0	\$4,043,186
23176	TriMet Bus Purchase		TriMet	Transit	5339 FTA Bus & Bus Facil	2025	\$3,331,586	\$832,897	\$0	\$4,164,483
						2025 Total	\$3,331,586	\$832,897	\$0	\$4,164,483
23177	TriMet Bus Purchase		TriMet	Transit	5339 FTA Bus & Bus Facil	2026	\$3,431,533	\$857,883	\$0	\$4,289,416

Appendix 3.1 - Table 5.2 Detail  
Demonstration of Fiscal Constraint  
TriMet Funding Allocation

ODOT KEY		PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
23178	TriMet Bus Purchase		TriMet	Transit	5339 FTA Bus & Bus Facil	2026 Total	\$3,431,533	\$857,883	\$0	\$4,289,416
						2027	\$3,534,479	\$883,620	\$0	\$4,418,099
						2027 Total	\$3,534,479	\$883,620	\$0	\$4,418,099
					5339 FTA Bus & Bus Facilities Total		\$13,532,147	\$3,383,037	\$0	\$16,915,184
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Purchase right of way	5339(b) Bus & Bus Facilit	2025	\$12,972	\$0	\$0	\$12,972
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Other	5339(b) Bus & Bus Facilit	2025	\$256,000	\$0	\$0	\$256,000
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Construction	5339(b) Bus & Bus Facilit	2025	\$4,620,499	\$0	\$0	\$4,620,499
					2025 Total		\$4,889,471	\$0	\$0	\$4,889,471
					5339(b) Bus & Bus Facilities Total		\$4,889,471	\$0	\$0	\$4,889,471
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Purchase right of way	State STIF-TriMet	2025	\$0	\$0	\$3,243	\$3,243
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Other	State STIF-TriMet	2025	\$0	\$0	\$64,000	\$64,000
23399	TriMet Beaverton Transit Center Renovation (2022 5339b)		TriMet	Construction	State STIF-TriMet	2025	\$0	\$0	\$1,155,125	\$1,155,125
					2025 Total		\$0	\$0	\$1,222,368	\$1,222,368
					State STIF-TriMet Total		\$0	\$0	\$1,222,368	\$1,222,368
					Grand Total		\$427,269,604	\$106,531,116	\$1,222,368	\$535,023,088



# 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast

State and Federal Unallocated Funds

Updated - May 2022



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## INTRODUCTION

This report documents the cooperative development of the revenue forecast for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). It includes a description of the forecast methods and the process by which forecasted revenues were distributed to funding allocation programs administered by the four agencies with federal funding authority within the greater Portland metropolitan area, Oregon Department of Transportation (ODOT), Metro, Tri-County Metropolitan Transportation District of Oregon (TriMet) and the South Metro Area Region Transportation (SMART), that select transportation projects and programs to receive those funds.

The revenue forecast is only for transportation funding that will be programmed in the MTIP, which includes all federal transportation funds and state and local agency funds that will be used on regionally significant transportation projects and programs. Generally, regionally significant projects and programs are those that are located on the regional transportation system as defined in the Metro area Regional Transportation Plan (RTP) or implement a key transportation strategy from the RTP, such as transportation demand management. Therefore, state and local agency funds that will be used to build projects and maintain the local street system are not included in the forecast.

In developing the revenue forecast for the 2024-2027 MTIP, each agency which carries a responsibility to administer federal transportation funding, summarized the methodology for determining the estimated amount of revenue available for transportation projects and programs in federal fiscal years 2024 through 2027 and the process for determining how to allocate the funds. The revenue estimation process does not discuss the allocation of the revenues to transportation projects and programs. Separate documentation is provided about the allocation process, project prioritization criteria, and allocation results.

Recognizing Metro and ODOT use three-year cycles for allocating transportation revenues to projects and programs, the revenue forecast for Metro and ODOT focuses on new revenues available for federal fiscal years 2025, 2026, and 2027. Metro also provides an estimate of unallocated carryover revenues anticipated for federal fiscal year 2024. These unallocated revenues represents a more refined estimate of the anticipated federal revenues available, but had not previously been allocated to transportation projects and programs in the 2021-2024 MTIP. The transit agencies, SMART and TriMet, include estimates for each federal fiscal year (2024-2027) as both agencies conduct their programming of projects annually through their budget processes.

In developing the revenue forecast for the 2024-2027 MTIP, Metro led the coordination efforts by working with partners ODOT, SMART, and TriMet and utilizing information from concurrent revenue forecasting efforts, whether that was a budget process or a funding allocation discussion. Metro provided a template outlining a series of steps in describing the development of the revenue estimates. The template was developed in a manner which would be flexible to each agency and respecting the agency's revenue forecasting processes, while also making the progression towards identifying the estimated revenues in the Portland metropolitan region. Key aspects each partner was expected to address as part of the revenue forecast included baseline starting points for revenue estimates, assumptions

related to the availability of revenues, and revenue growth rates. Metro coordinated meetings with partner agency staff to review report drafts and forecast methods in preparation to produce this snapshot forecast of anticipated revenues to be invested in the region's transportation system in federal fiscal years 2024 through 2027. The revenue forecast was initially developed over winter-spring 2021 and was discussed at the Transportation Policy Alternatives Committee (TPAC) and provided to the Joint Policy Advisory Committee on Transportation (JPACT). An updated to the 2024-2027 MTIP revenue forecast was undertaken in winter-spring 2022 to reflect changes in the current landscape of transportation revenues.

**Table 1. Forecast of Federal and State Generated Transportation Revenues, Portland Metro Area Transportation Federal Fiscal Years (FFY) 2024 through 2027 (in millions)**

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-27 Total
<b>ODOT Directed</b> <sup>1</sup>	N/A <sup>4,7</sup>	119.2	119.2	119.1	\$357.5
<b>ODOT to Cities/Counties</b> <sup>2</sup>	N/A <sup>4,7</sup>	\$15.36	\$15.36	\$15.36	\$46.08
<b>State Trust Fund to Cities/Counties</b> <sup>5</sup>	\$240.36	\$249.66	\$248.83	\$248.00	\$986.85
<b>Federal Discretionary</b> <sup>9</sup>	\$74.0	\$74.0	\$74.0	\$0	\$222.0
<b>Metro MPO</b> <sup>1,3, 6, 8</sup>	\$13.6 <sup>4</sup>	\$54.2	\$54.9	\$54.9	\$177.60
<b>SMART</b>	\$2.04	\$2.15	\$2.27	\$2.39	\$8.85
<b>TriMet</b>	\$158.5	\$167.2	\$174.4	\$181.7	\$681.8
<b>Total</b>	<b>\$488.5</b>	<b>\$607.77</b>	<b>\$614.96</b>	<b>\$621.45</b>	<b>\$2,480.68</b>

<sup>1</sup> Does not include federally dedicated planning funds or funds dedicated to ODOT Administrative costs.

<sup>2</sup> Directed funding program pass through to local agencies; does not include pass through to MPOs or State Trust Fund pass through to local agencies.

<sup>3</sup> Utilizes MPO forecast method that anticipates growth in available funding rather than ODOT forecast method of 10% reduction of current fund levels for those years not under a federal transportation authorization.

<sup>4</sup> Metro and ODOT forecasted revenues for FFY 2024 have already been allocated. SMART and TriMet forecasted revenues are allocated on an annual basis through their budget processes.

<sup>5</sup> Funds not typically reflected in the Metropolitan Transportation Improvement Program, unless funds are being used for capital projects deemed as regionally significant.

<sup>6</sup> Total reflects combined revenue for federal fiscal years 2025 through 2027 and under allocated carryover estimated for 2024. See Table 2 for further detail.

<sup>7</sup> Estimates for carryover revenues for FFY 2024 for ODOT funding programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.

<sup>8</sup> Total includes revenues from the new federal Carbon Reduction program, but funds from the program has not been allocated.

<sup>9</sup> Estimate is based on the Portland region to receive a proportion, based on population, of federal discretionary grant awards estimated for Oregon to receive. The estimate for Oregon is based on the assumption that Oregon will receive approximately 1% of the federal discretionary grant awards available between federal fiscal year 2022 – 2026, divided evenly over each fiscal year. Funding is not guaranteed and would rely on project applications put forward competing well in the grant program.

DRAFT

## METRO REGIONAL FLEXIBLE FUNDS (RFF) REVENUE FORECAST

Metro's Regional Flexible Fund Allocation (RFFA) is a process that consolidates the distribution of three long-standing federal funding program sources to transportation projects and programs in the Metro region. One new federal funding program as a result of the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA), may eventually become part of the consolidated distribution through the RFFA process, but until federal rulemaking establishes the administration of the funding program, the allocation of funds from the new program remains to be determined. The revenue forecast for the Regional Flexible Funds is coordinated with the Oregon Department of Transportation and Oregon's other Metropolitan Planning Organizations (MPOs).

### Step 1: Developing the Statewide Metropolitan Area/Transportation Management Areas (TMA) Revenues Forecast (September 2020 – April 2021; November 2021 – April 2022)

#### Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states, metropolitan planning organizations, and local governments by funding formulas, with the remainder allocated in competitive application-based programs.

Oregon receives about half a billion dollars in funding from the Federal Highway Administration each year. However, with the passage of the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA), Oregon like many other states anticipates seeing a significant increase – upwards of \$3.4 billion total – for federal fiscal years 2022 through 2026. All federal highway funds flow through ODOT from individual federal funding programs, including new programs created through BIL, that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required.

About one-third of those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or by ODOT (e.g. the sub-allocation of CMAQ funds to MPOs that have had federal air quality compliance violations and implementation plans to address them).

#### Developing Statewide Forecasts

The statewide forecast of federal funds available for transportation projects and programs during the time period of the 2024-2027 State and Metropolitan Transportation Improvement Programs (TIPs) is coordinated by the Statewide Investment Management Section of the ODOT and updated with new information and events. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP coordination committee.

Metro staff works with ODOT staff and other Oregon MPOs in the transportation improvement program (TIP) coordination committee to coordinate forecast methodology

options for the federal funding programs provided to the Oregon TMA MPOs: Surface Transportation Block Grant (STBG) – including the Transportation Alternatives (TA) Program set-aside, the Congestion Mitigation – Air Quality (CMAQ) funding program, and the newly created Carbon Reduction Program. The Transportation Management Area (TMA) MPOs in Oregon are apportioned allocation authority over the following federal transportation funding programs:

- Surface Transportation Block Grant (Urban):** The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- Congestion Mitigation and Air Quality (CMAQ):** The Congestion Mitigation and Air Quality program provides a funding source to State and local governments for certain eligible transportation projects and programs to help meet the requirements of the Clean Air Act and local State Implementation Plans (SIPs). Funding is available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (referred to as nonattainment areas) and for former nonattainment areas. The goals of the program are to mitigate for congestion and improve air quality by reducing transportation emissions. The scope of a transportation project or program must fit within one or more of the identified project types which are recognized eligible by federal requirements of the program as well as any additional state requirements. These funds are sub-allocated to eligible areas by the Oregon Transportation Commission, which has adopted a statewide formula for this purpose. The Oregon Transportation Commission has also adopted additional state priorities and program guidance for use of CMAQ funds in Oregon.
- Transportation Alternatives (set-aside from Surface Transportation Block Grant):** The Bipartisan Infrastructure Law continues the Transportation Alternatives set aside from program the Surface Transportation Block Grant, which the previous authorizations had eliminated the predecessor Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds are flexible to include all projects and activities that were previously eligible under the old TAP funding program. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The BIL also increased the set aside amount to 59% to be sub-allocated by population.
- Carbon Reduction Program:** The Bipartisan Infrastructure Law created the Carbon Reduction Program as a means to fund transportation activities focused on reducing



greenhouse gas emissions from transportation sources. Eligible projects may include public transit and active transportation; street light and traffic control device energy efficiency; tolling, pricing and transportation demand management that shift travel to cleaner modes; freight and port projects; alternative fuels; and congestion management technologies. Additionally, state departments of transportation (DOT), in consultation with MPOs, are required to develop and update at least every four years a carbon reduction strategy and submit it to U.S. DOT for approval. U.S. DOT must certify that a State's strategy meets the statutory requirements.

The TIP coordination committee was provided historical data of revenues for each MPO for use in developing the revenue forecast for their MPO.<sup>1</sup> The TIP coordination committee and ODOT staff did not require MPOs to apply a specific revenue forecasting methodology, leaving the discretion that seemed most appropriate to each MPO. Each MPO decides the way in which to forecast funding for the purpose of allocating forecasted funding to projects. However, for TIP programming, the MPOs are limited in how much funding they can program to project costs in each fiscal year by the amount of committed or reasonably expected revenue to projects within each MPO. Methods for determining committed and reasonably expected revenue for financially constraining the TIP will continue to be coordinated with the statewide committee.<sup>2</sup>

## **Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (September 2020 – May 2021; November 2021 – April 2022)**

While the work of the TIP committee significantly influences the revenue forecast of MPOs throughout Oregon, the Portland metropolitan region also considers and emphasizes several other factors in developing an appropriate method for forecasting available funding for the allocation of Regional Flexible Funds. These factors include: 1) consideration of federal processes which determine the amount of federal transportation funds distributed to states and MPOs for transportation projects; 2) project readiness and delivery considerations and the federal aid process; 3) management of obligating federal funds in a timely manner; and 4) administration considerations of the RFFA allocation process.

The first factor is the federal process that makes funds available for projects and highly influences the revenue forecast. Every five to six years, federal authorization legislation is passed that sets the budget authority for federal transportation funding, including RFFA

<sup>1</sup> Historical data on revenues sub allocated to MPOs was not provided for the new Carbon Reduction funding program.

<sup>2</sup> While the TIP coordinators committee and ODOT do not specify a particular forecast of revenues for the purpose of allocating funding to projects, the TIP coordinators committee and ODOT will continue to meet throughout the development of the 2024-2027 MTIPs and STIP to coordinate the revenue forecast which will be used to financially constrain the MTIPs and STIP. The initial financial constraint forecast for the 2024-27 TIP financial constraint purposes is expected to take place in autumn/winter 2022-2023 with updated financial information. Revenue information used to financially constrain the TIP to committed and reasonably available funding is continually updated through the life of the TIP to reflect most up to date revenue data. When the TIP is adopted or amended, financial constraint utilizing the most current revenue and project cost data is utilized.

funds. After authorization, each year funds are apportioned based on actual transportation revenues generated, up to the amounts previously authorized. In recent history, apportionment of funds typically generates about 90-95% of authorized amounts. The percent of apportionment to authorization is known as the limitation rate.

Surface Transportation Block Grant (STBG) funds and the Transportation Alternatives set-aside are allocated to Transportation Management Area (TMA) metropolitan planning organizations (MPOs) based on formulas outlined by federal statutes. Metro receives approximately 75% of STBG funding made available to large MPOs in Oregon. In addition to federal formula allocation of STBG, Oregon also receives a state allocation of Congestion Mitigation and Air Quality (CMAQ) funds based on the U.S. Environmental Protection Agency (EPA) air quality designations. Oregon employs a statewide formula allocation for CMAQ funding to the eligible areas. The CMAQ statewide formula allocation was last updated in 2017 and the allocation applies to CMAQ funds through 2024. While the update to the statewide CMAQ funding is expected to take place during the development of the 2024-2027 MTIP, the revenue forecast utilizes a continuation of the current statewide CMAQ sub-allocation formula. Metro as the largest eligible MPO to receive CMAQ funds, receives approximately 73% of the CMAQ funds available to Oregon MPO areas.

The second factor is the potential readiness for the use of forecasted funds and the needs of the local project delivery process of federal transportation funds. Upon award of funds, a local agency coordinates with ODOT and Metro to define a detailed scope of work, budget and schedule that address state and federal requirements (e.g. National Environmental Protection Act (NEPA) process requirements, design requirements) and execute an intergovernmental agreement to document how the project will meet requirements and provide required match funding. The process of executing the agreement typically takes a year or longer. Implementing the agreement through the project phases of planning, preliminary engineering, right of way acquisition, and construction can take up to an additional 4 to 5 years. Recognizing the federal aid process and potential readiness of a transportation project awarded funding can impact the amount of forecasted revenues available year-by-year, the history of readiness of previous projects and complexity of federal aid processes influences whether to take a conservative or aggressive approach to the revenue forecast for allocation purposes.

The third factor is the ODOT and MPO partnership on fund management of federal transportation funds. Each state must contractually obligate all federal transportation funding apportioned to it each federal fiscal year or the unobligated funds will be redistributed to states that have obligated all their funds. As ODOT has a better capability to obligate federal transportation funds quickly on projects or programs, the agency takes on the responsibility to ensure all federal transportation funding authority is obligated, including unobligated MPO funding authority. When ODOT obligates MPO unobligated funding authority, ODOT then provides equivalent funding authority in a future year. This provides flexibility to MPOs and keeps Oregon eligible for redistribution funds from other state's unobligated funding authority. ODOT and the large MPOs have recently entered an agreement for MPOs to meet obligation rates in exchange for the ability to share in a portion of the redistribution funds ODOT receives annually. The management and obligation of

federal transportation funds allocated by MPOs opens a new opportunity for potential increased revenue available to include as part of the forecast.

The fourth and last additional factor is the administrative consideration and impact of the 3-year allocation cycle. Through the RFFA process, Metro undertakes a significant administrative effort to run a deliberative and transparent funding allocation process based on the policy objectives and strategy for implementing the region's long-range transportation plan. This process is designed as a thoughtful effort of weighing tradeoffs and advancing progress towards the region's goals for the transportation system. As a result, the RFFA process is not nimble and does not adapt well to allocate additional revenues. Therefore, the forecast of revenues for the Portland region must factor in consideration of the allocation process which cannot quickly allocate unanticipated revenues.

In summary, forecasting and estimating the revenue for the Regional Flexible Funds allocation process has additional unique objectives from other funding allocation programs in the 2024-2027 MTIP and their forecasts of available funds.

With these factors in mind, the goals of estimating the revenue allocation authority are created to achieve the following objectives:

- Select enough projects that prepares an adequate pipeline to be ready to obligate funding as it becomes available each year to achieve the following:
  - deliver project benefits to the region as soon as possible
  - minimize loss of purchasing power to inflation
  - help ODOT (and subsequently the region) be eligible for federal redistribution funds
  - prevent having to undertake any supplemental allocation processes to distribute available funding that is in excess of earlier forecasts
- Provide a steady flow of funding to projects and programs to avoid shocks to the delivery systems.
- Balance forecasting enough revenues to develop projects in the delivery pipeline to maximize obligation of all funds as they become available without creating an over expectation of projects that can be delivered or excessive conflicts between projects for access to funds as they become available.

#### **Revenue Forecast Methods and Assumptions**

In prior RFFA cycles, forecast amounts would be based on funding authorization levels, with an assumed limitation rate based on historic performance. If the allocation cycle extended beyond the authorization period, a growth factor, based on historic performance and factoring in the limitation rate from the last year of authorization, was applied to the final authorization year and extended out to the final year of the RFFA cycle.

During the first iteration of developing the revenue forecast for the 2025-2027 RFFA cycle, the region worked under the status that the region is five (5) years removed from the current federal transportation authorization bill which would expire in September 2021. With the historical precedent of each federal transportation reauthorization resulting in an increase in federal transportation revenues, Metro staff began with the initial assumption that the historical trend in transportation revenues is likely to continue with future legislation to replace the current authorization bill at the time, known as Fixing America's Surface Transportation (FAST) Act. This assumption was also based on the active discussions being reported in media suggesting reauthorization would increase transportation funding levels. The initial assumption, which Metro programming staff called a "moderate growth forecast" reflects the amount of funds that would come to region through the federal formula funding programs based on the Senate Environment and Public Works (EPW) Committee Authorization bill amounts passed with bipartisan support at that time. To forecast how the federal formula funds in the authorization bill would flow to the region by each year, the forecast provided an initial increase of 7% in the first year of authorization (FY 2022) and a 2.2% increase in each subsequent year to reflect typical growth of funds through the period of the authorization bill. This moderate growth forecast was discussed with TPAC in spring 2021 and received a general "thumbs up" to proceed with this approach.

Since that time, the Bipartisan Infrastructure Law (BIL) passed in November 2021, establishing transportation authorization levels for federal fiscal years 2022 through 2026. For the transportation sector, the BIL is:

- The largest federal investment in public transit ever
- The largest federal investment in passenger rail since the creation of Amtrak
- The largest dedicated bridge investment since the construction of the Interstate System
- The largest investment in electric vehicle infrastructure in history

As a result, Metro staff, in working with ODOT and the TIP coordination committee, updated the revenue estimates for authorization years for the federal funding programs. The forecast utilizes the federal authorization amounts, with a forecasted 90% limitation rate. The final year of the upcoming RFFA of FFY 2027 is outside the final year of the BIL. For this year, the forecast utilizes the same authorization level and limitation amount as the final year of the BIL (FFY 2026). This reflects the common practice in recent times when Congress is facing the expiration of an authorization bill, to use short-term continuing authorization bills at existing authorization levels until a new bill can be agreed to and passed into law.

CMAQ funding is held constant from FFY 2024 forward to reflect guidance from ODOT staff. This is because ODOT expects to reopen the statewide distribution formula for CMAQ funds by FFY 2024 to address any changes brought about by updated population estimates from the 2020 federal census and to revisit possible changes in air quality conformity status for

areas within the state and possibly update state policy objectives for the distribution of CMAQ funds. While overall CMAQ revenues to the state are expected to grow at the same rates as other federal funding programs within the time period of the authorization bill, the assumption of a no-growth rate for the Metro areas mitigates some of the risk that a new Oregon sub-allocation formula may reduce the proportion of CMAQ funds sub-allocated to the Metro area.

Additionally, the region is eligible to receive federal redistribution funds from ODOT beginning in FFY2023 if they become available and the region meets its funding obligation targets. To become eligible for these funds, the region needs to utilize the administrative tools to obligate existing RFFA funds on schedule, consistent with the forecast and allocation objectives as described above. The forecast assumes the region will be successful in meeting the funding obligation targets and will be awarded \$1 million per year beginning in FFY 2023. The forecasted \$1 million award amount is a moderate estimate based on what the region would have been eligible to receive in prior years if the redistribution agreement had been in place. Actual awards are expected to fluctuate year to year as redistribution amounts to Oregon depend on the actual funding obligation performance of other states.

Finally, the BIL created a new federal funding category that will sub-allocate funds to the Metro region by federal formula named the Carbon Reduction program. The general purpose of this funding program is for transportation projects and programs that will reduce greenhouse gas emissions. Like the STBG funding program, a portion of the funding authorized for the state is required to be sub-allocated to large MPOs by a prescribed federal formula based on population.

Metro is not incorporating these funds into the existing Regional Flexible Fund Allocation process. These funds have unique eligibility requirements and federal policy purposes distinct from the other federal funding types. Further federal guidance is expected to guide state DOTs and large MPOs on their distribution. Additionally, Metro staff need to coordinate with ODOT staff on the state's process for defining their program direction with the objective that both allocation process are coordinated and complementary, while also optimally addressing state and regional climate goals.

With the forecasting factors and goals described above, and based on the historical performance of federal transportation revenues provided to the Metro MPO, the proposed revenue forecast for the 2025-2027 Regional Flexible Fund is outlined below.

**Table 2. 2025-2027 Metro Regional Flexible Funds and Carbon Reduction Funds**

Fund Type	2024	2025	2026	2027	Total
U-STBG	\$307,727	\$32,490,362	\$33,140,169	\$33,140,169	\$99,078,427
TAP		\$3,030,001	\$3,097,253	\$3,097,253	\$41,399,499
CMAQ		\$13,799,833	\$13,799,833	\$13,799,833	\$9,224,507
Redistribution	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
<b>RFFA Subtotal</b>	<b>\$2,307,727</b>	<b>\$50,320,196</b>	<b>\$51,037,255</b>	<b>\$51,037,255</b>	<b>\$154,702,433</b>
Carbon Reduction	\$11,047,388	\$3,830,733	\$3,907,348	\$3,907,348	\$22,692,817

<b>Total</b>	<b>\$13,355,115</b>	<b>\$54,150,929</b>	<b>\$54,944,603</b>	<b>\$54,944,603</b>	<b>\$177,395,250</b>
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The reflected revenue forecast for the 2025-2027 RFFA will guide the deliberation and selection of transportation projects and programs to support the Portland region's effort to implement the long-range transportation plan. However, the revenue forecast provided is for allocation purposes and is intended as a snapshot of estimated revenues as of Spring/early summer 2022. Estimates continue to remain fluid as factors such as annual authorization and limitation rates as well as the federal rulemaking will be necessary to guide the allocation and administration of the new Carbon Reduction program. Metro staff will continue to collaborate with ODOT and the other Oregon MPOs on the methods to determine the funding authority and develop refined revenue estimates that will be utilized in each of the federal fiscal years of 2024 through 2027 for the purpose of establishing fiscal constraint. The funding authority determined in this process will be used in the MTIP programming process to limit the amount of funds that can be utilized by projects in each fiscal year of the 2024-27 MTIP. The MTIP programming is scheduled to be adopted in the summer of 2023 and is subsequently amended on a regular basis to reflect project cost and schedule adjustments and updated revenue amounts.

### **Step 3: Defining the Regional Flexible Fund Program Direction and Distributing Revenues to Programs (February 2021 – July 2021; February – April 2022)**

The 2025-2027 RFFA began in February 2021 at the regular meeting of TPAC. At that meeting a 20-month timeline and process was outlined for the kick-off of the Regional Flexible Fund Allocation. The allocation was split into two processes: the first focuses on defining and refining the program direction for the funding allocation and the second focuses on the competitive capital grant process.

The 2018 Regional Transportation Plan (RTP) policy objectives continue to guide the investment priorities for the RFFA. Those objectives are equity, safety, climate and congestion. The RTP directs that further policy, planning and funding outcomes should advance the region toward its goals in these four areas.

JPACT and Metro Council in further program direction discussions reaffirmed the same two-step process used to award funding since the 2012-2013 RFFA cycle:

- Step 1 continues the region's commitment to repayment of bonds used to develop and construct high-capacity transit and active transportation projects. It also continues investments in region-wide programs to fund system and demand management activities and to invest in transit-oriented development projects near high-capacity transit lines. The region-wide programs are long-standing regional programs which have been established to meet various regional commitments, such as air quality and the Climate Smart Strategy.
- Step 2 focused funding on capital projects. Eligible applicants include agencies capable of entering an inter-governmental agreement with ODOT for funding and administering a federal aid transportation project; cities and counties, park districts, regional and state agencies.



Direction on the distribution of revenues to Step 1 programs and Step 2 project allocations is provided as a part of the 2025-2027 RFFA Program Direction documentation adopted by JPACT and Metro Council in July 2021. Final project and program allocations is scheduled for adoption in autumn 2022 for incorporation into the 2024-2027 MTIP and STIP.

With the passage of the Bipartisan Infrastructure Law (BIL) in November 2021, Metro needed to return to TPAC, JPACT, and the Metro Council to discuss the allocation of new revenues resulting from the federal transportation reauthorization. The initial revenue forecast developed for the 2025-2027 RFFA incorporated an increase of federal transportation revenues based on the current legislative discussions occurring in Congress.<sup>3</sup> Therefore, the 2025-2027 RFFA Step 1 and Step 2 processes had incorporated a significant portion of the new federal transportation revenues. However, once the BIL established final annual authorizations for each state and the federal funding programs, Metro's initial revenue forecast for the 2025-2027 RFFA was under by approximately \$10.4 million. In recognition of the recent action to adopt the 2025-2027 RFFA program direction and the Step 1 and Step 2 allocation process, Metro staff returned with a proposal in how to allocate the \$10.4 million among the Step 1 programs and Step 2 project allocations for discussion and deliberation.<sup>4</sup> The proposal allocates \$4.3 and \$6.1 million to the Step 1 programs and Step 2 projects respectively, based on the estimated overarching funding split from the adopted program direction. From February through April 2022, TPAC members were able to ask questions, provide input, and gather clarification. At the April 2022 meeting TPAC recommended the proposal for approval at JPACT. At the April 2022 meeting of JPACT, the committee approved the allocation proposal and the Metro Council approved in spring 2022. The Step 2 project allocation process remains underway.

Throughout the program direction and RFFA process, Metro staff will also work with the local lead agencies and ODOT Region 1 staff to determine which projects awarded funding have demonstrated that they are ready to obligate funding for their projects and then program the awarded funding as needed by project phase. Many project phases are likely to be temporarily programmed in the illustrative MTIP years of 2028 or 2029 until the project demonstrates it will be ready to obligate funds in an earlier year. Assuming funding capacity is available, the MTIP will be amended to move projects forward at that time with the objective of utilizing as much funding capacity as possible with projects that are prepared to obligate those funds.

### **Administrative Streamlining of Parks Bond Funding**

Historically, millions of Regional Flexible Funds have supported the development and construction of multiple multi-use off-street trails projects in the region. In 2019, Metro put forward and voters affirmed their support to build more trails in the region with the passage of the 2019 Parks and Nature bond measure. The bond measure, paid for by a tax

<sup>3</sup> See Revenue Forecast Methods and Assumptions section of Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (September 2020 – May 2021; November 2021 – April 2022).

<sup>4</sup> The proposal did not include the allocation of the new revenues to emerge from the new federal Carbon Reduction funding program as federal rulemaking and guidance on eligibility and requirements have yet to be established.

assessed on property, contains funding specific to support trails projects and continuing to create a well-connected network of trails throughout the region. The 2019 Parks and Nature bond is administered through Metro's Parks and Nature department.

Recognizing the previous Regional Flexible Fund history funding trail projects, overall increase in available funding for trails, and the administrative burden related to running a deliberative and transparent allocation process, Metro will pilot a streamlined administrative process to combine the allocation of the 2025-2027 Regional Flexible Funds (RFFA) and the trail-specific funding from the 2019 Parks and Nature (P&N) bond measure. The 2025-2027 RFFA Program Direction will acknowledge the pilot and describe the coordination of RFFA and an estimated \$20 million of additional funds for trails available from the P&N bond funds.<sup>5</sup>

#### **Step 4: On-Going Management of Forecast Amount and Programming of Project Costs (July 2021 – September 2026)**

Management of the revenue forecast of expected available Regional Flexible Funds is on-going as federal and state actions will impact the amount of revenues ultimately made available for reimbursement of project costs awarded funding. As these funds are made available each federal fiscal year, final decisions on how much funding is made available to a particular project phase is documented in the MTIP Programming tables. Programming is the balancing and assignment of available revenues for costs incurred by an eligible project.

How Metro staff recommend final programming of funds to project costs is directed by the awarded amount of funding to projects and programs by JPACT and Metro Council, the progress of the lead agency to complete steps to ensure a project is ready and eligible to receive the funds, and state and federal rules regarding TIP programming.

In modern program history, there has not been an occasion where projects that have been awarded funding by JPACT and Metro Council have been ready and requested more RFFA funding than has been available in a particular fiscal year. Should that occur in the future and Metro staff is unable to work out an acceptable solution with the lead agencies involved, Metro staff would provide a recommendation to JPACT and the Metro Council on resolution of such issue, if time allowed. A typical solution would be to delay one or more project phases eligibility to seek project cost reimbursement to the beginning of the subsequent fiscal year when additional funding becomes available. Programming of project costs and funding in subsequent years would potentially need to be adjusted to accommodate this shift.

In actively managing revenue forecasts, the following items are monitored and as activity occurs, used to manage the programming of funds in each year of the RFFA process and to determine a forecasted carryover (or deficit) amount into the subsequent RFFA process.

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<sup>5</sup> Because the 2019 Park Bond funding for trail projects is an administrative pilot, the revenues were not formally included as part of the 2025-2027 RFFA revenue forecast options and it is not included in the overarching 2025-2027 MTIP revenue forecast.

## OREGON DEPARTMENT OF TRANSPORTATION (ODOT) REVENUE FORECAST

The revenue forecast for state transportation funding is completed in four phases: Statewide total revenues forecast (August – September 2020; November 2021 – April 2022), Distribution of revenues to Categorical Policy Areas (October 2020 – January 2021; November 2021 – April 2022), Categorical Policy Area sub-allocation distribution of revenues (January – March 2021; March – May 2022), Estimates of Funding Allocation Program revenues by ODOT Region and MPO Areas.

### Step 1: Statewide Total Revenues Forecast (August – September 2020; November 2021 – April 2022)

The statewide forecast of funds available for transportation projects and programs during the time period of the 2024-2027 State and Metropolitan Transportation Improvement Programs (TIP) is led by the state Finance and Budget Divisions, Statewide Investments Section of the ODOT. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP committee.

The forecast of funding is dependent on a federal authorization bill being in place or not in place. With an active federal authorization bill, the forecast includes what is in the bill. When no federal authorization bill is in place, ODOT assumes a 10 percent reduction from current year levels to federal funding across all its funding program types for all TIP years.<sup>6</sup> In addition ODOT assumes a 10 percent reduction from the authorization levels established in the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Investments Jobs Act (IIJA). The revenue estimates, in Tables X-X, reflect the amount available after applying the limitation rate. Funding allocated to the MPOs (e.g. STBG and TAP) have their own forecast methodology described in the Metro MPO forecast section.

#### Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states and local governments by funding formulas, with the remainder allocated in competitive application-based programs. The current federal transportation authorization which dictates the distribution of federal funding to states is the Bipartisan Infrastructure Law (BIL) also known as the Infrastructure and Investments Job Acts (IIJA).

Oregon receives about \$600 million dollars in funding from the Federal Highway Administration (FHWA) each year for construction projects on the state's roads, including the interstate, as well as planning and engineering. Some funds can also be used for transit and bicycle/pedestrian capital projects. All federal highway funds flow through ODOT from individual federal funding programs that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required. About 30 percent of

<sup>6</sup> Which specifically for the ODOT estimated revenues, applies only to federal fiscal year 2027.

those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or awarded through competitive application processes (e.g. HSIP program funds through the state ARTS allocation process). Oregon also receives public transportation funding from the Federal Transit Administration (FTA). These FTA funds are primarily used to support public transportation operated/contracted by ODOT or passed through to public transportation operators in small urban and rural areas. FTA works directly with transit agencies in large urban areas to provide funding for operations and projects. Table 3 provides a short description of the various federal funding programs which contribute to the ODOT statewide revenue forecast.

**Table 3. Federal Revenue Funding Programs Description**

<b>Common Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – State allocation (includes STBG-TAP set-aside for state) (Formula)	The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The BIL/IIJA continues the Surface Transportation Block Grant program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs.
Highway Safety Improvement Program (HSIP) (Formula)	The BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Rail-Highways Crossings (Sec. 130) (Formula)	The BIL continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
National Highway Freight Program (Formula)	The BIL establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several freight related infrastructure improvement goals.
Congestion Mitigation Air Quality (CMAQ) Improvement Funds (Formula)	The BIL continues the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for

	former nonattainment areas that are now in compliance.
National Highway Performance Program (Formula)	The BIL continues National Highway Performance Program which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Carbon Reduction Program (Formula)	The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (Formula)	The BIL established the new Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program. The program is intended to provide funding for planning, capital resilience improvements, capacity-building for community resilience, evacuation planning and preparation, and other related activities.
Bridge Program (Special Appropriations)	The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.
Electric Vehicle Charging (Special Appropriations)	The BIL establishes a National Electric Vehicle Infrastructure Formula Program ("NEVI Formula") to provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
<b>Less Common Federal Revenue Funding Programs<sup>7</sup></b>	
<b>Fund</b>	<b>Description</b>
Emergency Relief	The BIL continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on federal-aid highways and roads, tribal transportation facilities, and roads on federal lands that the U.S. DOT Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.
Federal Lands Access Program	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to federal lands. Funding program is a competitive grant program.
State Recreational Trails Program	The BIL continues the optional set-aside of Surface Transportation Block Grant (STBG) program funding for Recreational Trails Program. Set aside amount is equal to the state portion of the Transportation Alternatives

<sup>7</sup> Not an exhaustive list of federal revenue programs.

	program. Program is at the discretion of the Governor to decide whether to continue State Recreational Trails Program.
<b>Discretionary Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Existing Federal Miscellaneous Discretionary Grants (e.g. RAISE, NHFP – Discretionary, FAST Lane, INFRA, ITS, etc.)	Competitive discretionary grant programs with specific criteria for application and project eligibility. Discretionary grant programs cycles are driven by federal annual budget and transportation reauthorization. Funds from these discretionary grant programs are not guaranteed.
BIL/IIJA Federal Grant Program (e.g. PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program)	Competitive discretionary grant programs with specific criteria for application and project eligibility. These programs were created through the passage into law the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act). Discretionary grant programs cycles are driven by federal annual budget and federal rulemaking. These programs are currently only authorization through the end of BIL – federal fiscal year 2026. Funds from these discretionary grant programs are not guaranteed.
<b>Rural Area Specific Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Clackamas County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Clackamas County.
Multnomah County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Multnomah County.
Washington County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Washington County.
<b>Planning Specific Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Metropolitan Planning (PL) Formula	The BIL/IIJA continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for transportation planning and making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
Statewide and Non Metropolitan Planning (SPR) (FHWA/FTA) Formula	The BIL/IIJA continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.



<b>MPO Specific Federal Revenue Programs (Sub-Allocations from Formula Funds above)</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – Urban	The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by metropolitan planning organizations, and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Transportation Alternatives - Urban	The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

In addition to federal revenue funding programs, Oregon raises revenues for transportation infrastructure, maintenance, operations, and other related activities. Managed and administered by ODOT, the state revenues are generated from a variety of sources, including taxes on the sale of gasoline, vehicle registration fees, and weight-mile fees on trucks. Table 4 provides a short description of the state revenue funding programs.

**Table 4. State Revenue Funding Programs Descriptions**

<b>State Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
State Highway Trust Fund	<p>Oregon's State Highway Trust Fund collects resources from three main sources:</p> <ul style="list-style-type: none"> <li>• Taxes on motor fuels, including gas tax and diesel tax.</li> <li>• Taxes on heavy trucks, including the weight mile tax and truck registrations.</li> <li>• Driver and vehicle fees, including licenses and vehicle title and registration.</li> </ul> <p>Under the Oregon Constitution, State Highway Fund fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and the day-to-day maintenance and operations of the state's roads. Formulas set in state statute distribute about 40 percent of State Highway Fund revenues (after deducting the costs of collecting the revenue) to cities and counties.</p>
House Bill (HB) 2017	<p><a href="#">House Bill 2017 Transportation Funding Package</a> passed by the 2017 Oregon Legislature created a number of new revenue sources for transportation.</p> <ul style="list-style-type: none"> <li>• A 0.5 percent vehicle dealer privilege tax on new car sales to fund rebates for electric vehicles and provide ongoing funding for the multimodal Connect Oregon program.</li> </ul>

	<ul style="list-style-type: none"> <li>• A 0.1 percent employee payroll tax (\$1 for \$1,000 in payroll) to improve public transportation service in both rural and urban communities.</li> <li>• A \$15 tax on the sale of new bicycles with tires over 26 inches and cost at least \$200 will go to Connect Oregon for off-road bicycle and pedestrian paths that serve commuters.</li> </ul>
Other State Funds	<p>ODOT also receives revenue from several other state sources, including:</p> <ul style="list-style-type: none"> <li>• Lottery funds, including lottery bond proceeds directed to the Connect Oregon program.</li> <li>• Cigarette tax revenues dedicated to transit services for seniors and disabled people.</li> <li>• Custom license plate fees, dedicated to operating passenger rail.</li> <li>• General fund resources for senior and disabled transit and passenger rail service.</li> <li>• A variety of transportation-related permits and fees.</li> </ul>

The combined estimated federal and state revenues available statewide for transportation is approximately \$3 billion dollars for federal fiscal years 2025 through 2027. A summary of estimated revenues by year is provided in Table 5.

Also included in Table 5 is also an estimate of federal discretionary grant and congressional directed spending awards to the state of Oregon. The BIL-IIJA increased the amount of funding available through the existing discretionary grant programs and create a suite of new federal discretionary grant programs as well as opened opportunities for congressional directed spending. Acknowledging transportation partners in Oregon are likely to pursue these different discretionary programs for funding, an estimate of revenues by year is provided. The awards are an estimate and are not secured funding distributed to states by formulas set in statutes or rules. The estimates are not a guarantee of award. The revenue estimate for the federal discretionary programs are based on historical federal discretionary grant awards to transportation partners in Oregon, which has been on average, about 1 percent of funding.

**Table 5. ODOT Revenue Forecast - Unallocated STIP Revenue, Federal Fiscal Years 2025- 2027**  
(All revenues are in millions)

Program Type	2025	2026	2027	Total
<b>Federal Formula Programs</b>				
National Highway Performance Program (NHPP)	\$336.8	\$343.8	\$309.4	\$990.0
Surface Transportation Block Grant (STBG)	\$169.9	\$173.3	\$155.9	\$499.1
Highway Safety Improvement Program (HSIP)	\$49.0	\$49.8	\$44.9	\$143.7
Rail	\$3.0	\$3.0	\$2.6	\$8.6
Congestion Mitigation Air Quality	\$20.1	\$20.5	\$18.5	\$59.1
Planning (PL)	\$5.0	\$5.1	\$4.6	\$14.7
National Highway Freight Program (NHFP)	\$16.5	\$16.8	\$15.1	\$48.4
Carbon Reduction Program	\$15.1	\$15.4	\$13.9	\$44.4
Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	\$17.2	\$17.5	\$15.8	\$50.5

Bridge Program	\$53.6	\$53.6	\$0 <sup>8</sup>	\$107.2
Electric Vehicle Charging	\$10.4	\$10.4	\$0 <sup>9</sup>	\$20.8
<b>Federal Formula Program Total</b>	<b>\$696.6</b>	<b>\$709.2</b>	<b>\$580.7</b>	<b>\$1,986.7</b>
<b>Federal Discretionary Grant Programs</b>				
Existing and New Federal Discretionary Grants and Congressional Directed Spending (e.g. RAISE, NHFP – Discretionary, INFRA, PROTECT, National Infrastructure Project Assistance Program, Bridge Investment Program, Wildlife Crossings Program, Congestion Relief Program, Healthy Streets Program, etc.)	\$200.0	\$200.0	\$0 <sup>10</sup>	\$400.0
<b>Federal Discretionary Grant Programs Total</b>	<b>\$200.0</b>	<b>\$200.0</b>	<b>\$0</b>	<b>\$400.0</b>
<b>FHWA Apportionment</b>	<b>\$896.6</b>	<b>\$909.2</b>	<b>\$580.7</b>	<b>\$2,386.7</b>
<b>House Bill (HB) 2017</b>				
HB Safety	\$10.0	\$10.0	\$10.0	\$30.0
HB Bridge/Seismic	\$123.3	\$124.4	\$125.2	\$372.9
HB Preservation/Culvert	\$42.2	\$42.6	\$42.9	\$127.7
<b>HB 2017 Apportionment</b>	<b>\$175.5</b>	<b>\$177.0</b>	<b>\$178.1</b>	<b>\$530.6</b>
<b>Other Sources</b>				
State Funds <sup>11</sup>	\$12.0	\$12.0	\$12.0	\$36.0
Other Federal <sup>12</sup>	\$15.0	\$15.0	\$15.0	\$45.0
<b>Other Apportionment</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$81.0</b>

If less or additional revenues become available than had been forecasted, ODOT manages actual revenues through the STIP amendment process. Federal revenue authority is made available through and subject to the federal authorization, apportionment/appropriation, obligation authority and rescission processes, so actual amounts will vary year to year. State generated revenue is generated by the conditions associated with the collection of those revenues and also subject to year-to-year fluctuations.

## Step 2: Distribution of Revenues to Categorical Policy Areas (October 2020 – January 2021; November 2021 – April 2022)

In July 2020, ODOT staff kicked off the development of the 2024-2027 STIP at the July Oregon Transportation Commission (OTC) meeting. As part of kicking off the discussion, the Commission made two early decisions to shape the revenue forecast of the ODOT

<sup>8</sup> Assumes the special appropriations bridge program will not continue at the expiration of the Bipartisan Infrastructure Law at the end of federal fiscal year 2026. Therefore, no revenues are assumed in federal fiscal year 2027.

<sup>9</sup> See Footnote 8.

<sup>10</sup> No revenues assumed as number of the federal discretionary grant programs to emerge from the Bipartisan Infrastructure Law continuing beyond federal fiscal year 2026 is unknown.

<sup>11</sup> A significant portion of the state highway fund is used for ODOT's agency operations and as a result are not included as part of the revenue forecast of transportation funds estimated available for transportation projects and programs.

<sup>12</sup> Miscellaneous federal transportation funding from less common federal programs. See Table 3 for a description of some less common federal programs which have previously provided transportation funding in Oregon.

administered funds, as well as shape the categories in which forecasted revenues will get allocated to.

The first decision by the Commission was to assume a 10% reduction in federal funding for federal fiscal years 2024 through 2027. This decision emerged from the absence of a federal authorization bill addressing federal fiscal years 2024 through 2027 and the highly uncertainty of federal revenues in four to seven years from today. By making this revenue assumption early in the development of the 2024-2027 STIP is to ensure ODOT does not over-commit resources, which could result in the cancelation of projects. However, feedback and public comment submitted to the Commission requested ODOT and the OTC reconsider this assumption spurred a deliberate discussion by the Commission. After some deliberation by the Oregon Transportation Commission members, the Commission moved forward with a revenue assumption to assume a 10% reduction in federal funding.

The second decision made by the Commission was to carry forward the same funding categories utilized in the 2021-2024 STIP. These are:

- **Fix-it** - provides funding for projects which maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the OTC to continue with the current categories or modify program categories.
- **Enhance** - projects which expand or enhance the state owned and operated transportation system
- **Safety** - projects that are focused on reducing fatal and serious injury crashes on Oregon's roads
- **Public and Active Transportation** (formerly Non-Highway) - funds bicycle, pedestrian, public transportation and transportation options projects and programs
- **Local Programs** - provides direct funding to local governments and MPOs so they can fund priority projects
- **Other Functions** - provides funding for workforce development, planning and data collection and administrative programs using federal resources

ODOT staff returned to provide the Commission with a broad estimate the 2024-2027 STIP is expected to be around \$2.1 to \$2.2 billion statewide.

The Oregon Transportation Commission was presented options on how to distribute the estimated \$2.1 to \$2.2 billion forecasted revenues to four policy focused topical areas: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety** (in addition to Local and Administrative topical areas that are held constant across policy options). Different allocation amounts across these four topical areas are based on direction from the Commission and ODOT developed scenarios to illustrate different potential options for allocating resources to the STIP categories for the Commission to deliberate. The options looked at balancing how to advance the state's transportation goals and outcomes.

To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key outcome areas including congestion relief, multi-modal mobility, social equity, safety, climate change mitigation, climate change adaptation/resilience, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and meet requirements of Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions. The ODOT Climate Office designed the process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other outcomes.

In total, the Commission deliberated and gathered public input on eight different allocation scenarios. The scenarios varied the amount of funding in the four categories: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety**, while keeping statutory (whether federal or state) minimums in the fix-it, public and active transportation, and safety categories in place. (With the addition of the local programs category staying constant.) Discretionary funding, primarily from the fix-it category and the other functions category were reallocated across state highway enhance, public and active transportation, and safety categories at varying levels and assessed to understand performance around key outcomes. The Commission started with four scenarios and requested ODOT staff gather public input from OTC advisory committees and the general public. With the feedback and direction provided on the initial scenarios, ODOT developed several hybrid scenarios which aimed to satisfy the Commission's direction, address performance on key outcomes, and respond to public comment. After significant debate by the Commissioners with various amendments, the Commission approved the following allocation scenario. (See Table 6) The allocation scenario allows ODOT staff to begin the next steps in the process of proposing revenue levels to specific programs within each category (e.g. bridge program, pavement program, culvert program within the Fix-it category) using the category allocation amount.

**Table 6. Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2025-2027**

Category	Amounts
Fix-it	\$826,839,314
ADA Curb Ramps	\$263,160,686
State Highway Enhance	\$175,000,000
Safety	\$147,000,000
Public and Active Transportation	\$255,000,000
Local Programs	\$404,500,000
Other Functions	\$161,410,568
<b>TOTALS</b>	<b>\$2,232,910,568</b>

In November 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA) and President Biden signed the legislation into law on November 15, 2021. The IIJA sets the funding levels for transportation over the next five federal fiscal years starting in federal fiscal year 2022 and running through 2026. In summary, the IIJA will invest \$1 trillion in new federal investment in roads, bridges, transit, water infrastructure, broadband, power grid, etc. over the five year period. Of that total, over \$550 billion is slated for new investment in our roads, bridges, and major projects. This includes:

- \$40 billion in new funding for bridge repair

- \$39 billion in new investment to modernize America's public transit systems
- \$66 billion in Amtrak and intercity rail investments
- \$7.5 billion for EV investments plus funds to electrify school busses, transit busses, and ferries
- \$17 billion in Port infrastructure and \$25 billion in airports

For the Oregon Department of Transportation, the estimate of transportation funding anticipated to come to Oregon is \$3.0 billion for the five (5) year bill.

The Bipartisan Infrastructure Law (BIL) will provide Oregon about \$1.2 billion in additional federal highway and transit formula funding, as well as opportunities to apply for billions of dollars in competitive grants from the U.S. Department of Transportation. Of the \$1.2 billion in additional formula funding, approximately \$412 million is flexible.

ODOT in conjunction with the Oregon Transportation Commission (OTC) led a process to gather feedback on how best to allocate the flexible \$412 million available over the course of federal fiscal years 2022 through 2026. The process began in December 2021 where ODOT engaged stakeholders to ask how the state could most effectively invest these resources to achieve transportation and community goals. ODOT received feedback at various public forums held, committee meeting presentations (e.g. ODOT Region 1 Area Commission on Transportation, modal committees, etc.), public and written testimony at Commission meetings over the course of three months. Based on the feedback, the direction from the Oregon Transportation Commission's Strategic Action Plan, ODOT obligations, and the ODOT's internal assessment of needs across the multimodal transportation system, ODOT staff developed a handful of funding allocation scenarios which outlined nine recommended program areas to invest in at varying levels. The members of the OTC provided staff feedback which led to a final allocation funding scenario that involved the creation of two new funding programs and increasing funding across a number of existing funding programs.

Table 7 reflects the updated allocation amounts according to deliberations undertaken by the OTC, informed by significant input and feedback from advisory committees, MPOs, community advocates, and members of the public.

**Table 7. BIL-IIJA Revised Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2025-2027**

Category	Amounts
Fix-it	\$822,623,192
ADA Curb Ramps	\$310,660,686
State Highway Enhance	\$200,000,000
Safety	\$187,088,304
Public and Active Transportation	\$313,213,147
Local Programs	\$501,485,806
Other Functions	\$296,390,779
<b>TOTALS</b>	<b>\$2,731,961,914</b>



### Step 3: Distribution of Revenues to Funding Allocation Programs (January – March 2021; November 2021 – April 2022)

The topical policy areas are made up of individual funding allocation programs. After the OTC decision on the distribution of revenues to the topical policy areas, ODOT staff then distributed the forecasted revenues to the individual funding allocation programs within each topical policy area. The following are the funding allocation programs outlined in Table 8.

**Table 8. Description of ODOT Funding Programs**

<b>Fix-It Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Fix-It Program - Bridge	The Fix-It Bridge program addresses state bridges and the maintenance and operations of bridges within ODOT control.
Fix-It Program – Highway Pavement Maintenance	This is the non-capacity enhancing operations and maintenance component to ODOT’s overall system preservation. The Highway Pavement Maintenance program addresses the maintenance, operations, and asset management needs of the interstate and state-owned network.
Fix-It Program – Culvert	The Culvert program addresses the rehab and replacements of roadway culverts.
Fix-It Program – Operations	The Operations program addresses the maintenance, operations, and asset management of operations equipment, such as traffic signals, ramp meters, variable message signs, and other communications equipment.
HB2017 – Bridges Designates a portion of HB2017 funding for Bridge Project	Allocates 70% of House Bill 2017 net revenue for bridge/seismic projects.
HB2017 – Pavement Preservation and Culvert Maintenance	Allocates 24% of House Bill 2017 net revenue for pavement and culvert projects.
<b>ADA Category</b>	
<b>Fund/Program</b>	<b>Description</b>
ADA Curb Ramps	Provides funding for the update of ADA curb ramps statewide.
<b>State Highway Enhance Category</b>	
<b>Fund/Program</b>	<b>Description</b>
HB2017 Enhance	Funding for named projects in HB 2017 Sec 71.
State Highway Enhance	Funding to make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy. Funds are distributed to eligible projects through a statewide competitive process (only open for ODOT regions). At least 30 percent of the funds must go to rural areas, outside Metropolitan Planning Organization (MPO) boundaries.
<b>Safety Category</b>	
<b>Fund/Program</b>	<b>Description</b>
All Roads Transportation Safety (ARTS)	A data-driven, jurisdictionally blind safety program to address safety on all public roads.

Rail Crossing Safety	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
HB2017 funding for Highway Safety	Allocates \$10 million per year for Safety improvements and projects. Allocation to projects is discretionary and for small scale, quick capital projects in enhance the safety for users.
<b>Public and Active Transportation Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Off-System Bicycle/Pedestrian	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
Safe Routes to School Education	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
Transportation Options	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
Bike-Ped Strategic	Project to improve pedestrian and bicycle infrastructure on/along the state-owned system.
ODOT SRTS Infrastructure	Pedestrian and bicycle infrastructure projects which address the needs of students who walk and bike to school, specifically focused on the state-owned system.
Transit Vehicle Replacement	Public transportation funding for replacement of transit vehicles to which ODOT holds title.
Passenger Rail Facility Plan	Planning design of a passenger train servicing and maintenance facility in Eugene.
Great Streets	Program is to address the need for a comprehensive funding program for ODOT roadways to improve walking, bicycling and transit access on arterials that also act as main streets through communities.
Innovative Mobility	Program will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that will enhance sustainable and equitable mobility
Rec Trails Program	Funds provided to Oregon State Parks for recreational trail projects.
Mass Transit	Public transportation funding for vehicle replacement for urban fixed-route bus fleets.
Transit Elderly & Disabled	Public transportation funding for capital, purchased service and preventive maintenance projects that serve the mobility needs of people with disabilities and seniors.
Bicycle and Pedestrian	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
HB2017 Safe Routes to Schools Program	Provides \$15 million per year for the Safe Routes to School Program. This program focuses on infrastructure on making sure safe walking and biking routes exist through investments in

	crossings, sidewalks and bike lanes, flashing beacons, and the like. ODOT administers a competitive infrastructure grant program.
<b>Local Programs Category</b>	
<b>Fund/Program</b>	<b>Description</b>
Surface Transportation Program to large MPOs	STBG Funds allocated to the three (3) Transportation Management Area agencies for program and projects.
Transportation Alternatives Program to large MPOs	TAP Funds allocated to the three (3) Transportation Management Area agencies for program and projects to address non-roadway needs.
MPO Planning	Funds allocated to the MPOs throughout the state to address federal transportation planning requirements.
Congestion Mitigation and Air Quality Improvements (CMAQ)	Funds allocated to MPOs and local agencies in eligible areas to address air quality issues throughout the state.
Local Bridge	Funding allocated to address locally owned bridge projects which are located on local facilities. ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.
STBG Allocation to Cities, MPOs & Counties	Funding allocated to local agencies via the Association of Counties/League of Cities agreement. Agencies receiving funding are non-TMA MPOs, Counties and Cities above 5,000 population and outside of MPOs.
Immediate Opportunity Fund	Provides funding to construct and improve streets and roads to serve site-specific economic development projects. Managed in cooperation with the Oregon Business Development Department.
Transportation Growth Management (TGM)	The Transportation Growth Management (TGM) program is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The TGM Program awards grants on an annual basis. TGM grants are for planning work leading to local policy decisions. TGM typically awards between \$2 and \$2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Grants generally have two-years for projects to be negotiated and completed. Award amounts generally range between \$75,000 and \$250,000.
Local Tech Assistance Program (LTAP)	The Local Tech Assistance Program (LTAP) provides assistance to employees and volunteers of grant recipients and others to attend transit-related trainings. Training is provided directly by Public Transit Section staff or at state, regional, and national workshops and conferences. Funds are distributed through competitive and

	formula processes based on criteria developed by the Public Transit Section. The number of scholarships awarded for a specific event or to an agency may be limited. The Public Transit Section reimburses qualified expenses to the agency (not the individual). Funding is provided through state funding sources and the Federal Transit Administration's Rural Transit Assistance Program (5311(b)(3)). Attendance at the annual Oregon Public Transportation Conference, grant-related trainings (such as trainings prior to a grant application cycle), transit manager topic trainings, grant management trainings, compliance trainings, training provided by other state agencies or other sources.
<b>Other Functions Category</b>	
<b>Fund/Program</b>	<b>Description</b>
State Planning and Research	Funding for statewide planning and research as part of federal requirements.
Climate Office	Funding allocated to address climate impacts on the transportation system.
Workforce Development and On Job Training	Funds allocated to the ODOT Office of Civil Rights.
Indirect Cost Allocation Plan (ICAP)	Funds allocated to recoup overhead costs as approved by FHWA
Carbon Reduction - State	Funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources
PROTECT Planning	Planning activities to support the PROTECT program
Local Climate Planning	Planning activities to assist local governments for meeting the transportation planning rule
Maintenance & Operations	Funds for federalization of eligible ODOT maintenance and operational activities
Match for Competitive Grants	Funds for match requirements to federal grants

**Table 9. Revenue Allocation Amounts to ODOT Funding Programs (Statewide), Combined for FFY 2025-2027**

<b>Category</b>	
<b>Fix-it</b>	
Bridge & Seismic	\$411.6
Preservation	\$330.5
Operations	\$89.6
Culverts	\$90.7
<b>ADA Curb Ramps</b>	
ADA Curb Ramps	\$217.5
ADA Borrow from Fix-It	\$93.1
<b>Enhance</b>	
HB2017 Enhance	\$110.0
Enhance Highway	\$90.0

<b>Safety</b>	
All Roads Transportation Safety	\$148.8
Rail Crossing Safety	\$9.0
HB2017 Safety	\$30.0
<b>Non-Highway</b>	
Off-System Bicycle and Pedestrian	\$49.2
Safe Routes to School Education	\$4.0
Transportation Options	\$7.5
Bicycle-Pedestrian Strategic	\$45.0
ODOT Safe Routes to School Infrastructure	\$25.0
Transit Vehicle Replacement	\$15.0
Passenger Rail Facility Planning	\$1.0
Great Streets	\$25.0
Innovative Mobility	\$5.0
Transportation Alternatives Program – Recreational Trails	\$4.0
Mass transit	\$12.0
Transit Elderly and Disabled	\$50.0
Bicycle-Pedestrian 1%	\$25.5
HB2017 Safe Routes to School Infrastructure	\$45.0
<b>Local Programs</b>	
Surface Transportation Program to Large MPOs	\$146.2
Transportation Alternatives Program	\$13.2
MPO Planning	\$17.4
Congestion Mitigation and Air Quality	\$70.0
Local Bridge	\$100.6
Surface Transportation Program Allocation to Cities and Counties	\$91.3
Surface Transportation Program Allocation to Small MPOs	\$21.6
Immediate Opportunity Fund	\$10.5
Transportation and Growth Management	\$15.0
Local Technical Assistance Program	\$1.0
Carbon Reduction – TMA	\$14.9
<b>Other Functions</b>	
State Planning and Research	\$73.3
Climate Office	\$4.0
Workforce Development/On the Job Training	\$5.7
511 System Operations	\$0.6
Indirect Cost Allocation Plan (ICAP)	\$134.5
Carbon Reduction – State	\$29.6
PROTECT Planning	\$1.0
Local Climate Planning	\$7.5
Maintenance & Operations	\$20.0
Match for Competitive Grants	\$20.0

#### Step 4: Estimates of Funding Allocation Program Revenues to ODOT Region 1 and the Portland Metro MPO Area (January – June 2021; November 2021 – March 2022)

Estimates of each ODOT funding allocation program that could be available to the areas encompassed by ODOT Region 1 and for the Metro Metropolitan Planning Area were created, other than for services provided by ODOT as a statewide program. These estimates were made to provide context for MPO areas to understand potential levels of ODOT investment in their area transportation systems so that they could consider strategy of all investments in meeting the areas priority needs, and then communicating those strategies and priorities to ODOT staff and the allocation processes decision making structure.

The key for Table 10 summarizes the methods used to develop a forecast or estimate of the revenues that could flow to transportation projects or services. The ODOT Region 1 allocations and estimates were made based on historic trends from those programs, where available. The historical allocations were calculated to find the estimated percentage of how much of the funding program total was allocated to projects with ODOT Region 1. With funding programs which are new and previous allocation a rough estimated range was identified based on the funding program rules.

Recognizing ODOT Region 1 encompasses areas outside the Portland metropolitan region, a reduced level of funding was estimated for funding coming to the Metro metropolitan planning area within ODOT Region 1. The specific method used for this amount is summarized in the key to Table 10.

These estimates are not to be interpreted as a commitment of an allocation of funds, but only an estimate to provide MPO areas the ability to understand the scale of funding available within programs to inform the development of the MTIP to pursue and advocate to ODOT or the Oregon Transportation Commission on local/regional priorities.

In the Portland metropolitan area, the following estimates were developed for the ODOT funding allocation programs.

**Table 10. ODOT Funding Program Amounts, Federal Fiscal Years 2025-2027**

<b>Funding Program</b>	<b>Statewide Amount</b>	<b>ODOT Region 1 Estimated Amount</b>	<b>Metro MPA Estimated Amount</b>
<b>Fix-it</b>			
Bridge	\$411.6	\$99.5*	\$79.6/
Preservation	\$330.5	\$36.6*	\$29.1/
Operations	\$89.6	\$25.3*	\$20.3/
Culverts	\$90.7	\$11.1*	\$0
<b>ADA Curb Ramps</b>			
ADA Curb Ramps	\$217.5	\$98.9*	\$79.2
Pay back for 2021-2024 Curb Ramps	\$93.1		
<b>Sub-Total</b>	<b>\$1,233.0</b>	<b>\$271.2</b>	<b>\$208.1</b>
<b>State Highway Enhance</b>			
HB2017 Enhance	\$110.0 <sup>13</sup>	\$0	\$0
State Highway Enhance	\$90.0	\$15.0	\$15.0
<b>Sub-Total</b>	<b>\$200.0</b>	<b>\$15.0~</b>	<b>\$15.0~</b>

<sup>13</sup> Remaining funding dedicated to named transportation projects in House Bill 2017.



<b>Safety</b>			
All Roads Transportation Safety	\$148.0	\$37.9*	\$30.3/
Rail Crossing Safety	\$9.0	\$5.8*	\$4.6/
HB2017 Safety	\$30.0	\$9.0*	\$7.2
<b>Sub-Total</b>	<b>\$187.0</b>	<b>\$52.7</b>	<b>\$42.1</b>
<b>Public &amp; Active Transportation</b>			
Off-System Bike Ped	\$49.2	TBD	\$18.2^
SRTS Education	\$4.0	TBD	\$1.5^
Transportation Options	\$7.5	TBD	\$2.8^
Bike-Ped Strategic	\$45.0	\$14.1~	\$11.3~
ODOT SRTS Infrastructure	\$25.0	TBD	\$9.3^
Transit Vehicle Replacement	\$15.0	TBD	\$0
Passenger Rail Facility Planning	\$1.0	TBD	\$0.37^
Great Streets	\$25.0	TBD	\$9.3^
Innovative Mobility Pilot	\$5.0	TBD	\$1.9^
Transportation Alternatives Program – Recreational Trails	\$4.0	\$0.3*	\$0
Mass Transit	\$12.0	\$3.5*	\$2.8^
Transit Elderly and Disabled	\$50.0	\$16.7*	\$13.3^
Bike-Ped 1%	\$25.5	\$6.0#	\$4.8/
HB2017 SRTS Infrastructure	\$45.0	TBD	\$16.7/
<b>Sub-Total</b>	<b>\$313.2</b>	<b>\$40.6</b>	<b>\$92.3</b>
<b>ODOT Directed Funding Total</b>	<b>\$1,933.2</b>	<b>\$379.5</b>	<b>\$357.5</b>
<b>Federal Discretionary (FHWA programs only)</b>			
Federal Discretionary Grants and Congressional Directed Spending	\$400.0	TBD	\$148.0^
<b>Sub-Total</b>	<b>\$400.0</b>	<b>TBD</b>	<b>\$148.0</b>
<b>Local Programs</b>			
Surface Transportation Program to Large MPOs	\$146.2	N/A	\$99.8
Transportation Alternatives Program	\$13.2	N/A	\$9.2
MPO Planning	\$17.4	N/A	\$3.0
Congestion Mitigation and Air Quality	\$70.0	N/A	\$41.4
Carbon Reduction TMA	\$14.9	N/A	\$11.6
<b>Sub-Total Local to MPO</b>	<b>\$261.7</b>	<b>N/A</b>	<b>\$165.0</b>
Local Bridge	\$100.6	\$39.3*	\$31.4/
Surface Transportation Program Allocation to Cities and Counties (non MPO areas)	\$91.3	\$6.5@	\$0
Surface Transportation Program Allocation to small MPOs	\$21.6	N/A	N/A
Immediate Opportunity Fund	\$10.5	\$1.0*	\$0.8/
Transportation and Growth Management	\$15.0	\$3*	\$2.5/
Local Technical Assistance Program	\$1.0	N/A	N/A
<b>Sub-Total Local to City/County</b>	<b>\$240.0</b>	<b>\$49.8</b>	<b>\$34.7</b>
<b>Local Program Sub-Total</b>	<b>\$501.7</b>	<b>\$49.8</b>	<b>\$199.7</b>
<b>Other Functions</b>			
State Planning and Research	\$73.3	\$9.5*	N/A
Climate Office	\$4.0	N/A	N/A
Workforce Development	\$5.7	N/A	N/A

511 System	\$0.6	N/A	N/A
Indirect Cost Allocation Plan	\$134.5	N/A	N/A
Carbon Reduction – State	\$29.6	TBD	\$11.0/
PROTECT Planning	\$1.0	TBD	\$0.37/
Local Climate Planning	\$7.5	TBD	TBD
Maintenance and Operations	\$20.0	N/A	N/A
Match for Competitive Grants	\$20.0	TBD	TBD
<b>Other Functions Sub-Total</b>	<b>\$296.2</b>	<b>\$9.5</b>	<b>\$11.4</b>
<b>Grand Total</b>	<b>\$3,131.1</b>	<b>\$438.8</b>	<b>\$716.6</b>

DRAFT

**Key for Determining MPO Area Estimates**

<b>Forecast Amount to ODOT Region 1</b>	
TBD	Not yet defined how ODOT Region sub-allocation or project allocations will be made.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
*	Estimate based on historic allocation performance % or direct awards in last STIP cycle.
#	Actual ODOT Region sub-allocation target.
@	Estimate based on percentage of statewide long-range funding forecast
<b>Forecast Amount to Metro area portion of ODOT Region 1</b>	
/	Metro area forecast based on estimate of 80% of Region 1 funding allocated to Metro area projects. Typically used unless historical allocations or program purpose or direction indicates a different percentage more appropriate.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
~	Reflects actual amount awarded in federal fiscal years 2025-2027 from the funding program in the Portland metropolitan region.

## TRANSIT AGENCY REVENUE FORECASTS

The revenue forecast and funding allocation process for transit funding for TriMet and SMART is completed in three phases:

- Estimation of the transit agency revenues (annually, Fall – Spring),
- Forecasted distribution of estimated transit agency revenues to transit agency budget programs (annually, Winter – Spring), and
- Adoption of final annual budget (Spring – Summer of each year for the subsequent fiscal year).

This revenue forecast documents the first two steps of this process. TriMet and SMART provides a presentation and opportunity to comment of the third step with the MPO annually in conjunction with their budget process.

A revenue forecast for transit funding takes place annually as part of the agency's budget process, which differs from the three-year funding cycle allocation undertaken by Metro and ODOT for the allocation of federal, state, and regionally significant local revenues. The transit agencies revenue forecast uses the annual budget process to inform the development of the transit portion of the revenue forecast of the 2024-2027 MTIP.

## SOUTH METRO AREA REGIONAL TRANSIT (SMART) REVENUE FORECAST

### Step 1: SMART Revenue Forecasting (Fall – Spring – Annually)

As part of SMART's annual budget process, a revenue and expenditure forecast is developed. This MTIP reports on SMART's revenue forecast for the relevant MTIP years of 2024 through 2027. Base assumptions to developing the forecast are based on historical trends and updated with actual appropriations and limitations. SMART begins with a baseline by averaging the most recent 3-year revenues. Anticipated levels of funding are then forecasted from the baseline with an expected increase of 1%-7%. The forecast will be adjusted if changes to revenues or current cost structures change significantly. SMART collaborates with TriMet and C-TRAN to estimate shares of the Urbanized Area Formula Funds from the Federal Transit Administration as they become available.

### Non-Federal Operating Revenues

- **Payroll Tax:** SMART's predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The payroll tax on local businesses covers employment within city limits and in 2008 the tax rate was raised to its current level of .5 percent (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected by the City typically increase year to year, as companies increase their payroll through wage adjustments or by adding to their payroll and as the economy grows with new businesses relocating to the city.

- **Passenger Fares:** A very small component of local funding includes charges for services, such as fare box and transit pass sale revenue. SMART's commitment to diversity, equity and inclusion is augmented by offering fare free service on nearly all routes. Currently, SMART charges fares for the regional Route 1X that travels between Salem and Wilsonville and a regional Dial-a-Ride program that provides door-to-door medical trips for Wilsonville residents to the greater metro area.
- **Other Revenues:** SMART recognizes a small percentage of other income received by way of investment and donations. These monies are outside of the traditional structure of revenues and may be reinvested or reallocated.
- **Statewide Transportation Improvement Fund (STIF):** With the passage of House Bill 2017, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. SMART is part of that investment, connecting many regional communities through coordination with numerous transportation partners. STIF funds enable SMART to leverage federal funding for capital purchases and expand intercity transit connectivity. SMART seeks plan approval from Wilsonville's City Council and Clackamas and Washington County Advisory Committees before submitting to TriMet's STIF Advisory Committee for regional approval. The plan is then packaged, reviewed by ODOT and approved by the Oregon Transportation Commission.

#### Federal Grants

- **Section 5307 Urbanized Area Formula Program:** Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Urbanized areas of 200,000 or more may not use funds for operating assistance.
- Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more such as the Portland-Vancouver urbanized area, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. These funds are sub-allocated by agreement within the urbanized area between TriMet, C-Tran, and SMART; the three transit agencies that serve the metropolitan area.

- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding to states for the purpose of operating assistance in meeting transportation needs of the elderly and persons with disabilities. In addition to transit agencies being eligible, non-profit organizations are also eligible for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding. FTA Section 5310 Elderly and Disabled Capital program funds are funds to be used to make purchases of capital equipment or construction of small facilities. The expenditures must be used to support transportation services for seniors and persons with disabilities. The funds are provided through a competitive grant program on a biennial cycle. As FTA funds, they follow all federal requirements associated with the program. Projects funded with this program are intermittent and on an as-needed basis. A small amount of additional 5310 funds comes to SMART as a result of Wilsonville's status as a "direct recipient" of FTA monies. These funds come to the region and SMART's share is determined through a negotiated process involving SMART, TriMet, and C-Tran.
- Section 5339 Bus & Bus Facilities Formula Grant Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. The Bus and Bus Facility Discretionary program funds are distributed through a competitive process by the FTA. These funds can be used only for the purchase of rolling stock or the construction of transit facilities that support transit bus operations. The Low or No Emissions Bus Discretionary program provides for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. These funds are allocated through a highly competitive process. Future awards are dependent on the specific process outlined by the FTA and the strength of other project proposals competing against SMART's requests for funding. SMART has had a fairly successful track record in securing these and other FTA grant funds for replacement buses, and has been able to modernize the fleet in recent years.

**Table 11. SMART Revenue Forecast, Federal Fiscal Years 2024-2027**

Revenues	FY 2024	FY 2025	FY 2026	FY 2027	Total
Passenger Fares	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Payroll Taxes	\$5,600,00	\$5,650,00	\$5,700,00	\$5,750,00	\$22,700,000
Operating Grants*	\$537,000	\$554,000	\$570,000	\$587,000	\$2,248,000
STIF	\$1,500,000	\$1,600,000	\$1,700,000	\$1,800,000	\$6,600,000
Other Funding	\$84,800	\$87,200	\$89,600	\$92,000	\$353,600

\*Operating Grants include federal funding revenues listed in more detail below.



**Table 12. Federal Grants to SMART Forecast, Federal Fiscal Years 2024-2027 (From the SMART Programming of Projects)**

<b>Funding Source</b>	<b>FY 2022</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>FFY 2027</b>
<b>Section 5307</b> Urbanized Area Formula	\$381,770	\$467,000	\$482,000	\$496,000	\$511,000
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$35,912	\$18,000	\$18,500	\$19,000	\$19,500
<b>Section 5339(a)</b> Bus & Bus Facilities	\$47,887	\$52,000	\$53,500	\$55,000	\$56,500
<b>Other Federal Discretionary Funding Awards</b>	\$240,000	TBD – will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.			

## **Step 2: SMART – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)**

SMART has two main categories of activities in its budget process that are assigned forecasted revenues; operations and capital.

All plans and concepts that SMART utilizes are derived from goals of the Wilsonville City Council, SMART's governing board. Department goals are then used, along with community participation, to create the Transit Master Plan (TMP). Adopted in 2017, the TMP is the primary guiding document that recommends project implementation. Included in the TMP is the Statewide Transportation Improvement Fund (STIF) Plan which, in general, is allocated for route expansion and intercity connectivity. These plans allow SMART staff to forecast the apportionment of funding to specific capital projects and operational expansions.

SMART relies on ODOT's Transit Asset Management Group Plan (TAM) in determining funding for current and future maintenance of transit assets, such as rolling stock, infrastructure, equipment, and facilities. SMART uses the TAM in coordination with the TMP to forecast the funding needed for assets in correlation to future projects.

### **Operations**

This includes total day-to-day operating requirements for all activities required to operate the system (including other post-employment benefits) and debt service (if applicable). Sub-categories, especially categories that are typically assigned federal grant program revenues, include:

- **Bus Preventive Maintenance**

Description: Labor and materials/services used for on-going maintenance of the SMART Bus fleet. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

- **Bus Purchase**

Description: Purchase of buses for fixed route service. This budget category utilizes federal Section 5339(a) Grants for Buses & Bus Facilities Formula Program revenues, Statewide Transportation Improvement Fund revenues, and local payroll tax revenues.

- **Services for Seniors and People with Disabilities**

Description: To fund mobility management activities and purchase of travel training services for services focused on the elderly and persons with disabilities. This budget category utilizes federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program revenues.

### **Capital Improvement Program**

This includes the purchase and installation of bus shelters and passenger amenities at bus stops. It may also include construction of administrative and maintenance facilities to support the transit system. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

### **Step 3: Adoption of Annual Budget (Spring – early Summer – Annually)**

Each year SMART shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meeting of TPAC. The presentation includes the budget themes and categories. It also includes the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, SMART publishes the federally required “Program of Projects”, showing how federal grant funding for the upcoming fiscal year will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. This proposed programming will have the most current forecast of available funds and may include new programming or be an update to existing programming of the federal grant funds. An opportunity for public comment on the Program of Projects is also provided as a part of this process.

The SMART budget process includes a minimum of two public Budget Committee meetings. The City’s Budget Committee consists of the five city councilors and five citizens at large. The citizens are appointed by the governing body and serve three-year terms. Once the budget is approved by the committee it is then sent to City Council for final adoption. City Council adopts the budget prior to July 1.

DRAFT

## TRIMET – REVENUE FORECAST

### Step 1: Developing the Revenue Forecast (Fall – Spring – Annually)

As part of TriMet’s annual budget process, a 10-year revenue and expenditure forecast is developed. This MTIP forecast utilizes the 10-year budget forecast and reports on the relevant MTIP years of 2024 through 2027. TriMet has six categories of revenues; passenger fares, payroll taxes, State transit investment funds, other funding, operating grants (federal and non-federal), and capital improvement grants (federal).

A short description of each of the six categories of revenues are provided below.

1. **Passenger Fare revenues:** funds from the sale of passes and individual fares. Fare collection revenue is forecasted to grow at varying rates from a high of 21.4% in 2024 as the region recovers from Covid-19 related ridership reductions to a low of 4.2% in 2027. Forecast factors in a fare increase every other year beginning in 2024.
2. **Payroll taxes:** revenues from a tax on the wages paid by an employer and the net earnings from self-employment for services performed within the TriMet District boundary. The current rate is 0.7937% (2023). Employer tax revenues during this time is expected to increase due to economic recovery. Future tax rate is currently scheduled to increase incrementally through 2026, accounting for additional revenue growth from this source.
3. **State Transit Investment Fund (STIF):** funds from the State of Oregon, who collect several taxes and fees, are passed through to public transit service providers to support transit service in the state. The STIF is primarily funded through a tax on employees. Through legislation that was passed in 2020, some additional small state formula funding programs for public transit, such as the lottery tax funded Special Transportation Fund, were combined into the STIF for administration and grant-making purposes.
4. **Other Funding:** Approximately 28% of other funding is sourced by revenue streams that have equaling expenditures to TriMet and no net gain to the agency (Intergovernmental Agreements/Funding exchange). The remaining 72% of the revenue stream is mostly comprised of transit advertising, cost per ride reimbursements for Oregon Department of Human Services, City of Portland reimbursement for Streetcar personnel, Energy Tax Credit Sales revenues and other smaller, miscellaneous revenues.
5. **Operating Grants:**
  - **Non-Federal:** Annual revenues are expected from miscellaneous local and state sources, such as ODOT 5310 funds, ODOT Mass Transit program, City of Wilsonville Westside Express Service (WES) operating assistance and other

local contributions.<sup>14</sup> These small contributions account for the limited amount of revenues in TriMet’s overall annual budget.

- Federal Grants including:
  - **FTA Section 5307 Urbanized Area Formula Program:** Funding for public transportation capital, planning, job access and reverse commute projects as well as operating expenses in certain circumstances. This funding is apportioned based on legislative formulas and comes to areas with populations of 200,000 and more, such as the Portland-Vancouver urbanized area (UZA). Formula is based on several factors, including bus & fixed guideway revenue vehicle miles, passenger miles, operating costs, population and population density measures. These funds are sub-allocated by agreement (“split letter”) between TriMet, C-Tran (in Washington state) and SMART; the three transit agencies that serve the Portland/Vancouver urbanized area as defined by the Census Bureau and recognized by the FTA for distribution of these funds.
  - **Section 5337 State of Good Repair (SGR) Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway):** Funding program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to help transit agencies maintain assets in a state of good repair. SGR funds are also eligible for developing and implementing Transit Asset Management (TAM) plans. High Intensity Motorbus funds are sub-allocated between two transit agencies, TriMet and C-Tran, as formula is based on NTD factors for HIMB only. High Intensity Fixed Guideway funds are not sub-allocated, as TriMet is the only operator of rail services currently.
  - **Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility operations available. This program requires coordination with other federally assisted program and services in order to make the most efficient use of federal resources. These funds are sub-allocated between TriMet, C-Tran and SMART and formula factors, includes older adult and people with disability populations.
  - **Section 5339(a) Grants for Buses & Bus Facilities Formula Program:** Funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to this formula allocation, this program includes two discretionary components: the Bus and Bus Facilities

<sup>14</sup> TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.

Discretionary Program and the Low or No Emissions Bus Discretionary Program. These funds are sub-allocated between TriMet, C-Tran and SMART and formula factors are based on bus revenue vehicle miles, passenger miles, and operating costs reported to NTD as well as population and population density measures.

- **Urban Surface Transportation Block Grant (STBG) or Congestion Mitigation – Air Quality (CMAQ) Programs:** Urban Surface Transportation Block Grant funds may be used for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects. Congestion Mitigation Air Quality funds may be used for capital expenditures that demonstrate a reduction of air pollutant emissions therefore providing an air quality benefit. TriMet receives both of these program funds directly from Metro, as committed in prior Regional Flexible Fund Allocation agreements.

6. **Capital Improvement Grants (CIG):** The Federal Transit Administration provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding. The discretionary grant program requires completion of certain project phases depending on the project type and CIG being pursued (New Starts, Core Capacity or Small Starts). At this time, no discretionary or capital improvement grants are secured for receipt within the 2024-2027 time period. TriMet anticipates applying for capital funding, which will be added to the forecast and programmed in the MTIP as funding is secured.

## **Operating Grants**

### **Non-Federal Operating Grants**

Annually is expected from miscellaneous sources, such as ODOT 5310 funds, ODOT Mass Transit program, City of Wilsonville Westside Express Service (WES) operating assistance contribution and a small amount of local contributions.<sup>15</sup>

<sup>15</sup> TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.



**Table 13. Summary of TriMet Forecasted Revenues, Fiscal Years 2024 – 2027**

<b>Revenues (Millions of \$)</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
Passenger Fares	\$73.6	\$80.0	\$86.8	\$90.4	\$330.8
Payroll Taxes	\$503.8	\$527.5	\$558.5	\$585.9	\$2,175.7
STIF	\$36.3	\$43.1	\$48.3	\$53.7	\$181.4
Other Funding	\$33.8	\$34.4	\$34.8	\$35.3	\$138.2
Operating Grants*	\$164.9	\$173.4	\$163.3	\$126.3	\$627.9
Capital Improvement Grants**	No forecast - to be determined on award of grants				

\*Operating Grants include federal, state and local funding. Federal revenues are listed in more detail below.

\*\* At this time, there are no capital improvement funds secured for receipt during the 2024-2027 time period.

**Table 14. Federal Grants to TriMet, Federal Fiscal Years 2024-2027 (Part of Operating Grants element of Table 12, in millions)**

<b>Funding Source</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>FFY 2027</b>	<b>Total</b>
<b>Section 5307</b> Urbanized Area Formula	\$55.3	\$56.4	\$57.5	\$58.6	\$227.8
<b>Section 5337</b> State of Good Repair	\$40.5	\$41.3	\$42.2	\$43.0	\$167.0
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$1.4	\$1.4	\$1.4	\$1.5	\$5.7
<b>Section 5339(a)</b> Bus & Bus Facilities	\$3.2	\$3.2	\$3.2	\$3.2	\$12.7
<b>Urban STBG and/or CMAQ</b> Bond payment	\$21.8	\$21.8	\$21.8	\$21.7	\$87.1
<b>Other Federal Discretionary Funding Awards</b>	TBD – revenues will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.				

## Step 2: TriMet – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)

TriMet has four major categories of activities in its budget process that are assigned forecasted revenues; (1) operations, (2) capital improvement program, (3) pass through and special payments, and (4) contingency and ending fund balance.

1. **Operations:** Day-to-day activities required to operate the systems, including other post-employment benefits and debt service payments.
  - **Bus & Rail Preventive Maintenance:** Labor and materials/services used for on-going maintenance of TriMet's Bus and Rail fleets. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues, Section 5337 State of Good Repair Program revenues and STBG or CMAQ funds.
  - **Vehicle Purchases:** Purchase of buses for fixed route service. This budget category utilizes Section 5339(a) Buses & Bus Facilities Formula Program revenues or Section 5339(c) Low or No Emission Bus Competitive Program revenues, when awarded.
  - **Paratransit and E&D services:** The majority of TriMet's direct Section 5310 funds are allocated to a private non-profit organization to provide transportation services for seniors and individuals with disabilities. Remaining funds are used internally to support TriMet's paratransit program; LIFT.
2. **Capital Improvement Program:** TriMet typically seeks Federal Transit Administration (FTA) Capital Improvement Grant (CIG) and other discretionary program funding for large capital projects. A current example is the MAX Red Line Extension & Reliability Improvement Project that received FTA CIG funding in FY2022. At this time, no projects have secured funding for the 2024 through 2027 timeframe. However, if funds are awarded, they will be added to the MTIP through the amendment process.
3. **Pass Through and Special Payments:** As a Qualified Entity and acting as a pass-through agent, TriMet receives State funds that are required to be passed through to other governmental agencies.
 

TriMet also receives Federal CMAQ and/or STBG funds from Metro through the Regional Flexible Fund Program and are used for payment of bonded debt that was primarily used for development and match of prior Capital Improvement Grant projects or in exchange for TriMet's General funds. These funds are typically used for TriMet's Bus & Rail Preventive Maintenance activities noted above.
4. **Contingency and Ending Fund Balance:** Contingency is an appropriated amount of a minimum of 3% of operating requirements and is adjusted for risks and those activities unknown at the time of budget adoption.

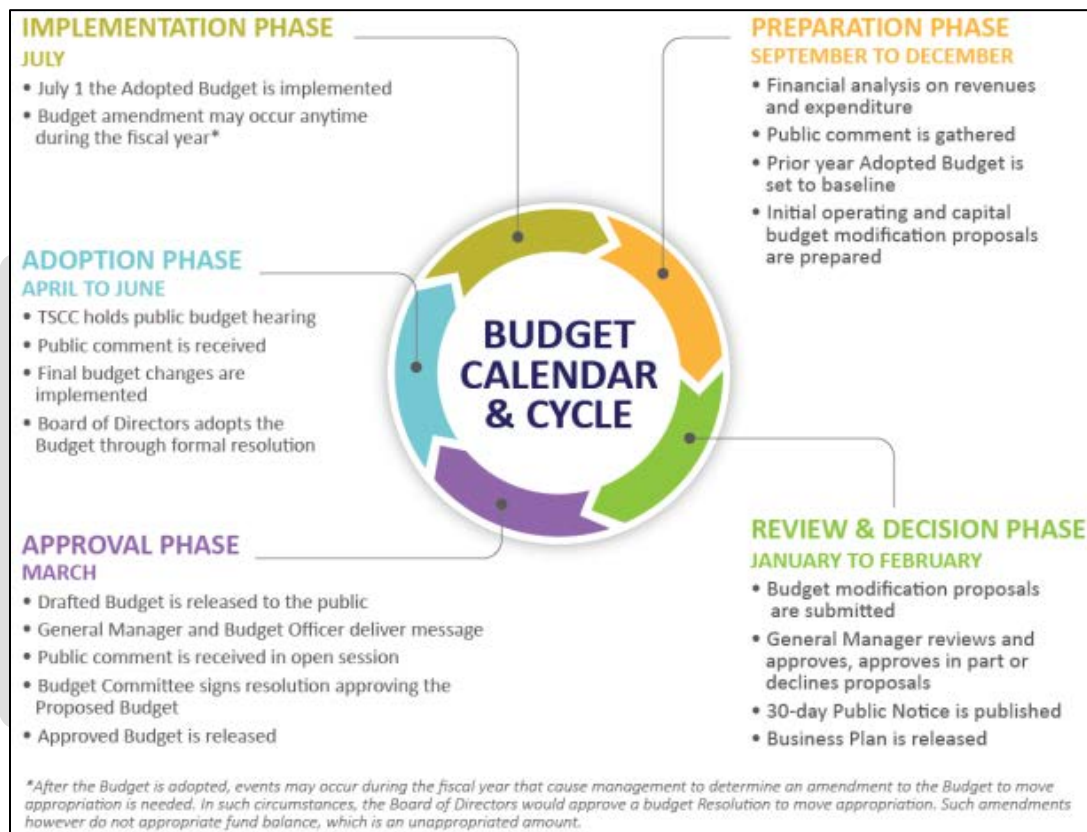
Ending Fund Balance is unappropriated and not available for spending in the budget fiscal year. Fund balance includes restricted revenues such as bond proceeds, funds

required to be spent after the budget year, including future debt service payments. Unrestricted fund balance contains between 2.0 and 2.5 months operating reserves as required by the TriMet Board of Directors.

### Step 3: Adoption of Annual Budget (Spring – Summer – Annually)

The development, adoption, and implementation of the TriMet budget has five phases as summarized in Figure 1 below.

**Figure 1. TriMet Annual Budget Development Cycle**



The TriMet budget process is guided by the agency's Vision, Mission and Values, the annually updated Business Plan with a 5-year horizon, Financial Policies, and a budget process that complies with budget law. The current TriMet budget and a description of the budget process for the next fiscal year is available at <https://trimet.org/budget/>.

### Coordination of the TriMet Budget, Program of Projects and the MTIP

Each year TriMet shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meetings of TPAC and JPACT. The presentation includes the budget themes and categories and the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, TriMet publishes the federally required “Program of Projects” or POP, reporting how FTA grant funds for the upcoming fiscal year, will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. The proposed programming will have the most current forecast of available, upcoming FTA funds and may reference additional FTA funds that have been awarded since last POP.

DRAFT

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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# 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast

State and Federal Unallocated Funds

June 2021





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## INTRODUCTION

This report documents the cooperative development of the revenue forecast for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). It includes a description of the forecast methods and the process by which forecasted revenues were distributed to funding allocation programs administered by the four agencies within the greater Portland metropolitan area, Oregon Department of Transportation (ODOT), Metro, TriMet and the South Metro Area Region Transportation (SMART), that select transportation projects and programs to receive those funds.

The revenue forecast is only for transportation funding that will be programmed in the MTIP, which includes all federal transportation funds and state and local agency funds that will be used on “regionally significant” projects. Generally, regionally significant projects are those that are located on the regional transportation system as defined in the Metro area Regional Transportation Plan. Therefore, state and local agency funds that will be used to build projects and maintain the local street system are not included in the forecast.

In developing the revenue forecast for the 2024-2027 MTIP, each agency which carries a responsibility to administer federal transportation funding, summarizes the methodology for determining the estimated amount of revenue available for transportation projects and programs in federal fiscal years 2024 through 2027 and the process for determining how to allocate the funds. The revenue process does not discuss the allocation of the revenues to transportation projects and programs. Separate documentation is provided about the allocation process, project prioritization criteria, and allocation results.

Recognizing Metro and ODOT use three-year cycles for allocating transportation revenues to projects and programs, the revenue forecast for Metro and ODOT focuses on new revenues available for federal fiscal years 2025, 2026, and 2027. Metro also provides an estimate of unallocated carryover revenues anticipated for fiscal year 2024. These unallocated revenues represents a more refined estimate of the anticipated federal revenues available, but had not previously been allocated to transportation projects and programs in the 2021-2024 MTIP. The transit agencies, SMART and TriMet, include estimates for each federal fiscal year (2024-2027) as both agencies conduct their programming of projects annually through their budget process.

In developing the revenue forecast for the 2024-2027 MTIP, Metro led the coordination efforts by working with partners ODOT, SMART, and TriMet. Metro provided a template outlining a series of steps in describing the development of the revenue estimates. The template was developed in a manner which would be flexible to each agency and respecting the agency’s revenue forecasting processes, while also making the progression towards identifying the estimated revenues in the Portland metropolitan region. Key aspects each partner was expected to address as part of the revenue forecast included baseline starting points for revenue estimates, assumptions related to the availability of revenues, and revenue growth rates. Metro coordinated meetings with partner agency staff to review report drafts and forecast methods in preparation to produce this snapshot forecast of anticipated revenues to be invested in the region’s transportation system in federal fiscal years 2024 through 2027.

**Table 1****Forecast of Federal and State Generated Transportation Revenues, Portland Metro Area  
Transportation****Federal Fiscal Years (FFY) 2024 through 2027 (in millions)**

	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>FFY 2027</b>	<b>FYs 2024-27 Total</b>
<b>ODOT Directed</b> <sup>1</sup>	N/A <sup>4,7</sup>	\$98.07	\$98.07	\$98.07	\$294.2
<b>ODOT to Cities/Counties</b> <sup>2</sup>	N/A <sup>4,7</sup>	\$9.42	\$9.42	\$9.42	\$28.28
<b>State Trust Fund to Cities/Counties</b> <sup>5</sup>	\$240.36	\$249.66	\$248.83	\$248.00	\$986.85
<b>Metro MPO</b> <sup>1,3</sup>	(\$6.27) <sup>4,8</sup>	\$48.5	\$49.5	\$50.6	\$142.4 <sup>6</sup>
<b>SMART</b>	\$2.59	\$2.65	\$2.72	\$2.78	\$10.74
<b>TriMet</b>	\$104.8	\$113.2	\$114.5	\$119.9	\$452.4
<b>Total</b>	\$341.48	\$521.5	\$523.04	\$528.77	\$1,914.87

<sup>1</sup> Does not include federally dedicated planning funds or funds dedicated to ODOT Administrative costs.<sup>2</sup> Directed funding program pass through to local agencies; does not include pass through to MPOs or State Trust Fund pass through to local agencies.<sup>3</sup> Utilizes MPO forecast method that anticipates growth in available funding rather than ODOT forecast method of 10% reduction of current fund levels.<sup>4</sup> Metro and ODOT forecasted revenues for FFY 2024 have already been allocated. SMART and TriMet forecasted revenues will be allocated on an annual basis through their budget processes.<sup>5</sup> Funds not typically reflected in the Metropolitan Transportation Improvement Program, unless funds are being used for capital projects deemed as regionally significant.<sup>6</sup> Total reflects combined revenue for federal fiscal years 2025 through 2027 and overallocated carryover estimated for 2024. See Table 2 for further detail.<sup>7</sup> Estimates for carryover revenues for FFY 2024 for ODOT funding programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.<sup>8</sup> () indicates negative. Overallocated funds for FFY 2024.

## METRO REGIONAL FLEXIBLE FUNDS (RFF) REVENUE FORECAST

Metro's Regional Flexible Fund Allocation (RFFA) is a process that consolidates the distribution of three federal funding program sources to transportation projects and programs in the Metro region. The revenue forecast for the Regional Flexible Funds is coordinated with the Oregon Department of Transportation and Oregon's other Metropolitan Planning Organizations (MPOs).

### Step 1: Developing the Statewide Metropolitan Area/Transportation Management Areas (TMA) Revenues Forecast (September 2020 – April 2021)

#### Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states, metropolitan planning organizations, and local governments by funding formulas, with the remainder allocated in competitive application-based programs.

Oregon receives about half a billion dollars in funding from the Federal Highway Administration each year. All federal highway funds flow through ODOT from individual federal funding programs that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required.

About 30 percent of those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or by ODOT (e.g. the sub-allocation of CMAQ funds to MPOs that have had federal air quality compliance issues and implementation plans to address them).

#### Developing Statewide Forecasts

The statewide forecast of federal funds available for transportation projects and programs during the time period of the 2024-2027 State and Metropolitan Transportation Improvement Programs (TIPs) is coordinated by the Statewide Investment Management Section of the ODOT. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP committee.

Metro staff works with ODOT staff and other Oregon MPOs in the transportation improvement program (TIP) coordination committee to coordinate forecast methodology options for the federal funding programs provided to the Oregon TMA MPOs: Surface Transportation Block Grant (STBG) – including the Transportation Alternatives (TA) Program set-aside, and the Congestion Mitigation – Air Quality (CMAQ) funding program). The TMA MPOs in Oregon are apportioned allocation authority over the following federal transportation funding programs:

- Surface Transportation Block Grant (Urban):** The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.



- **Congestion Mitigation and Air Quality (CMAQ):** The Congestion Mitigation and Air Quality program provides a funding source to State and local governments for certain eligible transportation projects and programs to help meet the requirements of the Clean Air Act and local State Implementation Plans (SIPs). Funding is available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (referred to as nonattainment areas) and for former nonattainment areas. The goals of the program are to mitigate for congestion and improve air quality by reducing transportation emissions. The scope of a transportation project or program must fit within one or more of the identified project types which are recognized eligible by federal requirements of the program as well as any additional state requirements. The Oregon Transportation Commission has adopted additional state priorities and program guidance for use of CMAQ funds in Oregon.
- **Transportation Alternatives (set-aside from Surface Transportation Block Grant):** The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds are flexible to include all projects and activities that were previously eligible under the old TAP funding program. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

The TIP coordinators committee was provided historical data of revenues for each MPO for use in developing the revenue forecast for their MPO. The TIP coordinators committee and ODOT staff did not require MPOs to apply a specific revenue forecasting methodology, leaving the discretion that seemed most appropriate to each MPO. Each MPO decides the way in which to forecast funding for the purpose of allocating forecasted funding to projects. However, for TIP programming, the MPOs are limited in how much funding they can program to project costs in each fiscal year by the amount of committed or reasonably expected revenue to projects within each MPO. Methods for determining committed and reasonably expected revenue for financially constraining the TIP will continue to be coordinated with the statewide committee.<sup>1</sup>

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<sup>1</sup> While the TIP coordinators committee and ODOT do not specify a particular forecast of revenues for the purpose of allocating funding to projects, the TIP coordinators committee and ODOT will continue to meet throughout the development of the 2024-2027 MTIPs and STIP to coordinate the revenue forecast which will be used to financially constrain the MTIPs and STIP. The initial financial constraint forecast for the 2024-27 TIP financial constraint purposes is expected to take place in autumn/winter 2022-2023 with updated financial information. Revenue information used to financially constrain the TIP to committed and reasonably available funding is continually updated through the life of the TIP to reflect most up to date revenue data. When the TIP is adopted or amended, financial constraint utilizing the most current revenue and project cost data is utilized.

## **Step 2: Forecasting the Revenue Allocation Authority to Metro and the Regional Flexible Funds (September 2020 – May 2021)**

While the work of the TIP committee significantly influences the revenue forecast of MPOs throughout Oregon, the Portland metropolitan region also considers and emphasizes several other factors in developing an appropriate method for forecasting available funding for the allocation of Regional Flexible Funds. These factors include: 1) consideration of federal processes which determine the amount of federal transportation funds distributed to states and MPOs for transportation projects; 2) project readiness and delivery considerations and the federal aid process; 3) management of obligating federal funds in a timely manner; and 4) administration considerations of the RFFA allocation process.

The first factor is the federal process that makes funds available for projects and highly influences the revenue forecast. Every five to six years, federal authorization legislation is passed that sets the budget authority for federal transportation funding, including RFFA funds. After authorization, each year funds are apportioned based on actual transportation revenues generated, up to the amounts previously authorized. In recent history, apportionment of funds typically generates about 92-95% of authorized amounts. The percent of apportionment to authorization is known as the limitation rate.

Surface Transportation Block Grant (STBG) funds are allocated to Transportation Management Area (TMA) metropolitan planning organizations (MPOs) based on formulas outlined by federal statutes. Metro receives approximately 75% of STBG funding made available to large MPOs in Oregon. In addition to federal formula allocation of STBG, Oregon also receives a state allocation of Congestion Mitigation and Air Quality (CMAQ) funds based on the U.S. Environmental Protection Agency (EPA) air quality designations. Oregon employs a statewide formula allocation for CMAQ funding to the eligible areas. The CMAQ statewide formula allocation was last updated in 2017 and the allocation applies to CMAQ funds through 2024. While the update to the statewide CMAQ funding is expected to take place during the development of the 2024-2027 MTIP, the revenue forecast utilizes a continuation of the current statewide CMAQ sub-allocation formula. Metro as the largest eligible MPO to receive CMAQ funds, receives approximately 73% of the CMAQ funds available to Oregon MPO areas.

The second factor is the potential readiness for the use of forecasted funds and the needs of the local project delivery process of federal transportation funds. Upon award of funds, a local agency coordinates with ODOT and Metro to define a detailed scope of work, budget and schedule that address state and federal requirements (e.g. National Environmental Protection Act (NEPA) process requirements, design requirements) and execute an intergovernmental agreement to document how the project will meet requirements and provide required match funding. The process of executing the agreement typically takes a year or longer. Implementing the agreement through the project phases of planning, preliminary engineering, right of way acquisition, and construction can take up to an additional 4 to 5 years. Recognizing the federal aid process and potential readiness of a transportation project awarded funding can impact the amount of forecasted revenues available year-by-year, the history of readiness of previous projects and complexity of

federal aid processes influences whether to take a conservative or aggressive approach to the revenue forecast for allocation purposes.

The third factor is the ODOT and MPO partnership on fund management of federal transportation funds. Each state must contractually obligate all federal transportation funding apportioned to it each federal fiscal year or the unobligated funds will be redistributed to states that have obligated all their funds. As ODOT has a better capability to obligate federal transportation funds quickly on projects or programs, the agency takes on the responsibility to ensure all federal transportation funding authority is obligated, including unobligated MPO funding authority. When ODOT obligates MPO unobligated funding authority, ODOT then provides equivalent funding authority in a future year. This provides flexibility to MPOs and keeps ODOT eligible for redistribution funds from other state's unobligated funding authority. ODOT and the large MPOs have recently entered an agreement for MPOs to meet obligation rates in exchange for the ability to share in a portion of the redistribution funds ODOT receives annually. The management and obligation of federal transportation funds allocated by MPOs opens a new opportunity for potential increased revenue available to include as part of the forecast.

The fourth and last additional factor is the administrative consideration and impact of the 3-year allocation cycle. Through the RFFA process, Metro undertakes a significant administrative effort to run a deliberative and transparent funding allocation process based on the policy objectives and strategy for implementing the region's long-range transportation plan. This process is designed as a thoughtful effort of weighing tradeoffs and advancing progress towards the region's goals for the transportation system. As a result, the RFFA process is not nimble and does not adapt well to allocate additional revenues. Therefore, the forecast of revenues for the Portland region must factor in consideration of the allocation process which cannot quickly allocate unanticipated revenues.

In summary, forecasting and estimating the revenue for the Regional Flexible Funds allocation process has additional unique objectives from other funding allocation programs in the 2024-2027 MTIP and their forecasts of available funds.

With these factors in mind, the goals of estimating the revenue allocation authority are created to achieve the following objectives:

- Select enough projects that prepares an adequate pipeline to be ready to obligate funding as it becomes available each year to achieve the following:
  - deliver project benefits to the region as soon as possible
  - minimize loss of purchasing power to inflation
  - help ODOT (and subsequently the region) be eligible for federal redistribution funds
  - prevent having to undertake any supplemental allocation processes to distribute available funding that is in excess of earlier forecasts

- Provide a steady flow of funding to projects and programs to avoid shocks to the delivery systems.
- Balance forecasting enough revenues to develop projects in the delivery pipeline to maximize obligation of all funds as they become available without creating an over expectation of projects that can be delivered or excessive conflicts between projects for access to funds as they become available.

#### **Revenue Forecast Methods and Assumptions**

In prior RFFA cycles, forecast amounts would be based on funding authorization levels, with an assumed limitation rate based on historic performance. If the allocation cycle extended beyond the authorization period, a growth factor, based on historic performance and factoring in the limitation rate from the last year of authorization, was applied to the final authorization year and extended out to the final year of the RFFA cycle

In this RFFA cycle, the region is five (5) years removed from the current federal transportation authorization bill which expires in September 2021. However, historically each federal transportation reauthorization has resulted in an increase in federal transportation revenues, though varied in the level of increase. Current discussions of the federal transportation reauthorization suggest the historical trend likely to continue with legislation to replace the current authorization bill, commonly known as Fixing America's Surface Transportation (FAST) Act.

Additionally, the region is now eligible to receive federal redistribution funds if they become available and the region meets its obligation targets. This means the range of actual revenues and funding availability are increased and the region needs to utilize additional fund forecast and administrative tools to manage this situation to best achieve the forecast and allocation objectives as described above.

With the forecasting factors and goals described above, and based on the historical performance of federal transportation revenues provided to the Metro MPO, the proposed revenue forecast for the 2025-2027 Regional Flexible Fund is outlined below.

**Table 2. 2025-2027 Regional Flexible Funds – Moderate Growth Forecast<sup>2</sup>**

	<b>2024<sup>3</sup></b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>
U-STBG	(\$6,266,757) <sup>4</sup>	\$31,294,866	\$31,983,353	\$32,686,987	\$95,965,206
TAP		\$1,544,504	\$1,578,483	\$1,613,209	\$4,736,196
CMAQ		\$14,648,092	\$14,970,350	\$15,299,698	\$44,918,140
Redistribution		\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Total		\$48,487,462	\$49,532,186	\$50,599,894	\$142,352,785 <sup>5</sup>

To Moderate Growth forecast reflects the amount of funds that would come to region through the federal formula funding programs based on the Senate Environment and Public Works (EPW) Committee Authorization bill amounts and a moderate share of federal redistribution funds based on the region meeting its obligation targets as agreed to with ODOT. To forecast how the federal formula funds in the authorization bill would flow to the region by each year, the forecast provides an initial increase of 7% in the first year of authorization (FY 2022) and a 2.2% increase in each subsequent year to reflect typical growth of funds through the period of the authorization bill.

The reflected revenue forecast for the 2025-2027 RFFA will guide the deliberation and selection of transportation projects and programs to support the Portland region's effort to implement the long-range transportation plan. However, the revenue forecast provided is for allocation purposes and is intended as a snapshot of estimated revenues as of Spring/early Summer 2021. Metro staff will continue to collaborate with ODOT and the other Oregon MPOs on the methods to determine the funding authority and develop refined revenue estimates that will be utilized in each of the federal fiscal years of 2024 through 2027 for the purpose of establishing fiscal constraint. The funding authority determined in this process will be used in the MTIP programming process to limit the amount of funds that can be utilized by projects in each fiscal year of the 2024-27 MTIP. The MTIP programming is scheduled to be adopted in the summer of 2023 and is subsequently amended on a regular basis to reflect project cost and schedule adjustments and updated revenue amounts.

<sup>2</sup> The authorization bump reflects the recent Senate Environment and Public Works (EPW) Committee Authorization. Understanding the discussions pertaining to the federal transportation reauthorization remains fluid, the forecast is an estimate based most current information as of May 2021 and the forecast estimate many change due to authorization assumptions. Forecast estimate will be updated as further information about the reauthorization is made available.

<sup>3</sup> Indicates the estimated carryover and reconciled (i.e. annual actuals to forecasted) revenue of previously allocated Regional Flexible Funds.

<sup>4</sup> ( ) indicates negative revenues

<sup>5</sup> Total reflects combined revenue for federal fiscal years 2025 through 2027 and unallocated carryover estimated for 2024.

### **Step 3: Defining the Regional Flexible Fund Program Direction and Distributing Revenues to Programs (February 2021 – July 2021)**

The 2025-2027 RFFA began in February 2021 at the regular meeting of TPAC. At that meeting a 20-month timeline and process was outlined for the kick-off of the Regional Flexible Fund Allocation. The allocation is split into two processes: the first focuses on defining and refining the program direction for the funding allocation and the second focuses on the competitive capital grant process.

The 2018 Regional Transportation Plan (RTP) policy objectives continue to guide the investment priorities for the RFFA. Those objectives are equity, safety, climate and congestion. The RTP directs that further policy, planning and funding outcomes should advance the region toward its goals in these four areas.

JPACT and Metro Council in further program direction discussions reaffirmed the same two-step process used to award funding since the 2012-2013 RFFA cycle:

- Step 1 continues the region's commitment to repayment of bonds used to develop and construct high-capacity transit and active transportation projects. It also continues investments in region-wide programs to fund system and demand management activities and to invest in transit-oriented development projects near high-capacity transit lines. The region-wide programs are long-standing regional programs which have been established to meet various regional commitments, such as air quality and the Climate Smart Strategy.
- Step 2 focused funding on capital projects. Eligible applicants include agencies capable of entering an inter-governmental agreement with ODOT for funding and administering a federal aid transportation project; cities and counties, park districts, regional and state agencies.

Direction on the distribution of revenues to Step 1 programs and Step 2 project allocations will be provided as a part of the 2025-2027 RFFA Program Direction documentation scheduled for JPACT and Metro Council action in July 2021. Final project and program allocations is scheduled for adoption in autumn 2022 for incorporation into the 2024-27 MTIP and STIP.

Throughout the program direction and RFFA process, Metro staff will also work with the local lead agencies and ODOT Region 1 staff to determine which projects awarded funding have demonstrated that they are ready to obligate funding for their projects and then program the awarded funding as needed by project phase. Many project phases are likely to be temporarily programmed in the illustrative MTIP years of 2028 or 2029 until the project demonstrates it will be ready to obligate funds in an earlier year. Assuming funding capacity is available, the MTIP will be amended to move projects forward at that time with the objective of utilizing as much funding capacity as possible with projects that are prepared to obligate those funds.



### **Administrative Streamlining of Parks Bond Funding**

Historically, millions of Regional Flexible Funds have supported the development and construction of multiple multi-use off-street trails projects in the region. In 2019, Metro put forward and voters affirmed their support to build more trails in the region with the passage of the 2019 Parks and Nature bond measure. The bond measure, paid for by a tax assessed on property, contains funding specific to support trails projects and continuing to create a well-connected network of trails throughout the region. The 2019 Parks and Nature bond is administered through Metro's Parks and Nature department.

Recognizing the previous Regional Flexible Fund history funding trail projects, overall increase in available funding for trails, and the administrative burden related to running a deliberative and transparent allocation process, Metro will pilot a streamlined administrative process to combine the allocation of the 2025-2027 Regional Flexible Funds (RFFA) and the trail-specific funding from the 2019 Parks and Nature (P&N) bond measure. The 2025-2027 RFFA Program Direction will acknowledge the pilot and describe the coordination of RFFA and an estimated \$20 million of additional funds for trails available from the P&N bond funds.<sup>6</sup>

### **Step 4: On-Going Management of Forecast Amount and Programming of Project Costs (July 2021 – September 2026)**

Management of the revenue forecast of expected available Regional Flexible Funds is on-going as federal and state actions will impact the amount of revenues ultimately made available for reimbursement of project costs awarded funding. As these funds are made available each federal fiscal year, final decisions on how much funding is made available to a particular project phase is documented in the MTIP Programming tables. Programming is the balancing and assignment of available revenues for costs incurred by an eligible project.

How Metro staff recommend final programming of funds to project costs is directed by the awarded amount of funding to projects and programs by JPACT and Metro Council, the progress of the lead agency to complete steps to ensure a project is ready and eligible to receive the funds, and state and federal rules regarding TIP programming.

In modern program history, there has not been an occasion where projects that have been awarded funding by JPACT and Metro Council have been ready and requested more RFFA funding than has been available in a particular fiscal year. Should that occur in the future and Metro staff is unable to work out an acceptable solution with the lead agencies involved, Metro staff would provide a recommendation to JPACT and the Metro Council on resolution of such issue, if time allowed. A typical solution would be to delay one or more project phases eligibility to seek project cost reimbursement to the beginning of the subsequent fiscal year when additional funding becomes available. Programming of project costs and

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<sup>6</sup> Because the 2019 Park Bond funding for trail projects is an administrative pilot, the revenues were not formally included as part of the 2025-2027 RFFA revenue forecast options and it is not included in the overarching 2025-2027 MTIP revenue forecast.

funding in subsequent years would potentially need to be adjusted to accommodate this shift.

In actively managing revenue forecasts, the following items are monitored and as activity occurs, used to manage the programming of funds in each year of the RFFA process and to determine a forecasted carryover (or deficit) amount into the subsequent RFFA process.

## OREGON DEPARTMENT OF TRANSPORTATION (ODOT) REVENUE FORECAST

The revenue forecast for state transportation funding is completed in four phases: Statewide total revenues forecast (August – September 2020), Distribution of revenues to Categorical Policy Areas (October 2020 – January 2021), Categorical Policy Area sub-allocation distribution of revenues (January – March 2021), Estimates of Funding Allocation Program revenues by ODOT Region and MPO Areas.

### Step 1: Statewide Total Revenues Forecast (August – September 2020)

The statewide forecast of funds available for transportation projects and programs during the time period of the 2024-27 State and Metropolitan Transportation Improvement Programs (TIP) is led by the state Finance and Budget Divisions, Statewide Investments Section of the ODOT. The forecast is shared with MPOs and Transit agencies in the state through the statewide TIP committee.

The forecast of funding is dependent on a federal authorization bill being in place or not in place. With an active federal authorization bill, the forecast will include what is in the bill. When no federal authorization bill is in place, the state assumes a 10% reduction from current year levels to federal funding across all funding program types for all TIP years. Funding allocated to the MPOs (STBG and TAP) have their own forecast methodology described in the Metro MPO forecast section.

### Federal Transportation Funding

The federal government provides revenues from federal fuels taxes and heavy truck taxes to states and local governments. Most federal funding is distributed to states and local governments by funding formulas, with the remainder allocated in competitive application-based programs. The current federal transportation authorization which dictates the distribution of federal funding to states is Fixing America's Surface Transportation (FAST) Act.

Oregon receives about half a billion dollars in funding from the Federal Highway Administration each year for construction projects on the state's roads, including the interstate, as well as planning and engineering. Some funds can also be used for transit and bicycle/pedestrian capital projects. All federal highway funds flow through ODOT from individual federal funding programs that each have their own rules regarding what types of projects are eligible for those funds and what match rates are required. About 30 percent of those funds are distributed to local governments either directly by formula (e.g. urban-STBG program funds) or awarded through competitive application processes (e.g. HSIP program funds through the state ARTS allocation process). Oregon also receives public transportation funding from the Federal Transit Administration. These FTA funds are primarily used to support public transportation operated/contracted by ODOT or passed through to public transportation operators in small urban and rural areas. FTA works directly with transit agencies in large urban areas to provide funding for operations and projects. Table 3 provides a short description of the various federal funding programs which contribute to the ODOT statewide revenue forecast.

**Table 3. Federal Revenue Funding Programs Description**

<b>Common Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – State allocation (includes STBG-TAP set-aside for state)  (Formula)	The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
Highway Safety Improvement Program (HSIP)  (Formula)	The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Rail-Highways Crossings (Sec. 130)  (Formula)	The FAST Act continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
National Highway Freight Program  (Formula)	The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several freight related infrastructure improvement goals.
Congestion Mitigation Air Quality (CMAQ) Improvement Funds  (Formula)	The FAST Act continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance.
National Highway Performance Program	The FAST Act continues National Highway Performance Program which provides support for the condition and performance of

(Formula)	the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
<b>Less Common Federal Revenue Funding Programs<sup>7</sup></b>	
<b>Fund</b>	<b>Description</b>
Emergency Relief	The FAST Act continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.
Federal Lands Access Program	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Funding program is a competitive grant program.
State Recreational Trails Program	The FAST Act eliminates the MAP-21 State Recreational Trails Program and replaces it with an optional set-aside of Surface Transportation Block Grant (STBG) program funding for Recreational Trails Program. Set aside amount is equal to the State portion of the Transportation Alternatives program. Program is at the discretion of the Governor to decide whether to continue State Recreational Trails Program.
<b>Discretionary Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Federal Miscellaneous (Discretionary grants e.g. TIGER, RAISE, NHFP – Discretionary, FAST Lane, INFRA, ITS, etc.)	Competitive discretionary grant programs with specific criteria for application and project eligibility. Discretionary grant programs cycles are driven by federal annual budget and transportation reauthorization. Funds from these discretionary programs are not guaranteed.
<b>Rural Area Specific Federal Revenue Funding Programs</b>	

<sup>7</sup> Not an exhaustive list of federal revenue programs.

<b>Fund</b>	<b>Description</b>
Clackamas County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Clackamas County.
Multnomah County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Multnomah County.
Washington County Surface Transportation Block Grant (STBG) Allocation	Rural Surface Transportation Block Grant allocated and administered by ODOT to Washington County.
<b>Planning Specific Federal Revenue Funding Programs</b>	
<b>Fund</b>	<b>Description</b>
Metropolitan Planning (PL) Formula	The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for transportation planning and making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
Statewide and Non Metropolitan Planning (SPR) (FHWA/FTA) Formula	The FAST Act continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.
<b>MPO Specific Federal Revenue Programs (Sub-Allocations from Formula Funds above)</b>	
<b>Fund</b>	<b>Description</b>
Surface Transportation Program (STBG) Funds – Urban	The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by metropolitan planning organizations, and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road,



	pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Transportation Alternatives - Urban	The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

In addition to federal revenue funding programs, Oregon raises revenues for transportation infrastructure, maintenance, operations, and other related activities. Managed and administered by ODOT, the state revenues are generated from a variety of sources, including taxes on the sale of gasoline, vehicle registration fees, and weight-mile fees on trucks. Table 4 provides a short description of the state revenue funding programs.

**Table 4. State Revenue Funding Programs Descriptions**

State Revenue Funding Programs	
Fund	Description
State Highway Trust Fund	<p>Oregon's State Highway Trust Fund collects resources from three main sources:</p> <ul style="list-style-type: none"> <li>• Taxes on motor fuels, including gas tax and diesel tax.</li> <li>• Taxes on heavy trucks, including the weight mile tax and truck registrations.</li> <li>• Driver and vehicle fees, including licenses and vehicle title and registration.</li> </ul> <p>Under the Oregon Constitution, State Highway Fund fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and the day-to-day maintenance and operations of the state's roads. Formulas set in state statute distribute about 40 percent of State</p>

	Highway Fund revenues (after deducting the costs of collecting the revenue) to cities and counties.
House Bill (HB) 2017	<p><a href="#">House Bill 2017 Transportation Funding Package</a> passed by the 2017 Oregon Legislature created a number of new revenue sources for transportation.</p> <ul style="list-style-type: none"> <li>• A 0.5 percent vehicle dealer privilege tax on new car sales to fund rebates for electric vehicles and provide ongoing funding for the multimodal Connect Oregon program.</li> <li>• A 0.1 percent employee payroll tax (\$1 for \$1,000 in payroll) to improve public transportation service in both rural and urban communities.</li> <li>• A \$15 tax on the sale of new bicycles with tires over 26 inches and cost at least \$200 will go to Connect Oregon for off-road bicycle and pedestrian paths that serve commuters.</li> </ul>
Other State Funds	<p>ODOT also receives revenue from several other state sources, including:</p> <ul style="list-style-type: none"> <li>• Lottery funds, including lottery bond proceeds directed to the Connect Oregon program.</li> <li>• Cigarette tax revenues dedicated to transit services for seniors and disabled people.</li> <li>• Custom license plate fees, dedicated to operating passenger rail.</li> <li>• General fund resources for senior and disabled transit and passenger rail service.</li> <li>• A variety of transportation-related permits and fees.</li> </ul>

The combined estimated federal and state revenues available statewide for transportation is approximately \$2.2 billion dollars for federal fiscal years 2025 through 2027. A summary of estimated revenues by year is provided in Table 5.

**Table 5. ODOT Revenue Forecast - Unallocated STIP Revenue, Federal Fiscal Years 2025- 2027 (All revenues are in millions)**

Program Type	2025	2026	2027	Total
<b><u>Federal</u></b>				
National Highway Performance Program (NHPP)	\$274.6	\$274.6	\$274.6	\$823.8
Surface Transportation Block Grant (STBG)	\$137.3	\$137.3	\$137.3	\$411.9
Highway Safety Improvement Program (HSIP)	\$27.2	\$27.2	\$27.2	\$81.6
Rail	\$2.9	\$2.9	\$2.9	\$8.7

Congestion Mitigation Air Quality	\$18.1	\$18.1	\$18.1	\$54.3
Planning (PL)	\$3.4	\$3.4	\$3.4	\$10.2
National Highway Freight Program (NHFP)	\$16.5	\$16.5	\$16.5	\$49.5
<b>FHWA Apportionment</b>	<b>\$480.0</b>	<b>\$480.0</b>	<b>\$480.0</b>	<b>\$1,440.0</b>
<b><u>House Bill (HB) 2017</u></b>				
HB Safety	\$10.0	\$10.0	\$10.0	\$30.0
HB Bridge/Seismic	\$123.3	\$124.4	\$125.2	\$372.9
HB Preservation/Culvert	\$42.2	\$42.6	\$42.9	\$127.7
<b>HB 2017 Apportionment</b>	<b>\$175.5</b>	<b>\$177.0</b>	<b>\$178.1</b>	<b>\$530.6</b>
<b><u>Other Sources</u></b>				
State Funds <sup>8</sup>	\$12.0	\$12.0	\$12.0	\$36.0
Other Federal <sup>9</sup>	\$15.0	\$15.0	\$15.0	\$45.0
<b>Other Apportionment</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$27.0</b>	<b>\$81.0</b>

If less or additional revenues become available than had been forecasted, ODOT manages actual revenues through the STIP amendment process. Federal revenue authority is made available through and subject to the federal authorization, apportionment/appropriation, obligation authority and rescission processes, so actual amounts will vary year to year. State generated revenue is generated by the conditions associated with the collection of those revenues and also subject to year-to-year fluctuations.

## **Step 2: Distribution of Revenues to Categorical Policy Areas (October 2020 – January 2021)**

In July 2020, ODOT staff kicked off the development of the 2024-2027 STIP at the July Oregon Transportation Commission (OTC) meeting. As part of kicking off the discussion, the Commission made two early decisions to shape the revenue forecast of the ODOT administered funds, as well as shape the categories in which forecasted revenues will get allocated to.

<sup>8</sup> A significant portion of the state highway fund is used for ODOT's agency operations and as a result are not included as part of the revenue forecast of transportation funds estimated available for transportation projects and programs.

<sup>9</sup> Miscellaneous federal transportation funding from less common federal programs. See Table X for a description of some less common federal programs which have previously provided transportation funding in Oregon.

The first decision by the Commission was to assume a 10% reduction in federal funding for federal fiscal years 2024 through 2027. This decision emerged from the absence of a federal authorization bill addressing federal fiscal years 2024 through 2027 and the highly uncertainty of federal revenues in four to seven years from today. By making this revenue assumption early in the development of the 2024-2027 STIP is to ensure ODOT does not over-commit resources, which could result in the cancelation of projects. However, feedback and public comment submitted to the Commission requested ODOT and the OTC reconsider this assumption spurred a deliberate discussion by the Commission. After some deliberation by the Oregon Transportation Commission members, the Commission moved forward with a revenue assumption to assume a 10% reduction in federal funding.

The second decision made by the Commission was to carry forward the same funding categories utilized in the 2021-2024 STIP. These are:

- **Fix-it** - provides funding for projects which maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the OTC to continue with the current categories or modify program categories.
- **Enhance** - projects which expand or enhance the state owned and operated transportation system
- **Safety** - projects that are focused on reducing fatal and serious injury crashes on Oregon's roads
- **Public and Active Transportation** (formerly Non-Highway) - funds bicycle, pedestrian, public transportation and transportation options projects and programs
- **Local Programs** - provides direct funding to local governments and MPOs so they can fund priority projects
- **Other Functions** - provides funding for workforce development, planning and data collection and administrative programs using federal resources

ODOT staff returned to provide the Commission with a broad estimate the 2024-2027 STIP is expected to be around \$2.1 to \$2.2 billion statewide.

The Oregon Transportation Commission was presented options on how to distribute the estimated \$2.1 to \$2.2 billion forecasted revenues to four policy focused topical areas: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety** (in addition to Local and Administrative topical areas that are held constant across policy options). Different allocation amounts across these four topical areas are based on direction from the Commission and ODOT developed scenarios to illustrate different potential options for allocating resources to the STIP categories for the Commission to deliberate. The options looked at balancing how to advance the state's transportation goals and outcomes.

To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key outcome areas including congestion relief, multi-modal mobility, social equity, safety, climate change mitigation, climate change adaptation/resilience, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and meet requirements of

Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions. The ODOT Climate Office designed the process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other outcomes.

In total, the Commission deliberated and gathered public input on eight different allocation scenarios. The scenarios varied the amount of funding in the four categories: **Fix-It, State Highway Enhance, Public and Active Transportation, and Safety**, while keeping statutory (whether federal or state) minimums in the fix-it, public and active transportation, and safety categories in place. (With the addition of the local programs category staying constant.) Discretionary funding, primarily from the fix-it category and the other functions category were reallocated across state highway enhance, public and active transportation, and safety categories at varying levels and assessed to understand performance around key outcomes. The Commission started with four scenarios and requested ODOT staff gather public input from OTC advisory committees and the general public. With the feedback and direction provided on the initial scenarios, ODOT developed several hybrid scenarios which aimed to satisfy the Commission's direction, address performance on key outcomes, and respond to public comment. After significant debate by the Commissioners with various amendments, the Commission approved the following allocation scenario. (See Table 6) The allocation scenario allows ODOT staff to begin the next steps in the process of proposing revenue levels to specific programs within each category (e.g. bridge program, pavement program, culvert program within the Fix-it category) using the category allocation amount.

Upon considering the expected outcomes of the different investment options, the OTC selected a preferred alternative outlined in Table 6.

**Table 6. Allocation to ODOT Funding Categories (Statewide) Combined for FFY 2025-2027**

Category	Amounts
Fix-it	\$826,839,314
ADA Curb Ramps	\$263,160,686
State Highway Enhance	\$175,000,000
Safety	\$147,000,000
Public and Active Transportation	\$255,000,000
Local Programs	\$404,500,000
Other Functions	\$161,410,568
<b>TOTALS</b>	<b>\$2,232,910,568</b>

### Step 3: Distribution of Revenues to Funding Allocation Programs (January – March 2021)

The topical policy areas are made up of individual funding allocation programs. After the OTC decision on the distribution of revenues to the topical policy areas, ODOT staff then distributed the forecasted revenues to the individual funding allocation programs within each topical policy area. The following are the funding allocation programs outlined in Table 7.

**Table 7. Description of ODOT Funding Programs**

<b><u>Fix-It Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
Fix-It Program - Bridge	The Fix-It Bridge program addresses state bridges and the maintenance and operations of bridges within ODOT control.
Fix-It Program – Highway Pavement Maintenance	This is the non-capacity enhancing operations and maintenance component to ODOT’s overall system preservation. The Highway Pavement Maintenance program addresses the maintenance, operations, and asset management needs of the interstate and state-owned network.
Fix-It Program – Culvert	The Culvert program addresses the rehab and replacements of roadway culverts.
Fix-It Program – Operations	The Operations program addresses the maintenance, operations, and asset management of operations equipment, such as traffic signals, ramp meters, variable message signs, and other communications equipment.
HB2017 – Bridges  Designates a portion of HB2017 funding for Bridge Project	Allocates 70% of House Bill 2017 net revenue for bridge/seismic projects.
HB2017 – Pavement Preservation and Culvert Maintenance	Allocates 24% of House Bill 2017 net revenue for pavement and culvert projects.
<b><u>ADA Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
ADA Curb Ramps	Provides funding for the update of ADA curb ramps statewide.



<b><u>State Highway Enhance Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
HB2017 Enhance	Funding for named projects in HB 2017 Sec 71.
State Highway Enhance	Program direction under development.
<b><u>Safety Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
All Roads Transportation Safety (ARTS)	A data-driven, jurisdictionally blind safety program to address safety on all public roads.
Rail Crossing Safety	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
HB2017 funding for Highway Safety	Allocates \$10 million per year for Safety improvements and projects.
<b><u>Public and Active Transportation Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
Off-System Bicycle/Pedestrian	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
Safe Routes to School Education	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
Transportation Options	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
Bike-Ped Strategic	Project to improve pedestrian and bicycle infrastructure on/along the state-owned system.
ODOT SRTS Infrastructure	Pedestrian and bicycle infrastructure projects which address the needs of students who walk and bike to school, specifically focused on the state-owned system.
Transit Vehicle Replacement	Public transportation funding for replacement of transit vehicles to which ODOT holds title.

Passenger Rail Facility Plan	Planning design of a passenger train servicing and maintenance facility in Eugene.
Rec Trails Program	Funds provided to Oregon State Parks for recreational trail projects.
Mass Transit	Public transportation funding for vehicle replacement for urban fixed-route bus fleets.
Transit Elderly & Disabled	Public transportation funding for capital, purchased service and preventive maintenance projects that serve the mobility needs of people with disabilities and seniors.
Bicycle and Pedestrian	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
HB2017 Safe Routes to Schools Program	Provides \$15 million per year for the Safe Routes to School Program. This program focuses on infrastructure on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. ODOT administers a competitive infrastructure grant program.
<b><u>Local Programs Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
Surface Transportation Program to large MPOs	STBG Funds allocated to the three (3) Transportation Management Area agencies for program and projects.
Transportation Alternatives Program to large MPOs	TAP Funds allocated to the three (3) Transportation Management Area agencies for program and projects to address non-roadway needs.
MPO Planning	Funds allocated to the MPOs throughout the state to address federal transportation planning requirements.
Congestion Mitigation and Air Quality Improvements (CMAQ)	Funds allocated to MPOs and local agencies in eligible areas to address air quality issues throughout the state.
Local Bridge	<p>Funding allocated to address locally owned bridge projects which are located on local facilities.</p> <p>ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency</p>

	Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.
STBG Allocation to Cities, MPOs & Counties	Funding allocated to local agencies via the Association of Counties/League of Cities agreement. Agencies receiving funding are non-TMA MPOs, Counties and Cities above 5,000 population and outside of MPOs.
Immediate Opportunity Fund	Provides funding to construct and improve streets and roads to serve site-specific economic development projects. Managed in cooperation with the Oregon Business Development Department.
Transportation Growth Management (TGM)	The Transportation Growth Management (TGM) program is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The TGM Program awards grants on an annual basis. TGM grants are for planning work leading to local policy decisions. TGM typically awards between \$2 and \$2.5 million per cycle. Projects are selected on a competitive basis within each of the five ODOT regions. The regional allocation – funds available for projects - is based on a formula that considers the number of cities and the population within a region. Grants generally have two-years for projects to be negotiated and completed. Award amounts generally range between \$75,000 and \$250,000.
Local Tech Assistance Program (LTAP)	The Local Tech Assistance Program (LTAP) provides assistance to employees and volunteers of grant recipients and others to attend transit-related trainings. Training is provided directly by Public Transit Section staff or at state, regional, and national workshops and conferences. Funds are distributed through competitive and formula processes based on criteria developed by the Public Transit Section. The number of scholarships awarded for a specific event or to an agency may be limited. The Public Transit Section reimburses qualified expenses to the agency (not the individual). Funding is provided through state funding sources and the Federal Transit Administration's Rural Transit Assistance Program (5311(b)(3)). Attendance at the annual Oregon Public Transportation Conference, grant-related trainings (such as trainings prior to a grant application cycle), transit manager topic

	trainings, grant management trainings, compliance trainings, training provided by other state agencies or other sources.
<b><u>Other Functions Category</u></b>	
<b>Fund/Program</b>	<b>Description</b>
State Planning and Research	Funding for statewide planning and research as part of federal requirements.
Climate Office	Funding allocated to address climate impacts on the transportation system.
Workforce Development and On Job Training	Funds allocated to the ODOT Office of Civil Rights.
Indirect Cost Allocation Plan (ICAP)	Funds allocated to recoup overhead costs as approved by FHWA

**Table 8. Revenue Allocation Amounts to ODOT Funding Programs (Statewide), Combined for FFY 2025-2027**

<b>Category</b>	<b>Amounts</b>
<b>Fix-it</b>	<b>\$826,839,313</b>
Bridge & Seismic	\$386,146,192
Preservation	\$309,000,000
Operations	\$76,693,122
Culverts	\$55,000,000
<b>ADA Curb Ramps</b>	<b>\$263,160,686</b>
ADA Curb Ramps	\$170,000,000
ADA Borrow from Fix-It	\$93,160,686
<b>Enhance</b>	<b>\$175,000,000</b>
HB2017 Enhance	\$110,000,000
Enhance Highway	\$65,000,000
<b>Safety</b>	<b>\$147,000,000</b>

All Roads Transportation Safety	\$108,000,000
Rail Crossing Safety	\$9,000,000
HB2017 Safety	\$30,000,000
<b>Non-Highway</b>	<b>\$255,000,000</b>
Off-System Bicycle and Pedestrian	\$36,000,000
Safe Routes to School Education	\$4,000,000
Transportation Options	\$7,500,000
Bicycle-Pedestrian Strategic	\$45,000,000
ODOT Safe Routes to School Infrastructure	\$10,000,000
Transit Vehicle Replacement	\$15,000,000
Passenger Rail Facility Planning	\$1,000,000
Transportation Alternatives Program – Recreational Trails	\$4,000,000
Mass transit	\$12,000,000
Transit Elderly and Disabled	\$50,000,000
Bicycle-Pedestrian 1%	\$25,500,000
HB2017 Safe Routes to School Infrastructure	\$45,000,000
<b>Local Programs</b>	<b>\$404,500,000</b>
Surface Transportation Program to Large MPOs	\$124,000,000
Transportation Alternatives Program	\$6,000,000
MPO Planning	\$13,000,000
Congestion Mitigation and Air Quality	\$61,000,000
Local Bridge	\$80,000,000
Surface Transportation Program Allocation to Cities and Counties	\$76,000,000
Surface Transportation Program Allocation to Small MPOs	\$18,000,000
Immediate Opportunity Fund	\$10,500,000

Transportation and Growth Management	\$15,000,000
Local Technical Assistance Program	\$1,000,000
<b>Other Functions</b>	<b>\$161,410,568</b>
State Planning and Research	\$66,000,000
Climate Office	\$4,000,000
Workforce Development/On the Job Training	\$2,250,000
511 System Operations	\$600,000
Indirect Cost Allocation Plan (ICAP)	\$88,560,568
<b>TOTALS</b>	<b>2,232,910,567</b>

#### **Step 4: Estimates of Funding Allocation Program Revenues to ODOT Region 1 and the Portland Metro MPO Area (January – June 2021)**

Estimates of each ODOT funding allocation program that could be available to the areas encompassed by ODOT Region 1 and for the Metro Metropolitan Planning Area were created, other than for services provided by ODOT as a statewide program. These estimates were made to provide context for MPO areas to understand potential levels of ODOT investment in their area transportation systems so that they could consider strategy of all investments in meeting the areas priority needs, and then communicating those strategies and priorities to ODOT staff and the allocation processes decision making structure.

The key for Table 9 summarizes the methods used to develop a forecast or estimate of the revenues that could flow to transportation projects or services. The ODOT Region 1 allocations and estimates were made based on historic trends from those programs, where available. The historical allocations were calculated to find the estimated percentage of how much of the funding program total was allocated to projects with ODOT Region 1. With funding programs which are new and previous allocation a rough estimated range was identified based on the funding program rules.

Recognizing ODOT Region 1 encompasses areas outside the Portland metropolitan region, a reduced level of funding was estimated for funding coming to the Metro metropolitan planning area within ODOT Region 1. The specific method used for this amount is summarized in the key to Table 9.

These estimates are not to be interpreted as a commitment of an allocation of funds, but only an estimate to provide MPO areas the ability to understand the scale of funding available within programs to inform the development of the MTIP to pursue and advocate to ODOT or the Oregon Transportation Commission on local/regional priorities.



In the Portland metropolitan area, the following estimates were developed for the ODOT funding allocation programs.

**Table 9. ODOT Funding Program Amounts, Federal Fiscal Years 2025-2027**

<b>Funding Program</b>	<b>Statewide Amount</b>	<b>ODOT Region 1 Amount</b>	<b>Metro MPA Amount</b>
<b><i>Fix-it</i></b>			
<i>Bridge</i>	\$386,146,192	\$90,000,000*	\$72,000,000/
<i>Preservation</i>	\$309,000,000	\$22,300,000*	\$17,840,000/
<i>Operations</i>	\$76,693,122	\$22,108,613*	\$17,690,000/
<i>Culverts</i>	\$50,000,000	\$6,000,000*	\$0
<b><i>ADA Curb Ramps</i></b>			
<i>ADA Curb Ramps * /</i>	\$170,000,000	\$77,333,000	\$61,870,000/
<i>Pay back for 2021-24 Curb Ramps</i>	\$93,160,686	TBD ^	TBD ^
<b><i>Sub-Total</i></b>	<b>\$1,089,990,000</b>		<b>\$169,400,000</b>
<b><i>State Highway Enhance</i></b>			
<i>HB2017 Enhance</i>	\$110,000,000 <sup>10</sup>	\$0	\$0
<i>State Highway Enhance</i>	\$65,000,000	TBD ^	\$18,480,000 ^
<b><i>Sub-Total</i></b>	<b>\$175,000,000</b>		<b>\$18,480,000</b>
<b><i>Safety</i></b>			
<i>All Roads Transportation Safety</i>	\$108,000,000	\$28,394,948 *	\$22,720,000 /
<i>Rail Crossing Safety</i>	\$9,000,000	\$300,000 *	\$240,000 /
<i>HB2017 Safety</i>	\$30,000,000		\$11,100,000 ^
<b><i>Sub-Total</i></b>	<b>\$147,000,000</b>		<b>\$34,060,000</b>
<b><i>Public &amp; Active Transportation</i></b>			

<sup>10</sup> Remaining funding dedicated to named transportation projects in House Bill 2017.

<i>Off-System Bicycle and Pedestrian</i>	\$36,000,000	TBD ^	\$13,320,000 ^
<i>Transportation Alternatives Program – Recreational Trails</i>	\$4,000,000	\$300,000 *	\$0
<i>Bicycle-Pedestrian Strategic</i>	\$45,000,000	\$14,100,000 *	\$11,280,000 /
<i>Bicycle-Pedestrian 1%</i>	\$25,500,000	6,000,000 #	\$4,800,000 /
<i>HB2017 Safe Routes to School Infrastructure</i>	\$45,000,000	TBD ^	\$16,650,000 ^
<i>ODOT Safe Routes to School Infrastructure</i>	\$10,000,000	TBD ^	\$3,700,000 ^
<i>Safe Routes to School Education</i>	\$4,000,000	TBD ^	\$1,480,000 ^
<i>Transportation Options</i>	\$7,500,000	TBD ^	\$2,775,000 ^
<i>Transit Vehicle Replacement</i>	\$15,000,000	TBD ^	\$0
<i>Passenger Rail Facility Planning</i>	\$1,000,000	TBD ^	\$370,000 ^
<i>Mass transit</i>	\$12,000,000	\$4,560,000 *	\$4,560,000 *
<i>Transit Elderly and Disabled</i>	\$50,000,000	\$16,650,000 *	\$13,320,000 /
<b>Sub-Total</b>	<b>\$255,000,000</b>		<b>\$72,255,000</b>
<b>ODOT Directed Funding</b>	<b>\$1,667,000,000</b>		<b>\$304,125,000</b>
<b>Local Programs</b>			
<i>Surface Transportation Program to Large MPOs</i>	\$124,000,000	\$93,600,000 *	\$93,600,000
<i>Transportation Alternatives Program</i>	\$6,000,000	\$4,380,000 *	\$4,380,000
<i>MPO Planning</i>	\$13,000,000	\$1,800,000 *	\$1,800,000
<i>Congestion Mitigation and Air Quality</i>	\$54,300,000	\$39,640,000 *	\$39,640,000
<b>Sub-Total Local to MPO</b>	<b>\$204,000,000</b>		<b>\$139,420,000</b>
<i>Local Bridge *</i>	\$80,000,000	\$31,224,000 *	\$24,980,000 /

<i>Surface Transportation Program Allocation to Cities and Counties (non MPO areas)</i>	\$76,000,000	\$6,500,000 @	\$0
<i>Immediate Opportunity Fund</i>	\$10,500,000	\$1,000,000 *	\$800,000 /
<i>Transportation and Growth Management</i>	\$15,000,000	\$3,000,000 *	\$2,500,000 /
<i>Local Technical Assistance Program</i>	\$1,000,000	N/A	N/A
<b><i>Sub-Total Local to City/County</i></b>	<b>\$182,500,000</b>		<b>\$28,280,000</b>
<b><i>Local Program Sub-Total</i></b>	<b>\$386,500,000</b>		<b>\$167,700,000</b>
<b><i>Other Functions</i></b>			
<i>State Planning and Research</i>	\$66,000,000	\$8,500,000 *	N/A
<i>Climate Office, Workforce Development, 511 System</i>	\$6,850,000	N/A – statewide programs	N/A
<i>Indirect Cost Allocation Plan</i>	\$88,560,568	N/A	N/A
<b><i>Sub-Total</i></b>	<b>\$161,410,568</b>		
<b><i>Grand Total</i></b>	<b>\$2,215,000,000</b>		<b>\$461,895,000</b>

**Key for Determining MPO Area Estimates**

<b>Forecast Amount to ODOT Region 1</b>	
TBD	Not yet defined how ODOT Region sub-allocation or project allocations will be made.
^	Allocated through competitive, discretionary, or mandated statewide process. Forecast 37% of funds come to Metro region based on % of state population unless otherwise noted.
*	Estimate based on historic allocation performance % or direct awards in last STIP cycle.
#	Actual ODOT Region sub-allocation target.
@	Estimate based on percentage of statewide long-range funding forecast
<b>Forecast Amount to Metro area portion of ODOT Region 1</b>	
/	Metro area forecast based on estimate of 80% of Region 1 funding allocated to Metro area projects. Typically used unless historical allocations or program purpose or direction indicates a different percentage more appropriate.

## TRANSIT AGENCY REVENUE FORECASTS

The revenue forecast and funding allocation process for transit funding for TriMet and SMART is completed in three phases:

- Estimation of the transit agency revenues (Fall 2020 – Spring 2021),
- Forecasted distribution of estimated transit agency revenues to transit agency budget programs (Winter – Spring 2021), and
- Adoption of final annual budget (Spring – Summer of each year for the subsequent fiscal year).

This revenue forecast documents the first two steps of this process. TriMet and SMART provide a description of the third step with the MPO annually in conjunction with their budget process.

A revenue forecast for transit funding takes place annually as part of the agency's budget process, which differs from the three-year funding cycle allocation undertaken by Metro and ODOT for the allocation of federal, state, and regionally significant local revenues. The transit agencies revenue forecast uses the annual budget process to inform the development of the transit portion of the revenue forecast of the 2024-2027 MTIP.

## SOUTH METRO AREA REGIONAL TRANSIT (SMART) REVENUE FORECAST

### Step 1: SMART Revenue Forecasting (Fall – Spring – Annually)

As part of SMART's annual budget process, a revenue and expenditure forecast is developed. This MTIP reports on SMART's revenue forecast for the relevant MTIP years of 2024 through 2027. Base assumptions to developing the forecast are based on historical trends and updated with actual appropriations and limitations. SMART begins with a baseline by averaging the most recent 3-year revenues. Anticipated levels of funding are then forecasted from the baseline with an expected increase of 1%-3%. The forecast will be adjusted if changes to revenues or current cost structures change significantly. SMART collaborates with TriMet and C-TRAN to estimate shares of the Urbanized Area Formula Funds from the Federal Transit Administration as they become available.

### Non-Federal Operating Revenues

- **Payroll Tax:** SMART's predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The payroll tax on local businesses covers employment within city limits and in 2008 the tax rate was raised to its current level of .5 percent (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected by the city typically increase year to year, as companies increase their payroll through wage adjustments or by adding to their payroll and as the economy grows with new businesses relocating to the city.
- **Passenger Fares:** A very small component of local funding includes charges for services, such as fare box and transit pass sale revenue. SMART's commitment to

diversity, equity and inclusion is augmented by offering fare free service on nearly all routes. Currently, SMART charges fares for the regional Route 1X that travels between Salem and Wilsonville and a regional Dial-a-Ride program that provides door-to-door medical trips for Wilsonville residents to the greater metro area

- **Other Revenues:** SMART recognizes a small percentage of other income received by way of investment and donations. These monies are outside of the traditional structure of revenues and may be reinvested or reallocated.
- **Statewide Transportation Improvement Fund (STIF):** With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon’s transportation system will produce benefits for decades to come. SMART is part of that investment, connecting many regional communities through coordination with numerous transportation partners. STIF funds enable SMART to leverage federal funding for capital purchases and expand intercity transit connectivity. SMART has many goals, based from citizen surveys and customer feedback for how STIF will enhance the region’s transportation network, including express service to Clackamas Town Center and Downtown Portland. For these projects to come to fruition, SMART seeks plan approval from Wilsonville’s City Council and Clackamas and Washington County Advisory Committees before submitted to TriMet’s STIF Advisory Committee for regional approval. The plan is then packaged, reviewed by ODOT and approved by the Oregon Transportation Commission.

#### **Federal Operating Grants**

- **Section 5307 Urbanized Area Formula Program:** Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Urbanized areas of 200,000 or more may not use funds for operating assistance.

Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more such as the Portland-Vancouver urbanized area, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. These funds are sub-allocated by agreement within the urbanized area between TriMet, C-Tran, and SMART; the three transit agencies that serve the metropolitan area.



- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding to states for the purpose of operating assistance in meeting transportation needs of the elderly and persons with disabilities. In addition to transit agencies being eligible, non-profit organizations are also eligible for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding. FTA Section 5310 Elderly and Disabled Capital program funds are funds to be used to make purchases of capital equipment or construction of small facilities. The expenditures must be used to support transportation services for seniors and persons with disabilities. The funds are provided through a competitive grant program on a biennial cycle. As FTA funds, they follow all federal requirements associated with the program. Projects funded with this program are intermittent and on an as-needed basis. A small amount of additional 5310 funds comes to SMART as a result of Wilsonville's status as a "direct recipient" of FTA monies. These funds come to the region and SMART's share is determined through a negotiated process involving SMART, TriMet, and C-Tran.
- Section 5339(a) Grants for Buses & Bus Facilities Formula Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. The Bus and Bus Facility Discretionary program funds are distributed through a competitive process by the FTA. These funds can be used only for the purchase of rolling stock or the construction of transit facilities that support transit bus operations. The Low or No Emissions Bus Discretionary program provides for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. These funds are allocated through a highly competitive process. Future awards are dependent on the specific process outlined by the FTA and the strength of other project proposals competing against SMART's requests for funding. SMART has had a fairly successful track record in securing these and other FTA grant funds for replacement buses, and has been able to modernize the fleet in recent years.

**Table 10. SMART Revenue Forecast, Federal Fiscal Years 2024-2027**

Revenues	FY 2024	FY 2025	FY 2026	FY 2027	FYs 2024-27 Total
Passenger Fares	\$16,658	\$16,879	\$17,100	\$17,321	\$67,958
Payroll Taxes	\$5,189,890	\$5,245,451	\$5,301,013	\$5,356,574	\$21,092,928
Operating Grants*	\$2,115,468	\$2,156,150	\$2,196,832	\$2,237,514	\$8,705,965

STIF	\$2,026,500	\$2,074,750	\$2,123,000	\$2,171,250	\$8,395,500
Other Funding	\$84,800	\$87,200	\$89,600	\$92,000	\$353,600

\*Operating Grants include federal funding revenues listed in more detail below.

**Table 11. Federal Grants to SMART Forecast, Federal Fiscal Years 2024-2027 (From the SMART Programming of Projects)**

Funding Source	FY 2021	FFY 2024	FFY 2025	FFY 2026	FFY 2027
<b>Section 5307</b> Urbanized Area Formula	\$381,770	\$416,600	\$428,212	\$439,823	\$451,434
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$32,515	\$35,481	\$36,470	\$37,459	\$38,448
<b>Section 5339(a)</b> Bus & Bus Facilities	\$102,416	\$111,760	\$114,875	\$117,990	\$121,105
<b>Other Federal Discretionary Funding Awards</b>	\$240,000	TBD – will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.			

1. 5307 Urbanized Area Formula

Project name: Preventive Maintenance, Engineering & Design

Description: For preventive maintenance of existing vehicle fleet (including .5 service worker) and engineering and design services for SMART Fleet/Administration Phase II Expansion.

2. 5310 Formula Enhanced Mobility of Seniors and Individuals with Disabilities

Project Name: Demand Response Operations

Description: Funds applied to demand response operating costs.

Project Name: Travel Training

Description: Contract with 3<sup>rd</sup> party vendor for mobility management and special transportation service provider in the greater Portland region to provide free travel training for seniors and people with disabilities in Wilsonville.

3. 5339 (a) Bus and Bus Facilities

Project Name: Wilsonville Transit Center Design Upgrade

Description: Engineering and design work for rider amenities including covered walkways, seating, bike locker enclosure, and landscaping.

Project Name: Bus Shelters and Amenities

Description: Vendor will produce three design options and their related budgets.

## **Step 2: SMART – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)**

SMART has several categories of activities for its budget process that are assigned forecasted revenues. All plans and concepts that SMART utilizes are derived from goals of the Wilsonville City Council, SMART's governing board. Department goals are then used, along with community participation, to create a Transit Master Plan (TMP). The TMP is the primary guiding document that permits project implementation. Included in the TMP is the Statewide Transportation Improvement Fund (STIF) which, in general, is allocated for route expansion and intercity connectivity. These plans allow SMART staff to forecast the apportionment of funding to specific capital projects and operational expansions.

SMART relies on ODOT's Transit Asset Management Group Plan (TAM) in determining funding for current and future maintenance of transit assets, such as rolling stock, infrastructure, equipment, and facilities. SMART uses the TAM in coordination with the TMP to forecast the funding needed for assets in correlation to future projects.

### **Operations**

Total day-to-day Operating Requirements for all activities required to operate the system (including other post-employment benefits) and Debt Service (if applicable). Sub-categories, especially categories that are typically assigned federal grant program revenues, include:

- **Bus Preventive Maintenance**

Description: Labor and materials/services used for on-going maintenance of the SMART Bus fleet. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

- **Bus Purchases**

Description: Purchase of buses for fixed route service. This budget category utilizes federal Section 5339(a) Grants for Buses & Bus Facilities Formula Program revenues, Statewide Transportation Improvement Fund revenues, and local payroll tax revenues.

- **Capital Improvement Program**

Description: Purchase and installation of bus shelters and passenger amenities at bus stops. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues and local payroll tax revenue sources.

### **Step 3: Adoption of Annual Budget (Spring – early Summer – Annually)**

Each year SMART shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meetings of TPAC and JPACT. The presentation includes the budget themes and categories. It also includes the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, SMART publishes the federally required “Program of Projects”, showing how federal grant funding for the upcoming fiscal year will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. This proposed programming will have the most current forecast of available funds and may include new programming or be an update to existing programming of the federal grant funds. An opportunity for public comment on the Program of Projects is also provided as a part of this process.

The SMART budget process includes a minimum of two public Budget Committee meetings. The City’s Budget Committee consists of the five city councilors and five citizens at large. The citizens are appointed by the governing body and serve three-year terms. Once the budget is approved by the committee it is then sent to City Council for final adoption. City Council adopts the budget prior to July 1.

## TRIMET – REVENUE FORECAST

### Step 1: Developing the Revenue Forecast (Fall – Spring – Annually)

As part of TriMet’s annual budget process, a 10-year revenue and expenditure forecast is developed. This MTIP forecast utilizes the 10-year budget forecast and reports on the relevant MTIP years of 2024 through 2027. TriMet has six categories of revenues; passenger fares, payroll taxes, State transit investment funds, other funding, operating grants (federal and non-federal), and capital improvement grants (federal).

A short description of each of the six categories of revenues are provided below.

- **Passenger Fare revenues:** funds from the sale of passes and individual fares. Fare collection revenue is forecasted to grow at varying rates from a high of 30.5% in 2024 as the region recovers from Covid19 related ridership reductions to a low of 3.4% in 2026. Forecast factors in a fare increase every other year beginning in 2023.
- **Payroll taxes:** revenues from a tax on the wages paid by an employer and the net earnings from self-employment for services performed within the TriMet District boundary. The current rate is 0.7837%. Employer tax revenues during this time is expected to increase due to economic recovery. Future tax rate is currently scheduled to increase incrementally through 2026, accounting for additional revenue growth from this source.
- **State Transit Investment Fund (STIF):** funds from the State of Oregon, who collect several taxes and fees to pass through to public transit service providers to support transit service in the state. The STIF is primarily funded through a tax on employees. Through legislation which was passed in 2020, some additional small state formula funding programs for public transit, such as the lottery tax funded Special Transportation Fund, were combined into the STIF for administration and grant-making purposes.
- **Other Funding:** 71% of Other Funding is sourced by revenue streams that have equaling expenditures to TriMet and no net gain to the agency (*Line of Credit* and *Intergovernmental Agreements/Funding exchange*). The remaining 29% of the revenue stream is mostly comprised of Transit Advertising, cost per ride reimbursements for Oregon Department of Human Services, City of Portland reimbursement for Streetcar Personnel, Energy Tax Credit Sales revenue and other smaller miscellaneous revenues.

#### Operating Grants

##### Non-Federal Operating Grants

Annually is expected from miscellaneous sources, such as ODOT 5310 funds, ODOT Mass Transit program, City of Wilsonville Westside Express Service (WES) operating assistance contribution and a small amount of local contributions.<sup>11</sup> These small contributions account for limited amount of revenues in TriMet’s overall annual budget.

<sup>11</sup> TriMet considers pass through funds from ODOT, such as the FTA 5310 funding, as non-operating revenues because they are passed through the state.

### Federal Operating Grants

- **Section 5307 Urbanized Area Formula Program:** Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Urbanized areas of 200,000 or more may not use funds for assistance in providing service operations.
- Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more such as the Portland-Vancouver urbanized area, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. These funds are sub-allocated by agreement within the urbanized area between TriMet, C-Tran and SMART; the three transit agencies that serve the Portland/Vancouver urbanized area as defined by the Census Bureau and recognized by the FTA for distribution of these funds.
- **Section 5337 State of Good Repair Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway):** This funding program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Available for capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate:
  - rolling stock
  - track
  - line equipment and structures
  - signals and communications
  - power equipment and substations
  - passenger stations and terminals
  - security equipment and systems
  - maintenance facilities and equipment
  - operational support equipment, including computer hardware and software as well as implement transit asset management plans.
- **Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program:** Formula funding to states for the purpose of assisting in meeting



transportation needs of the elderly and persons with disabilities. Some 5310 funds is allocated, through a competitive grant process to private non-profit organizations which provide transportation services for seniors and individuals with disabilities as well as to TriMet's paratransit program, vehicle fleet replacement or expansion to provide services for senior and individuals with disabilities services, and SMART's various transit program for seniors and individuals with disabilities.

- **Section 5339(a) Grants for Buses & Bus Facilities Formula Program:** Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. Potential discretionary funds are not included in the forecast at this time as they have not been secured.
- **Urban Surface Transportation Block Grant (STBG) or Congestion Mitigation – Air Quality (CMAQ):** Metro programs Urban STBG or CMAQ federal funding authority to TriMet as committed in prior RFFA funding cycles consistent with a payment schedule on bonded debt that was used to plan and construct the region's rail transit system and for project development of other projects.
- **Capital Improvement Grants:** The Federal Transit Administration provides some application based and discretionary grants for projects, including the Capital Investment Grants program described below. At this time, no discretionary or capital improvement grants are secured for receipt within the 2024-2027 time period. TriMet anticipates applying for capital funding, which will be added to the forecast and programmed in the MTIP as funding is secured.
  - **Section 5309 Capital Improvement Grants (CIG):** Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.

**Table 12. Summary of TriMet Forecasted Revenues, Fiscal Years 2024 – 2027**

Revenues (Millions of \$)	FY 2024	FY 2025	FY 2026	FY 2027	FYs 2024-2027 Total
Passenger Fares	\$95	\$106	\$110	\$115	\$426
Payroll Taxes	\$459	\$480	\$503	\$523	\$1,965
STIF	\$16	\$23	\$23	\$27	\$89
Other Funding	\$96	\$97	\$97	\$98	\$388
Operating Grants*	\$90	\$91	\$93	\$94	\$368
Capital Improvement Grants	No forecast - to be determined on award of grants				

\*Operating Grants include federal funding revenues listed in more detail below.

**Table 13. Federal Grants to TriMet, Federal Fiscal Years 2024-2027 (Part of Operating Grants element of Table 12, in millions)**

Funding Source	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-2027 Total
<b>Section 5307</b> Urbanized Area Formula	\$41.3	\$42.2	\$43.0	\$43.9	\$170.4
<b>Section 5337</b> State of Good Repair	\$24.3	\$24.8	\$25.3	\$25.8	\$100.2
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$1.4	\$1.4	\$1.4	\$1.5	\$5.7
<b>Section 5339(a)</b> Bus & Bus Facilities	\$0	\$0	\$0	\$0	\$0
<b>Urban STBG or CMAQ</b> Bond payment	\$21.8	\$21.8	\$21.8	\$21.7	\$87.1
<b>Other Federal Discretionary Funding Awards</b>	TBD – revenues will be programmed if applications for funding are awarded at the discretion of the Federal Transit Administration or other federal agency.				

## Step 2: TriMet – Distribution of Revenues to Major Budget Categories (Winter – Spring – Annually)

TriMet has four major categories of activities for its budget process that are assigned forecasted revenues; operations, capital improvement program, pass through and special payments, and contingency and ending fund balance.

### Operations

Total day-to-day Operating Requirements for all activities required to operate the system (including other post- employment benefits) and Debt Service.

Sub-categories within operations that are typically assigned federal grant program revenues and amended into the MTIP, include:

- **Bus & Rail Preventive Maintenance:** Labor and materials/services used for on-going maintenance of the TriMet Bus and Rail fleets. This budget category typically utilizes Section 5307 Urbanized Area Formula Program revenues, Section 5337 State of Good Repair Program revenues.
- **Bus Purchases:** Purchase of buses for fixed route service. This budget category utilizes federal Section 5339(a) Grants for Buses & Bus Facilities Formula Program revenues.

### Capital Improvement Program

TriMet typically seeks federal Capital Improvement Grant program and other discretionary funding sources for large capital projects. A current example is the MAX Red Line project that is slated to receive federal CIG funds. At this time, no projects have secured funding expected for the 2024 – 2027 timeframe. As such funds are secured, they will be added into the MTIP through the amendment process.

### Pass Through and Special Payments

Funds which TriMet receives that are required to be provided to other governmental agencies. One sub-category of this budget category includes:

- **Elderly and persons with disability services:** To fund mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Pass Through subrecipients include, but not limited to non-profit organizations, SMART, and Ride Connection This budget category utilizes federal Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program revenues.

### Contingency and Ending Fund Balance

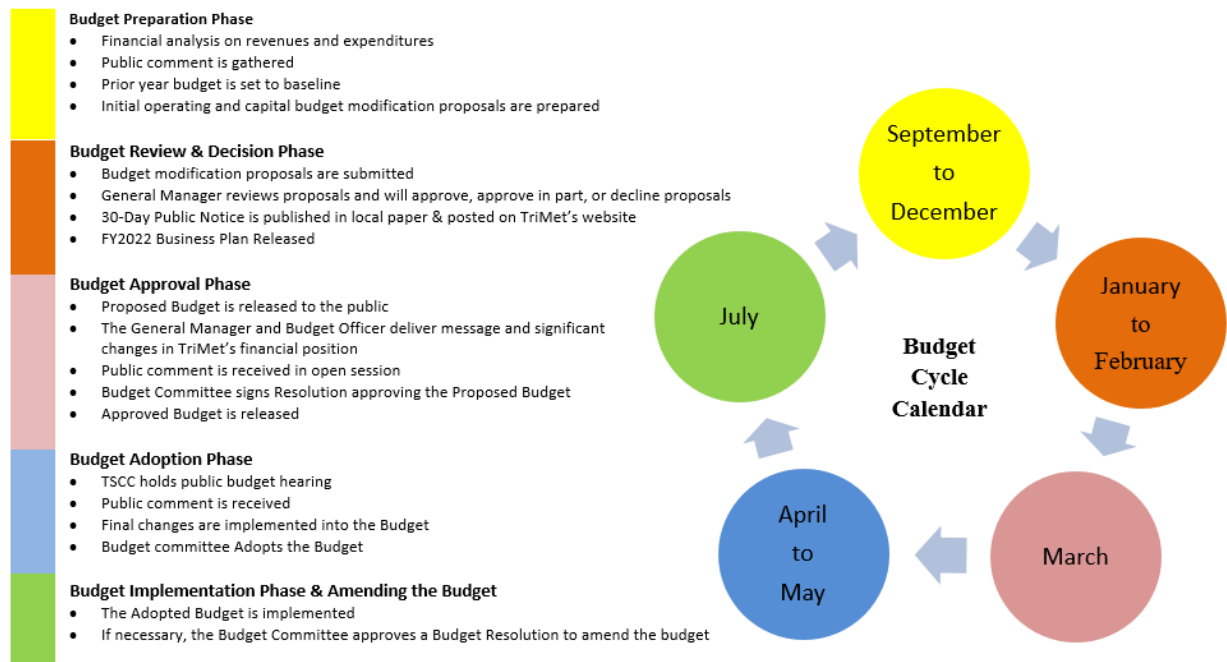
Contingency is an appropriated amount of a minimum of 3% of operating requirements and is adjusted for risks and those activities unknown at the time of budget adoption. Ending Fund Balance is unappropriated and not available for spending in its budget fiscal year. Fund balance includes restricted bond proceeds and other restrictions to be spent after that budget year, restricted revenues for future debt service payments; and unrestricted fund

balance, which contains between 2.0 and 2.5 months operating reserves as required by the TriMet Board of Directors.

### Step 3: Adoption of Annual Budget (Spring – Summer – Annually)

The development, adoption, and implementation of the TriMet budget has five phases as summarized in the graphic below.

**Budget Cycle & Calendar**



The TriMet budget process is guided by the agency Vision, Mission and Values, the annually updated Business Plan with a 5-year horizon, Financial Policies, and a budget process that meets budget law. The current TriMet budget and a description of the budget process for next fiscal year is available here: <https://trimet.org/budget/>

### Coordination of the TriMet Budget and the MTIP

Each year TriMet shares with the MPO the proposed budget for the upcoming fiscal year. This takes place at the regular committee meetings of TPAC and JPACT. The presentation includes the budget themes and categories. It also includes the federal programming of projects. Further information is provided on the budget process and timeline. The MPO has the opportunity to comment on the budget, request information regarding how the proposed budget reflects regional transportation planning priorities and vote on including proposed federal transit fund programming is to be included in the MTIP.

In conjunction with the annual budget process, TriMet publishes the federally required "Program of Projects", showing how federal grant funding for the upcoming fiscal year will be proposed for inclusion in the current Metropolitan Transportation Improvement Program. This proposed programming will have the most current forecast of available funds and may include new programming or be an update to existing programming of the federal

grant funds. An opportunity for public comment on the Program of Projects is also provided as a part of this process.





If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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# Memo

Date: April 28, 2023  
To: Federal Partners and Interested Members of the Public  
From: Grace Cho, Senior Transportation Planner  
Subject: 2024-2027 MTIP Transportation Equity Evaluation for Federal Civil Rights and Executive Order Considerations – Results, Findings, and Formal Determinations

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**Summary:**

Based on the results of the 2024-2027 MTIP transportation equity evaluation the investment program does not create a disproportionate or disparate impact to people of color, people with lower incomes, and people with limited English proficiency skills. Nonetheless, the transportation equity evaluation demonstrated that even a four-year investment program comprised of \$1.3 billion in transportation investments only makes minimal progress in bridging the disparities gap and to better serve marginalized communities' transportation needs.

**Introduction**

As part of the 2024-2027 MTIP, three elements of analysis were conducted with the lens of understanding how the 2024-2027 MTIP better served the transportation needs of marginalized communities. These three different analyses support the findings for making a formal determination as to whether the 2024-2027 MTIP meets the objectives of three federal laws and/or initiatives: Title VI of the Civil Rights Act, Executive Order No. 12989 and Executive Order No. 14008.

The analyses comprise of three components as outlined.

- 1) A qualitative assessment of the outreach and engagement activities to take place in the development of the 2024-2027 MTIP with a particular emphasis on the allocation of funds to identified projects and programs.
- 2) A quantitative transportation equity evaluation to look at how well the region's planned federal transportation investments will perform relative to the region's equity goals as outlined as part of the adopted Regional Transportation Plan (RTP).<sup>1</sup>
- 3) A quantitative investment analysis of the 2024-2027 MTIP, with a primary focus on the capital investments, to determine whether the 2024-2027 MTIP investment package meets the Justice 40 objectives.

The following memorandum discusses the results and provide the formal findings and recommendations as to whether the 2024-2027 MTIP meets the objectives of Title VI of the Civil Rights Act and Executive Orders 12989 and 14008.

**Summary of Analysis Results**

The following sections provide a summary of the analysis results of each evaluation undertaken for the determination and findings as to whether the 2024-2027 MTIP complies with federal laws and initiatives pertaining to equity.

**2024-2027 MTIP Outreach and Engagement**

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<sup>1</sup> The 2018 Regional Transportation Plan is the most recently adopted Plan and the reference point for the transportation equity evaluation. Metro staff is aware that the 2023 Regional Transportation Plan is in the process of updating the transportation equity goals and methods to the analysis.

As an overarching framework, Metro relied on the information gathered through the significant outreach and engagement that emerged from the development of the 2018 RTP and reconfirmed through the engagement work taking place with the 2023 RTP development. Most pertinent to this assessment as to whether the 2024-2027 MTIP meets the objectives of Title VI and Executive Orders No. 12989 and 14008 are the transportation priorities identified by marginalized communities. In particular, the feedback heard consistently through outreach and engagement activities undertaken have included:

- Safety – a transportation safety perspective of feeling physically safe to walk, roll (i.e. bike, scooter). Also a personal safety perspective of being visible through lighting and not feeling at risk of being a victim of a crime while trying to travel.
- Increased Transit Service – having multiple viable options for taking local trips such as getting to and from work or to and from the store.
- Building out the Active Transportation Network – With a specific emphasis on completing the sidewalk network and installing curb ramps to make it easier for vulnerable users and people with disabilities to travel by walking.

As part of building the investment package for the 2024-2027 MTIP, each of the MTIP partners – Metro, ODOT, TriMet, SMART – undertook one or more processes to allocate federal funds to projects and programs that serve the regional transportation system. Depending on the restrictions or flexibility of the federal funding type, the public involvement process was tailored to the appropriateness of the funding allocation. For example, the allocation of Federal Transit Administration (FTA) formula 5339 is restricted to bus and bus type activities. As a result, the transit agencies, TriMet and SMART conducts somewhat broad public involvement through the annual agency budget process and notification of the programming of projects. Whereas Metro's Regional Flexible Fund Allocation (RFFA) comprised of Federal Highway Administration (FHWA) funds which are more flexible, conducts public involvement which does more local outreach and direct engagement with marginalized communities bringing them more into the allocation process.

As described more in depth in Chapter 4, each agency conducted public involvement, outreach, and engagement activities to gather feedback and input from marginalized communities and other affected stakeholders. The level of public involvement, outreach, and engagement was scaled and tailored for each funding allocation process, federal fund type requirements, and according to policy direction and agency public participation procedures as outlined in their public participation plan or agency guidelines. Each agency also utilized different public involvement, engagement, and outreach techniques which again were tailored to the appropriateness of the funding allocation taking place. For example, TriMet has a Transit Equity Advisory Committee (TEAC), where representatives from community-based organizations, human services, and universities serve as advisors to the agency to bring perspective on issues of equity, access and inclusion to the agency's work and decision process, including the budget. Whereas Metro brought onboard representatives from community-based organizations and transportation justice advocates as advisors during the RFFA process and also held local engagement workshops.

Considering efforts undertaken during the component allocation processes, the overarching public involvement approach for the 2024-2027 MTIP focused on more broad public involvement over targeted outreach and engagement with marginalized communities. This is in part because of two factors: 1) most projects and programs identified in the 2024-2027 MTIP are those which reflect the outcomes of a funding allocation process; and 2) feedback from marginalized communities have reiterated engaging with those communities at times where their input can be meaningful and influence the outcome of a process as a means of respecting limited capacity. For the overarching 2024-2027 MTIP utilized techniques of a formal public comment period, provided opportunity through a public hearing, and the public comment utilized a public comment web survey and held a public hearing opportunity in the middle of the public comment period.

While the overarching 2024-2027 MTIP utilized a generalized public involvement process, the strategic engagement and outreach undertaken in different funding allocation processes reflected in the 2024-2027 MTIP demonstrates the spirit of engagement and outreach to marginalized communities as identified in federal regulations and initiatives. Based on these efforts, Metro has determined that the 2024-2027 MTIP outreach and engagement with marginalized communities meets that aspect of Title VI of the Civil Rights Act as well as Executive Orders 12989 and 14008.

#### 2024-2027 MTIP Transportation Equity Evaluation

The 2024-2027 MTIP Transportation Equity Evaluation is a sub-set analysis of the performance assessment on the 2024-2027 MTIP investment package and the analysis method is consistent with the transportation equity evaluation deployed as part of the 2018 RTP. At its core, the 2024-2027 MTIP transportation equity evaluation is an equity-focused scenario planning analysis looking at base-year or no-build conditions and comparing those conditions to the anticipated conditions with a future package of transportation investments (i.e. the 2024-2027 MTIP investments).<sup>2</sup> Additionally, the evaluation took a closer look at how well these transportation investments performed relative to the priority transportation issues in areas where there is a residential presence of marginalized communities.

The following were identified as the priority transportation issues by marginalized communities: safety, increased transit, and building out the active transportation network, particularly the sidewalk network.<sup>3</sup> In performing a scenario analysis, the core performance measures are derived from the priorities and desired outcomes marginalized communities want to see from the region's transportation system.<sup>4</sup> These priorities translated into the following system evaluation measures:

- Access to travel options – system connectivity & completeness
- Access to jobs
- Access to community places
- Share of safety projects

The analysis results presented are based on the evaluation results of the draft 2024-2027 MTIP as of January 2023. The draft version of the 2024-2027 MTIP from January 2023 was slightly greater than the adoption draft version of the 2024-2027 MTIP (June 2023), but the results are largely consistent between both investment packages. More detail on the 2024-2027 MTIP overarching performance assessment methodology, technical approach, and other evaluation measures can be found in Chapter 3 of the 2024-2027 MTIP and as part of Appendix I.

A summary of the results for the 2024-2027 MTIP transportation equity evaluation is provided below. The results are described collectively and by performance measure.

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<sup>2</sup> No build refers to a situation or scenario where the transportation system sees no additional investment beyond those with transportation projects currently in progress and has full funding commitment through construction. For the 2021-2024 MTIP, the no build scenario assumes transportation projects currently in progress with full funding commitment as of late 2019/early 2020.

<sup>3</sup> Reflects the priority issues within the limits of Metro's available analytical tools and what scenario planning can analyze. Also reflects what was heard through focused engagement with marginalized communities from the 2018 RTP and the 2023 RTP development. Other transportation priorities were raised which included displacement and racial profiling in enforcement, which cannot be addressed through the system evaluation, but acknowledged in the assessment findings.

<sup>4</sup> The identified desired outcomes are from the significant public engagement and focus engagement with historically marginalized communities undertaken in the 2018 RTP process.

Table 1. Performance Assessment Results by RTP Priority Area

<b>RTP Priority or Overarching Goal</b>	<b>Overall Performance</b>
Equity	+/o
Safety	o
Mobility	o
Climate Change	o
Preservation and Maintenance	+

Key:

- o neutral or progress/regression is very minimal
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o neutral or minimal progression with trajectory to trend toward desired outcome
- /o neutral or minimal regression with risk/trajectory to trend away from desired outcome

Overall, the 2024-2027 MTIP investments contributes very slightly towards addressing the transportation priorities of marginalized communities. Slight progress is projected in completing the active transportation network in equity focus areas, with the 2024-2027 MTIP investments contributing another 1 percent sidewalk and bicycle network completion. Whereas with access to jobs and community places by transit, equity focus areas are projected to increase the number of jobs and community places reached by transit, but the number is very slight and when reviewing in further detail, the access results are more mixed. While these results are not dramatic in making the level of progress needed to eliminate disparities, the positive takeaway is the investments – even if limited – focus towards addressing equity focus areas and the transportation needs of marginalized communities. These results are somewhat on par with the analysis results for the same performance measures in the 2021-2024 MTIP transportation equity evaluation. However, the access to jobs and community places results are much more slight.

In terms of transportation safety, which has emerged as a top priority both by marginalized communities and the general public, the 2024-2027 MTIP invests less in safety – as defined by the region’s transportation safety strategy – as compared to the 2021-2024 MTIP cycle, but the investment into safety are highly strategic. The majority of safety investment target addressing crashes on high injury corridors which are located in marginalized communities.

Table 2. Summary of Equity Performance Measures Results

<b>RTP Priority</b>	<b>Access to Travel Options – Active Transportation System Completeness</b>	<b>Transportation Safety (see Safety section)</b>	<b>Access to Jobs (middle and low-wage)</b>	<b>Access to Community Places</b>
Equity	+/o	+/o	o	o

Key:

- o neutral or progress/regression is very minimal
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o neutral or minimal progression with trajectory to trend toward desired outcome
- /o neutral or minimal regression with risk/trajectory to trend away from desired outcome

While active transportation investments only make up a little over \$182 million of the overall \$1.3 billion that comprise the 2024-2027 MTIP, the active transportation investments are very intentional and look to make the greatest impact possible, especially in marginalized communities. Emphasis on completing the active transportation network in equity focus areas continues and as a result, with the 2024-2027 MTIP investments, pedestrian network completeness near transit in equity focus areas reaches 75%, which is the overall greatest amount of active transportation

system completeness. This illustrates the region's targeted and focused efforts to complete the active transportation network in areas marginalized communities live – communities who more often walk, bike, or take transit, as part of their daily mobility.

The 2024-2027 MTIP package of investments is projected to make slight increases or keeps steady the accessibility to jobs and community places by transit and automobile (i.e. driving) during peak and non-peak period of travel. The 2024-2027 MTIP investment profile heavily emphasizes preservation and maintenance of the existing system and system management and therefore does not create large impacts to accessibility by driving or transit. As it pertains to equity, accessibility to jobs and community places starts at a higher baseline number in marginalized communities as compared to non-marginalized communities (e.g. 89,000 jobs accessible by transit for households in equity focus areas vs. 53,000 jobs accessible by transit for households in non-equity focus areas). When adding in the 2024-2027 MTIP investments, the total increase in accessibility in marginalized communities tends to be greater, but increases are minor at best. In the case of job accessibility – particularly to low and middle wage jobs – the increased accessibility for the average household in marginalized communities increases by 5-14 more jobs by transit or 131-246 more jobs by automobile, regardless of time of day for travel. Accessibility to community places for the average household in marginalized communities increases by 1-3 more places by driving and remains unchanged for transit regardless of time of day. But when looking further into accessibility sub-regions, the results of the increase in accessibility to jobs or community places by driving or transit becomes less of a clear pattern, indicating mixed results. Ultimately, the access to jobs and access to community places results indicate very slight progress, but more can be done.

**Table 3-23. Summary of Safety Performance Measures Results**

<b>RTP Priority</b>	<b>Level of Investment on Safety</b>	<b>Level of Investment on High Injury Corridors</b>	<b>Level of Investment on High Injury Corridors in Equity Focus Areas</b>
Safety	-/o	+/o	+/o

Key:

- o neutral or progress/regression is very minimal
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o neutral or minimal progression with trajectory to trend toward desired outcome
- /o neutral or minimal regression with risk/trajectory to trend away from desired outcome

The reduction of crashes that result in fatalities and serious injuries is a top priority expressed by marginalized communities as it relates to improvements in the transportation system. Crash history data shows people living in equity focus areas appear to suffer from a higher number of serious injury crashes and pedestrian fatalities.<sup>5</sup> Of the \$174 million in safety investments in the 2024-2027 MTIP, a little over \$145 million is focused in equity focus areas. Furthermore, a significant portion safety investment in equity focus areas, a little under \$133 million, is directed to high injury corridors and intersections

**Safety Project** - Has the primary purpose of reducing fatal and severe injury crashes or reducing crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasures.

<sup>5</sup> 2022 Annual Safety Performance Report, Metro.



within those areas. This demonstrates a strong focus towards addressing transportation safety in the communities experiencing the greatest impact.

Nonetheless, the 2024-2027 MTIP level of investment towards safety is a decrease from the level of investment in safety in the 2021-2024 MTIP. The decrease in the investment of safety is disappointing as the region continues to move in the opposite direction of its Vision Zero performance target.<sup>6</sup> As described in the region's annual safety performance report, the rate of crashes continues to increase. The annual average number of fatalities increased from 62 from 2011-2015 – the baseline year – to 93 from 2016-2020, an increase of 50 percent. The number of serious injuries increased from 457 to 512 in the same reporting years.<sup>7</sup> Despite a greater infusion of funding from the Bipartisan Infrastructure Law, the impact of inflation increasing the overall costs of projects and the many competing priorities (e.g. preservation and maintenance, addressing the active transportation gaps in the system) for the regional transportation system makes it challenging to place the necessary large scale infrastructure investments to drastically change the trajectory of the crash trend. While limited, most safety investments in the 2024-2027 MTIP are directed at marginalized communities, reflecting a strategic effort that projects address safety issues that impact the most vulnerable communities.

#### Justice 40 Initiative

Announced in January 2021, Executive Order 14008 established a goal for federal agencies to have 40 percent of the benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. To meet the goal of the Justice 40 Initiative, federal programs, including many transportation programs, have and continue to be modified to ensure that disadvantaged communities receive the benefits of new and existing federal investments in these categories. While guidance has not been issued specifically for metropolitan planning organizations, an analysis of the investment profile to comprise the 2024-2027 MTIP is an initial first step at understanding how well the region's investments meet the tenants of Justice 40.

The simplified analysis entailed looking at how much investment is expected to be made in marginalized communities over the next four federal fiscal years. Marginalized communities are represented as equity focus areas.<sup>8</sup> In an initial analysis of the full 2024-2027 MTIP investment profile, only 23 percent of investments are being made in equity focus areas. However, the initial analysis of the full investment profile in the 2024-2027 MTIP does not account for several factors such as restricted fund programs which only allow for certain uses. For example, FTA's formula 5337 are funds restricted to activities pertaining to maintenance of rail assets of a transit system.

Therefore, an assessment of the capital investment profile of the 2024-2027 MTIP was conducted. This was in recognition that not all funding within the 2024-2027 MTIP is fully flexible for a discretionary allocation and that certain funds have focus on other important regional goals such as maintenance and preservation of existing infrastructure. Capital investments tend to comprise of federal funds that are more flexible and the allocation of funding to capital projects tend to undergo further deliberation during the selection process. Additionally, the deliberation and discussion during the allocation processes undertaken by regional partners surrounding capital investments considered multiple policy objectives including social equity, safety, mobility through travel options, and addressing specified transportation needs of marginalized communities expressed. A

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<sup>6</sup> Vision Zero refers to the goal of reaching zero traffic-related deaths and/or serious injuries. The Portland metropolitan region adopted a performance target to reach zero traffic-related deaths and/or serious injuries by 2035.

<sup>7</sup> 2022 Annual safety performance report, Metro.

<sup>8</sup> Please see Chapter 3 of the 2024-2027 MTIP and Appendix I for more details regarding the technical methodology and definition of equity focus areas.

focus on the capital investment profile of the 2024-2027 MTIP, which comprises 40% of the \$1.3 billion, is a better starting place to understand whether the Justice 40 initiative has been met.

Within the capital investments, 42 percent of the funding is directed at marginalized communities, just surpassing the Justice 40 initiative goal. Most of the capital investments being invested into marginalized communities are pedestrian and active transportation type projects which make it safer for people to walk, bike, or roll to get to transit and community destinations. These capital projects serve multiple objectives in creating viable travel options, providing dedicated space for vulnerable users, visibility markings to alert travelers and prevent multimodal conflicts, and use technologies to manage demand and safe operations on the existing system. Ultimately, the mix of these capital projects makes progress towards meeting the transportation needs identified by marginalized communities and demonstrates the region is attaining the goal of 40 percent of federal program benefits to disadvantaged communities.

### **Findings and Recommendations**

In the multipronged analysis of the 2024-2027 MTIP, the results demonstrate the region's transportation investments slated for federal fiscal years 2024-2027 tend to invest heavily in areas where there is a high concentration of marginalized communities, and those projects serve support what these communities care about – safety, sidewalks, and accessibility by transit – as it relates to the transportation system. The results reflect policy direction implemented by Metro and regional partners to emphasize the Regional Transportation Plan priorities of safety, equity, addressing climate change, and mobility, in respect to the selection of transportation investments. This also shows the 2024-2027 MTIP does not present a disproportionate or disparate impact to marginalized communities.

Nonetheless, there is a recognition past transportation policies caused more harm than benefit to these communities, which compounded to create significant disparities over time. While efforts to engage and invest in transportation projects and programs that look to address the transportation needs of marginalized communities is a start, more needs to be done to address the gap. That will also likely entail the implementation of other complimentary strategies in addition to further focused investment. The opportunity to identify and implement transportation and complimentary strategies emerges from the policy direction to be set forth in the 2023 Regional Transportation Plan. Currently under development, the 2023 RTP will outline areas of implementation to work on the next five years and aspects related to transportation equity will likely be included in the areas of implementation. These years will overlap with the development of the 2027-2030 MTIP and will inform its development. The nature of transportation projects and programs coming to fruition take several years of planning, which opens the door for continuous progress to address transportation equity.

Acknowledging the 2024-2027 MTIP show room for improvement to address the transportation priorities of marginalized communities, the following is a short, non-comprehensive list of recommendations for future planning and implementation work:

- Work with MTIP partners – ODOT, TriMet, and SMART – to integrate aspects of transportation equity into their allocation and decision-making in the award of funding for federal fiscal years 2028-2030.
  - Also work with partners to document and demonstrate their agency efforts in the 2027-2030 MTIP.
- Continue to use transportation equity to inform and prioritize the program direction and capital project selection process for the 2028-2030 Regional Flexible Fund.
- Support implementation of the 2023 RTP priorities and align MTIP processes to updated RTP policies and procedures.

- Reassess how to better understand and measure the impacts and nuances of small scale investments on transportation equity.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION 10**

1200 Sixth Avenue, Suite 900  
Seattle, WA 98101-3140

**JAN 16 2017**

OFFICE OF  
AIR AND WASTE

Portland Transportation Conformity Interagency Consultation Group  
c/o Ms. Martha Bennett, Chief Operating Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Portland Transportation Conformity Interagency Consultation Group:

Congratulations on reaching the end of the 20-year maintenance period for carbon monoxide!

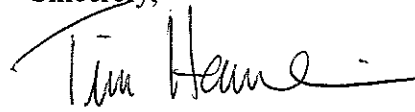
The U.S. Environmental Protection Agency is providing this letter in its consultative role to document that the transportation conformity requirements under Clean Air Act (CAA) section 176(c), for the Portland, Oregon carbon monoxide (CO) area ended on October 2, 2017. This date marks 20 years from the effective date of redesignation of the area to attainment for the CO National Ambient Air Quality Standard (NAAQS). See 62 FR 46208 (October 2, 1997).

Under 40 CFR 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation related pollutants and their precursors for which an area is designated nonattainment or is subject to a maintenance plan approved under CAA section 175A for areas redesignated to attainment. The EPA further clarified this conformity provision in its January 24, 2008 final rule (73 FR 4420, 4434-5).

This letter documents that, because the approved maintenance plan for the Portland CO area did not extend the maintenance period beyond 20 years from redesignation, transportation conformity requirements for CO ceased to apply after October 2, 2017 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS). As a result, Metro may reference this letter to indicate that the transportation conformity requirements of 40 CFR Part 93 no longer apply for the CO NAAQS. In addition, project sponsors can reference this letter to indicate that as of October 2, 2017, transportation conformity requirements also no longer apply for the CO NAAQS for FHWA/FTA projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plan remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the state plan. See *GM Corp. v. United States*, 496 U.S. 530 (June 14, 1990). Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(1), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.

If you have questions about the transportation conformity requirements in the Portland area, please contact Karl Pepple, of my staff, at (206) 553-1778 or [pepple.karl@epa.gov](mailto:pepple.karl@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Hamlin", with a long horizontal flourish extending to the right.

Timothy B. Hamlin  
Director

cc: Mr. Mark Smith  
Oregon Department of Environmental Quality

Ms. Natalie Liljenwall  
Oregon Department of Transportation

Ms. Carol Newvine  
Oregon Department of Transportation

Ms. Michelle Eraut  
Federal Highway Administration

Mr. Ned Conroy  
Federal Transit Administration

Ms. Grace Cho  
Metro

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## **Appendix IV (Chapter 6)**

### **TABLE OF CONTENTS**

4.1	Details on Obligations of Prior Obligated Major Projects	1
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**2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX**

Summary: Why does the MTIP require a Prior Obligation section?

The 2024-2027 MTIP active and constrained years are 2024, 2025, 2026, and 2027. Projects with funding identified in any of those four years are considered "active" and are visible in the public document. The MTIP provides the expected funding and phase obligations for projects in the active years. The four-year active year period provides a snapshot of how appropriated, allocated, and awarded funds will be committed, obligated and expended in support the regional transportation system plus support the goals and strategies identified in the approved Regional Transportation Plan

If a project has obligated all of its phase programmed funding, then it is normally not carried over into the next MTIP as it is now considered "obligation complete". However, the project may not be "construction complete", or for some transit rolling stock projects, "delivered and part of the operational inventory".

The project may be "obligation complete", but are still progressing through the federal delivery process and is still an active project. The obligated phases occurred prior to the active MTIP years, but the project or phase has not yet been completed. These are the projects that now are contained within the Prior Obligated section of the MTIP. They obligated their project phase funding outside of the current MTIP active years, and are still completing delivery actions. They are referred to "Prior Obligated - Active Projects".

Final note: Periodically, a prior obligated project may need a follow-on fund obligation if the project manager determine the phase is short funding. By including a Prior Obligated Active Project section in the MTIP, required follow-on phase obligations can occur as an administrative action and avoid the need for a formal/full MTIP amendment.

Prior Obligated Active project Summaries are shown on the next pages and include the following			
ODOT Key	MTIP ID	Lead Agency	Project Name
18841	70782	ODOT	OR217: OR10 to OR99W
19071	70784	ODOT	I-5 Rose Quarter Improvement Project
22467	71251	ODOT	I-205: I-5 - OR 213, Phase 1A (Abernethy Bridge Reconstruction)
19786	70859	ODOT	I-205: I-5 TO OR213, Phase 1 (Add 3rd Lane in each direction)
22507	71271	ODOT	I-205: OR213 - Stafford Rd Variable Rate Tolling
21570	71083	ODOT	I-5: Columbia River (Interstate) Bridge
22563	71263	City of Portland	82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)
22527	71255	TriMet/Metro	Tualatin Valley Highway Transit Project
22592	71270	Multnomah County	Earthquake Ready Burnside Bridge

## 2024-2027 Metropolitan Transportation Improvement Program

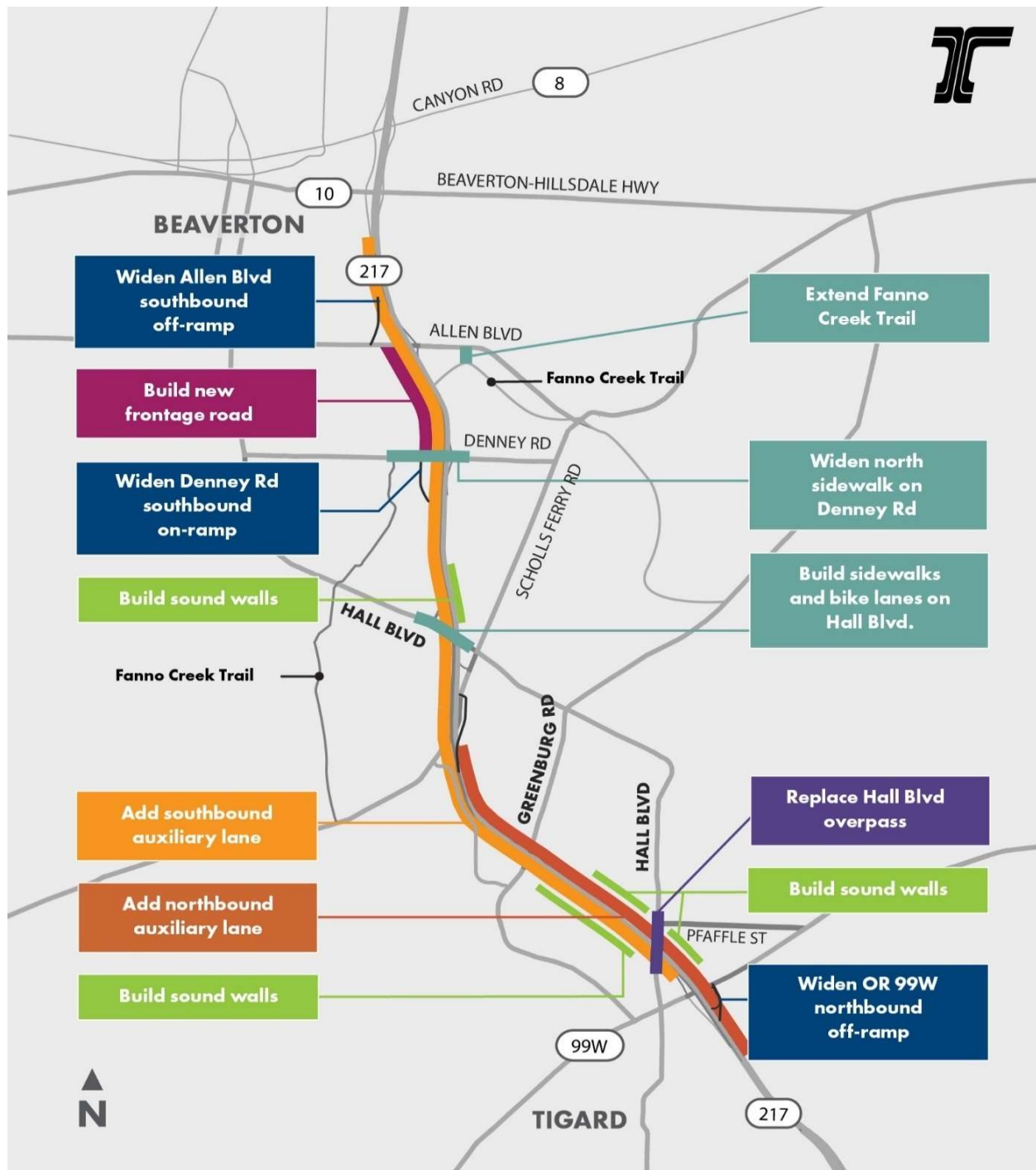
## PRIOR OBLIGATED PROJECT LIST APPENDIX

## Prior Obligated Active Project List

ODOT Key	Project Name:		OR217: OR10 to OR99W				
18841	Lead Agency  ODOT		Project Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841) (HB2017 \$44 million award)				
MTIP ID							
70782							
RTP ID							
11986							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
2019	PE	HSIP-100	\$ 1,934,451	\$ -	\$ -	\$ -	\$ 1,934,451
		HSIP	\$ 740,001	\$ -	\$ 82,222	\$ -	\$ 822,223
		Other	\$ -	\$ -	\$ -	\$ 3,027,904	\$ 3,027,904
		State	\$ -	\$ 18,253	\$ -	\$ -	\$ 18,253
		State STBG	\$ 5,658,646	\$ -	\$ 647,657	\$ -	\$ 6,306,303
		AC-STBGS	\$ 9,243,114	\$ -	\$ 1,057,916	\$ -	\$ 10,301,030
		RPFO	\$ 80,610	\$ -	\$ 9,226	\$ -	\$ 89,836
PE Phase Totals:			\$ 17,656,822	\$ 18,253	\$ 1,797,021	\$ 3,027,904	\$ 22,500,000
2019	Other	AC-STBGS	\$ 762,705	\$ -	\$ 87,295	\$ -	\$ 850,000
		HB2017	\$ -	\$ 750,000	\$ -	\$ -	\$ 750,000
Other Phase Totals:			\$ 762,705	\$ 750,000	\$ 87,295	\$ -	\$ 1,600,000
2020	ROW	AC-STBGS	\$ 2,691,900	\$ -	\$ 308,100	\$ -	\$ 1,600,000
Right-of Way (ROW) Phase Totals:			\$ 2,691,900	\$ -	\$ 308,100	\$ -	\$ 3,000,000
2021	Cons	State STBG	\$ 115,935,009	\$ -	\$ 11,269,281	\$ -	\$ 127,204,290
		Local	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000
		AC-STBGS	\$ 1,794,600	\$ -	\$ 205,400	\$ -	\$ 2,000,000
		Other	\$ -	\$ -	\$ -	\$ 488,729	\$ 488,729
Construction (Cons) Phase Totals:			\$ 117,729,609	\$ -	\$ 13,474,681	\$ 488,729	\$ 131,693,019
Total Programming for the Project:							\$ 158,793,019
Estimated Total Project Cost:							\$ 158,793,019
Current Status:		The project is currently completing the construction phase					
Completion Date:		The estimated construction complete date is early 2026					



2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX



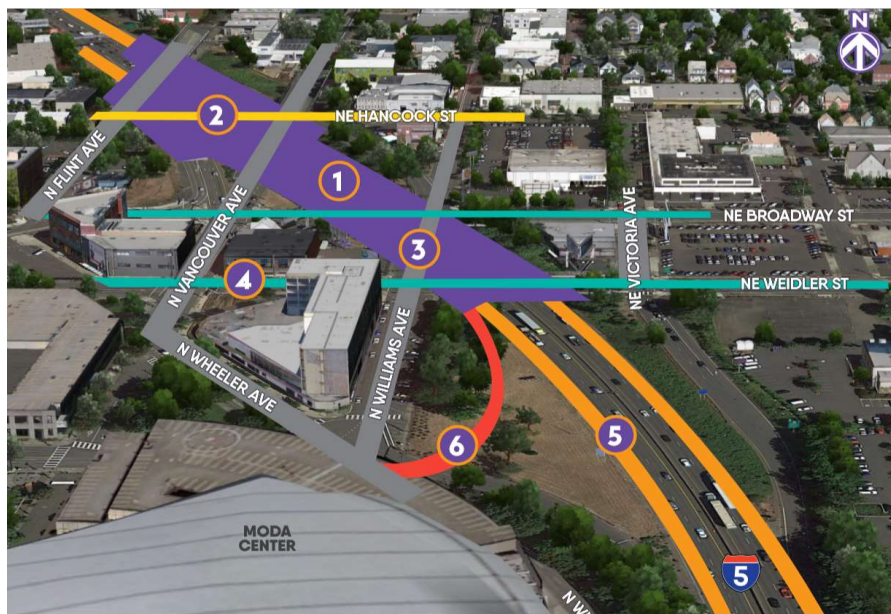
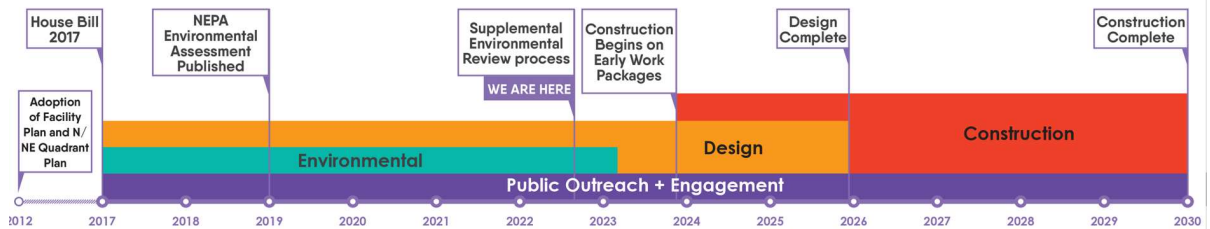
## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		I-5 Rose Quarter Improvement Project				
19071	Lead Agency  ODOT		Project Description: On I-5 between I-84 and I-405, Proposed multi-modal improvements include: ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities.				
MTIP ID							
70784							
RTP IDs							
10867 11176							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
2016	PE	NHPP	\$ 3,805,500	\$ -	\$ 321,045	\$ -	\$ 4,126,545
		ACPO	\$ 57,421,200	\$ -	\$ 4,844,252	\$ -	\$ 62,265,452
		Other	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
PE Phase Totals:			\$ 61,226,700	\$ -	\$ 5,165,297	\$ 5,000,000	\$ 71,391,997
PE phase Note: ACPO fund code = Advance Construction							
2020	ROW	ACPO	\$ 53,487,600	\$ -	\$ 4,512,400	\$ -	\$ 58,000,000
							\$ -
Right-of-Way (ROW) Phase Totals:			\$ 53,487,600	\$ -	\$ 4,512,400	\$ -	\$ 58,000,000
ROW phase Note: ACPO fund code = Advance Construction							
	Other						\$ 58,000,000
Other Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
							\$ -
							\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Total Programming for the Project:							\$ 129,391,997
Total Estimated Project Cost:							\$1.35 to \$1.45 Billion Dollars
Current Status:		The project is currently completing preliminary engineering and right-of way activities					
Completion Date:		The estimated construction completion date is 2030 if funding is secured.					

# 2024-2027 Metropolitan Transportation Improvement Program PRIOR OBLIGATED PROJECT LIST APPENDIX

## PROJECT TIMELINE



- 1 Highway Cover**  
A new cover over I-5, similar to a very wide bridge, that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- 2 Hancock Crossing**  
A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway and Weidler.
- 3 Multimodal Local Street Improvements**  
A variety of street improvements for people walking, biking and rolling.
- 4 Green Loop Connection**  
A link on Broadway and Weidler to the city's Green Loop, a 6-mile bike and pedestrian path that allows people to travel safely through the heart of the city.
- 5 Auxiliary Lanes and Shoulders**  
Ramp-to-ramp connections, paired with wider shoulders, that improve safety and reduce congestion at the state's top bottleneck.
- 6 I-5 Southbound Off-ramp Relocation**  
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with N Wheeler Avenue.

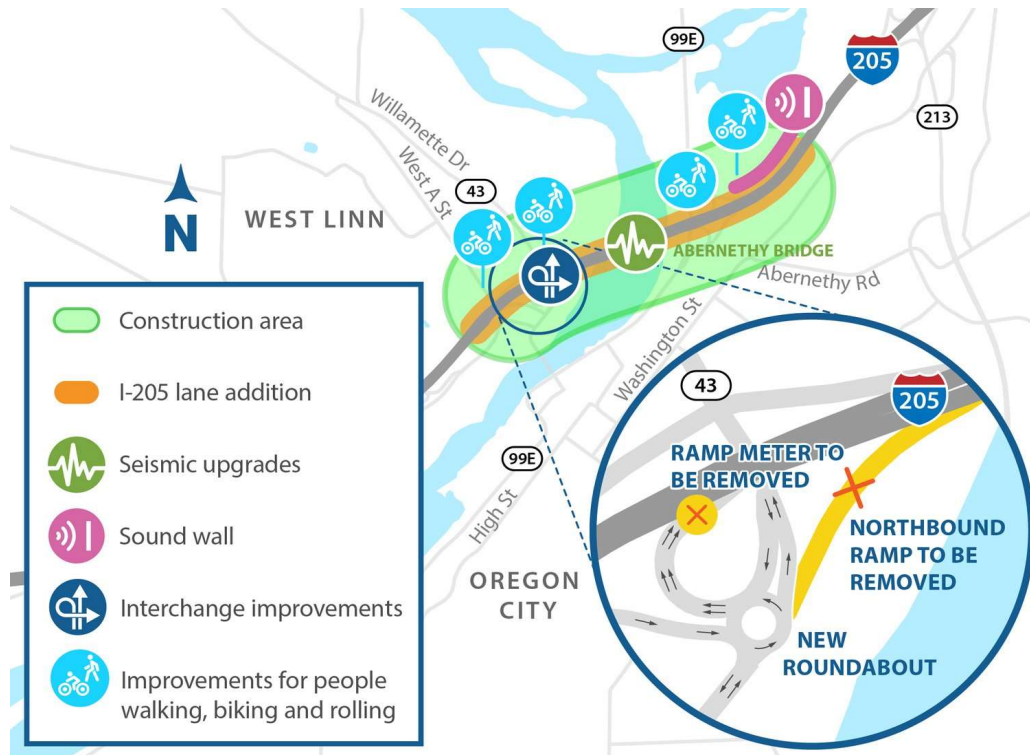


## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		I-205: I-5 - OR 213, Phase 1A				
22467	Lead Agency  ODOT		Project Description: Abernethy Bridge segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping				
MTIP ID							
71251							
RTP IDs							
11969							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
	PE						\$ -
							\$ -
							\$ -
PE Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	ROW						\$ -
							\$ -
Right-of-Way (ROW) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
2022	Other	State		\$ 350,000			\$ 350,000
Other Phase Totals:			\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000
2022	Cons	ADVCON	\$ 359,200,000	\$ -	\$ -	\$ -	\$ 359,200,000
		Other	\$ -	\$ -	\$ -	\$ 15,800,000	\$ 15,800,000
		Other	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000
						\$ -	
Construction (Cons) Phase Totals:			\$ 359,200,000	\$ -	\$ -	\$ 16,150,000	\$ 375,350,000
Construction phase Note: ACP0 fund code = Advance Construction							
Total Programming for the Project:							\$ 375,700,000
Total Estimated Project Cost:							\$ 495,350,000
Current Status:		The project has implemented construction activities.					
Completion Date:		The estimated construction completion date is by the end of 2025.					
Project Cost Note:		The revised construction and Other phase cost has increased to \$495,350,000. OTC approval has occurred and the STIP reflects the added funding					

2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX



## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		I-205: I-5 TO OR213, Phase 1				
19786	Lead Agency		Project Description: Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. PE through ROW are programmed with the three planned construction phase components will be split off as child projects. (ATMS Package C portion in Key 21400).				
MTIP ID	ODOT						
70859							
RTP ID							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
2016	Planning	NHFP	\$ 11,527,500	\$ -	\$ 972,500		\$ 12,500,000
		Other	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000
Planning Phase Totals:			\$ 11,527,500	\$ -	\$ 972,500	\$ 2,500,000	\$ 15,000,000
2018	PE	ADVCON	\$ 15,769,620	\$ -	\$ 1,330,380	\$ -	\$ 17,100,000
		HB2001	\$ -	\$ 12,900,000	\$ -	\$ -	\$ 12,900,000
							\$ -
PE Phase Totals:			\$ 15,769,620	\$ 12,900,000	\$ 1,330,380	\$ -	\$ 30,000,000
2019	ROW	HB2001	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000
							\$ -
Right-of-Way (ROW) Phase Totals:			\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000
	Other						\$ -
Other Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Construction phase Note: ACP0 fund code = Advance Construction							
Total Programming for the Project:							\$ 47,500,000
Total Estimated Project Cost:							\$ 495,350,000

Current Status: The project is currently completing the construction phase

Completion Date: The estimated construction complete date is early 2026

## 2024-2027 Metropolitan Transportation Improvement Program

### PRIOR OBLIGATED PROJECT LIST APPENDIX

## I-205: I-5 - OR213, Phase 1

Project number: 19786

### Description

Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently.

[Additional project information, benefits and more](#)

### Contact Information

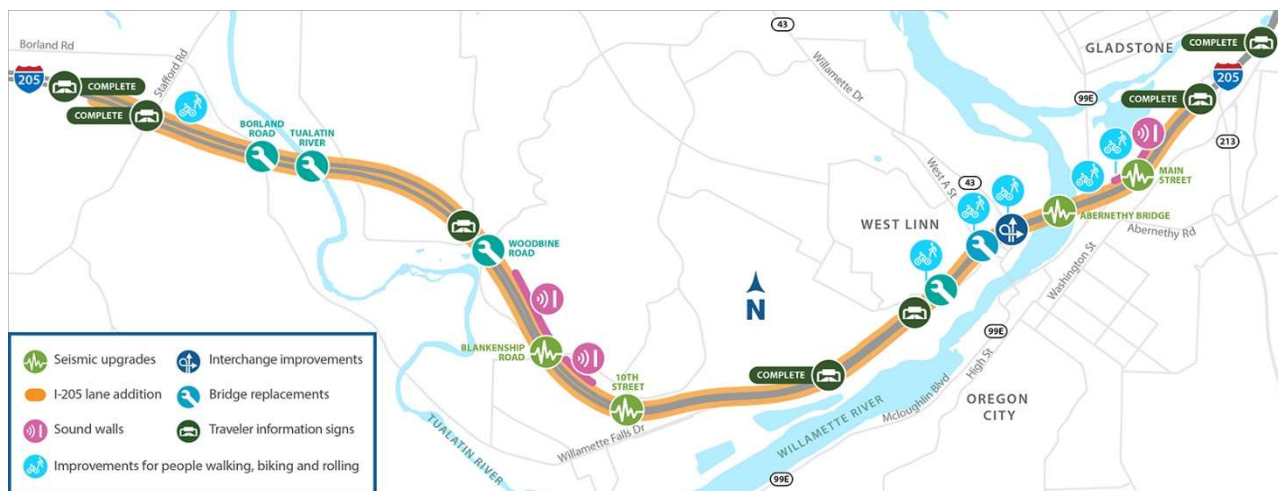
[April DeLeon-Galloway](#)

Community Affairs Coordinator

[503-731-3117](tel:503-731-3117)

### Quick Facts

- Estimated project cost through pre-construction: \$65,262,305.40.
  - Spent-to-date: \$52,772,961.27.
- Design was estimated to start in 2020 or earlier.
- Project type: Modernization.
- The Oregon Department of Transportation is responsible for the contract and delivery of this project.



## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		I-205: OR213 - Stafford Rd Variable Rate Tolling				
22507	Lead Agency  ODOT		Project Description: On I-205 in Clackamas County from approximately MP 9.50 to MP 3.13, complete required Preliminary Engineering (NEPA and design activities) for possible later tolling implementation across all through lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.				
MTIP ID							
71271							
RTP ID							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
2022	PE	ADVCON	\$ 21,806,312	\$ -	\$ 5,451,578		\$ 27,257,890
							\$ -
							\$ -
PE Phase Totals:			\$ 21,806,312	\$ -	\$ 5,451,578	\$ -	\$ 27,257,890
	Other						\$ -
							\$ -
Other Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	ROW					\$ -	\$ -
Right-of Way (ROW) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Total Programming for the Project:							\$ 27,257,890
Estimated Total Project Cost:							

Current Status: The project is working through preliminary engineering

Completion Date: Possibly by 2026





2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX

## I-205: OR213 - Stafford Rd variable rate tolling project

Project number: 22507

### Description

Complete design & NEPA activities for variable rate tolling implementation across all lanes to manage congestion and to raise revenue to fund construction of the I-205 improvements projects from approximately OR213 to Stafford Rd.

### Contact Information

[Kelly Ball](#)

Community Affairs Manager

[503-731-3134](tel:503-731-3134)

[Don Hamilton](#)

Public Information Officer

[503-704-7452](tel:503-704-7452)

### Quick Facts

- Estimated project cost through pre-construction: \$27,257,890.00.
  - Spent-to-date: \$6,767,985.66.
- Design was estimated to start in 2022.
- Project type: Operations.
- The Oregon Department of Transportation is responsible for the contract and delivery of this project.

## Description of the two alternatives

**The build alternative (known as Alternative 3 in the [I-205 Toll Project Comparison Screening Alternatives Technical Report](#) here):**

- Vehicles crossing I-205 bridges over the Tualatin River and the Willamette River would be tolled.
- Split toll amount between two locations.
- Through trip pays more than local access trip.
- The earliest tolling could begin at the end of 2024.
- Toll revenue is used to fund the I-205 improvements Project from OR 99E to OR 213 (Phase 1B), 10th Street to Sunset Bridge (Phase 1C), OR 43 to 10th Street (Phase 1D), and 10th Street to Stafford Road, including Tualatin River Bridge reconstruction (Phase 2).
- Variable-rate tolls used to manage congestion.





2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key							
21570	Lead Agency  ODOT	Project Description: In northern Portland on I-5 across the Columbia River to Vancouver, Washington between MP 306.70 to 3.08.72, conduct and complete multi-modal planning assessments for the replacement of the I-5 Columbia River Bridge to improve mobility and address safety problems along the corridor.					
MTIP ID							
71083							
RTP ID							
10893							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State	Overmatch	Total
2020	Planning	State STBG	\$ 7,200,000	\$ -	\$ 1,800,000	\$ -	\$ 9,000,000
							\$ -
							\$ -
Planning Phase Totals:			\$ 7,200,000	\$ -	\$ 1,800,000	\$ -	\$ 9,000,000
2022	PE	NHFP	\$ 21,671,700		\$ 1,828,300		\$ 23,500,000
		NHPP	\$ 20,000,000		\$ 5,000,000		\$ 25,000,000
		Other	\$ -	\$ -	\$ -	\$ 32,500,000	\$ 32,500,000
			\$ -		\$ -	\$ -	\$ -
Preliminary Engineering Phase Totals:			\$ 41,671,700	\$ -	\$ 6,828,300	\$ 32,500,000	\$ 81,000,000
2020	ROW						
Right-of Way (ROW) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
2021	Cons						\$ -
					\$ -		\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Total Programming for the Project:							\$ 90,000,000
Estimated Total Project Cost:							\$3.3-\$4.8 Billion

## Fund Code Notes:

State STBG	Federal Surface Transportation Block Grant funds appropriated to the State DOT
NHFP	Federal National Highway Freight Program funds appropriated to ODOT
NHPP	Federal National Highway Performance Program funds appropriated to ODOT
Other	Funding contribution by WASHDOT to the project

Current Status:	The project is currently completing Preliminary Engineering activities.
Completion Date:	Not specified
Project Cost Note:	The total project cost is a preliminary estimate based on multiple alternatives for the final bridge replacement configuration. At present, the estimate ranges between \$3.3 billion to \$4.8 billion dollars.

2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX



I-5 IBR WEBSITE

► [www.interstatebridge.org](http://www.interstatebridge.org) to learn more, sign up for our e-newsletter, or submit a comment.


2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)				
22563	Lead Agency  <b>Portland</b>		Project Description: In northeast to southeast Portland on 82nd Ave from NE Killingsworth St south to SE Clatsop St, complete safety upgrades to include enhance crossings, lighting, intersection left-turn pocket timing and signal TSMO upgrades, sidewalk improvements, ADA compliance upgrades, and pavement rehabilitation for motorist and pedestrian/cyclist increased safety (ARPA 2021 allocation and considered local funds, non federal delivery)				
MTIP ID							
71263							
RTP ID							
11844							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
	PE						\$ -
							\$ -
PE Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
2022	Other					\$ 80,000,000	\$ 80,000,000
							\$ -
Other Phase Totals:			\$ -	\$ -	\$ -	\$ 80,000,000	\$ 80,000,000
	ROW						\$ 80,000,000
Right-of Way (ROW) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Total Programming for the Project:							\$ 80,000,000
Estimated Total Project Cost:							\$ 80,000,000
Current Status:		The project is currently implementing the various proposed improvements					
Completion Date:		Estimated around early 2027.					




2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX

# Building a Better 82nd



## PBOT

PORTLAND BUREAU OF TRANSPORTATION



PBOT's Building a Better 82nd project will construct **critical safety and maintenance repairs, known as Critical Fixes** including more street lighting, new and upgraded crossings, smoother pavement, improved curbs ramps, and upgraded traffic signals.

On June 1, 2022, the Oregon Department of Transportation (ODOT) transferred ownership of the segment of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation (PBOT). This jurisdictional transfer is the culmination of years of work by community leaders and elected officials and a commitment to fund safety improvements and maintenance work on 82nd Avenue. Over the next several years, PBOT will deliver on long-standing community priorities and invest in critical safety and maintenance repairs identified 2019 82nd Avenue Plan. These Critical Fixes will include the following types of improvements:

### NEAR-TERM CRITICAL FIXES ON 82ND AVENUE (2022-26)


New or upgraded street lighting	<b>\$2 - \$5 million</b>
New or upgraded crossings	<b>\$12 - \$15 million</b>
Corridor Safety	<b>\$12 - \$15 million</b>
Repavement & curb ramps	<b>\$30 million</b>
Traffic signals rebuilds	<b>\$15 million</b>
<b>TOTAL</b>	<b>\$80M</b>

### Next Steps: Civic Corridor Investment Strategy


These initial investments are only the first step in Building a Better 82nd Avenue. PBOT's 82nd Avenue Civic Corridor Investment Strategy launching a new major planning effort to invest in additional community priorities and transportation needs along this essential corridor. Throughout 2023, PBOT will continue to work directly with agency partners and community to prioritize improvements to 82nd Avenue long-term.

Learn more at:

[portland.gov/82nd-Avenue](https://portland.gov/82nd-Avenue)



### PROJECT MAP



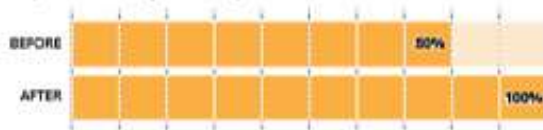
- NEW OR UPGRADED LIGHTING
- NEW OR UPGRADED CROSSING
- TRAFFIC SIGNAL REBUILDS
- REPAVING & CURB RAMPS

## 2024-2027 Metropolitan Transportation Improvement Program PRIOR OBLIGATED PROJECT LIST APPENDIX

### CRITICAL FIXES coming soon to 82nd Avenue

#### New or Upgraded Street Lighting

**PBOT will invest \$2 to \$5 million in additional street lighting along 82nd Avenue.** This will fill all the lighting gaps along the entire length of the corridor, which will help improve visibility for everyone.



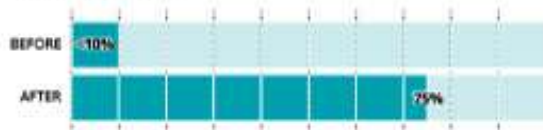
Today, approximately 80% of 82nd Avenue has lighting on both sides of the street. After the new lighting is installed, 100% of 82nd Avenue will have lighting on both sides of the street, filling in all the existing lighting gaps.

#### New or Upgraded Crossings

**PBOT and ODOT will invest \$12 to 15 million in 21 new or upgraded crossings on 82nd Avenue** to improve safety and fill many of the existing crossing gaps.

**Crossings planned for construction in:**

2022-23	2023-24 (continued)	2025-26
• NE Alberta St*	• SE Clinton St	• SE Harrison St
• NE Pacific St*	• SE Tibbets St	• SE Lafayette St
• SE Mitchell St*	• SE Schiller St	• SE Bush St
	• SE Ramona St	• SE Center St
	• SE Tolman St	
<b>2023-24</b>	• SE Cooper St*	
• NE Beech St	• SE Knapp St	
• NE Klickitat St	• SE Lambert St	
• NE Schuyler St	• SE Clatsop St*	
• SE Ash St		
• PCC SE just north of SE Division St		



Today, less than 10% of the enhanced crossings identified in the 2019 82nd Avenue Plan have been constructed. After these crossings listed above are constructed, 75% of the crossing needs identified in the 2019 82nd Ave Plan will be met.

#### Corridor-Wide Safety Improvements

**PBOT will invest \$12 to \$15 million in variety of improvements to improve safety along the entire corridor.** These investments include improvements to signal timing, communication equipment, and other technological enhancements to help reduce speeding vehicles. Additionally, updated street signs, roadway striping, and signal-heads will be added along 82nd Avenue to improve overall safety and reduce future maintenance costs.

#### Repaving & Curb Ramps

**PBOT will invest about \$35 million in repaving, restriping, and curb ramps along 82nd Avenue from:**

- NE Siskiyou St to NE Schuyler St
- SE Mill St to SE Foster Rd
- SE Foster Rd to SE Clatsop St\*



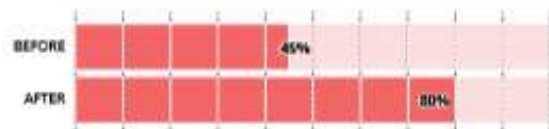
Today, less than 5% of 82nd Avenue has good quality pavement and curb ramps that meet federal requirements. After the repaving, restriping, and curb ramp upgrades are complete, 60% of 82nd Avenue will have good quality pavement and compliant curb ramps.

#### Traffic Signal Rebuilds

**PBOT will invest about \$15 million to upgrade nine traffic signals** to include modern safety and traffic operation technology.

**Signals planned for reconstruction by the end of 2026:**

• NE Fremont St	• SE Woodward St
• NE Siskiyou St	• SE Boise St
• NE Tillamook St	• SE Holgate St
• NE Glisan St	• SE Raymond St
• NE Davis St	



Today, about 45% of the traffic signals and flashing beacons along 82nd Avenue meet PBOT standards. After the nine signal rebuilds are complete, 80% of the traffic signals along 82nd Avenue will meet our standards for safety, efficiency, and condition.

\* Project to be completed by the Oregon Department of Transportation.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		Tualatin Valley Hwy Transit & Development Project				
22527	Lead Agency		Project Description: A two-year study through the OR8 corridor between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements (FTA HOPE grant award)				
MTIP ID	Metro/ TriMet						
71255							
RTP ID							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
2022	Planning	STBG	\$ 690,918	\$ -	\$ 79,079	\$ -	\$ 769,997
		FTA	\$ 850,000	\$ -	\$ 94,444	\$ -	\$ 944,444
		Local				\$ 25,000	\$ 25,000
		Other	\$ -	\$ -	\$ -	\$ 784,282	\$ 784,282
Planning Phase Totals:			\$ 1,540,918	\$ -	\$ 173,523	\$ 809,282	\$ 2,523,723
Local in Overmatch = Washington County contribution							
2018	PE						\$ -
							\$ -
							\$ -
PE Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
2019	ROW						\$ -
							\$ -
		Right-of-Way (ROW) Phase Totals:			\$ -	\$ -	\$ -
	Other						\$ -
		Other Phase Totals:			\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
		Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -
Construction phase Note: ACP0 fund code = Advance Construction							
Total Programming for the Project:							\$ 2,523,723
Total Estimated Project Cost:							\$ 2,523,723

Current Status: The project is currently implemented the planning and completing various planning activities

Completion Date: The estimated study completion date is early 2024



2024-2027 Metropolitan Transportation Improvement Program  
PRIOR OBLIGATED PROJECT LIST APPENDIX

June 2022



## Tualatin Valley Highway

### Bus rapid transit and equitable development

*Metro is working with partner agencies and community organizations to provide faster, safer, and more reliable transit on Tualatin Valley (TV) Highway while supporting broader community needs.*

#### Background

TV Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove in Washington County. It serves as an access route to Highway 217 from points west, connects to the regional light rail system in two locations, and supports one of the highest ridership bus lines in the region. The corridor also serves many communities of color, limited English proficiency speakers, and lower income communities.

#### Bus rapid transit concept planning

The purpose of the TV Highway Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, and in particular for communities of color and low-income communities who rely on transit.

This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements.

Concept planning will include a feasibility study of electric buses. The goal is to identify a Locally Preferred Alternative for a bus rapid transit project in June 2023.

#### Equitable development strategy

An equitable development strategy will ensure that broader community economic and



housing development needs are identified alongside the final transit concept. With the participation of the community along this corridor and organizations who represent them, the equitable development strategy seeks to increase meaningful involvement in transportation planning and identify ways to support community during transportation investments.

#### Public and agency involvement

Staff and elected officials from local cities, the county, the Oregon Department of Transportation, Metro and TriMet have come together to collaboratively design the bus rapid transit project. Their collaboration extends beyond transit to identifying other investment priorities, funding sources, actions and responsibilities along the corridor in support of bus rapid transit.

Metro has also convened a community committee called the TV Highway Equity Coalition (TEC) to lead the creation of the Equitable Development Strategy. Members include advocates, community representatives, funders, housing and service providers.

## 2024-2027 Metropolitan Transportation Improvement Program PRIOR OBLIGATED PROJECT LIST APPENDIX

### Corridor needs

Over many years, the jurisdictions and agencies along the corridor have completed numerous studies and collected public input on corridor needs. Identified needs include:

#### *Improve safety*

- Crossing TV Highway is challenging, due to heavy traffic and long crossing distances
- There are insufficient sidewalks along TV Highway
- Some sidewalks are curb-tight, impacting people's real and perceived sense of safety
- Many curb ramps need replacement
- Bicycle lanes are incomplete and unprotected
- Street lighting is insufficient

#### *Improve transit access and travel time*

- Transit travel time on the corridor is nearly double that of auto travel time
- Transit riders on TV Highway are experiencing a combined 770 hours of delay every day
- Limited railroad crossings and lack of sidewalks, lighting and bus stop amenities reduce access to transit
- Over half of pedestrian fatalities and serious injuries occur within 100 feet of a bus stop

#### *Support growing communities*

- The railroad, traffic volumes, speeds and width of TV Highway create a barrier
- Cross and parallel street improvements are needed for better access

### A regional priority

In 2010, TV Highway was identified as a priority corridor for high capacity transit (HCT) in the HCT System Plan. In 2018, Metro updated and replaced the HCT System Plan with the Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The 2018 RTP includes an "enhanced transit concept" investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County's 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. The current planning effort builds on the analysis and findings from these prior plans.

### HOPE grant

Work underway on transit planning and equitable development is made possible by a Federal Transit Administration grant issued to Metro in 2020 through the Helping Obtain Prosperity for Everyone (HOPE) grant program.

### Project schedule

Approve Locally Preferred Alternative	June 2023
Approve equitable development strategy	June 2023
Secure funds for Project Development phase	Fall 2023
Secure remaining local funding	2026
Receive FTA Small Starts Grant Agreement	2026

## 2024-2027 Metropolitan Transportation Improvement Program

## PRIOR OBLIGATED PROJECT LIST APPENDIX

ODOT Key	Project Name:		Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave				
22592	Lead Agency Multnomah County		Project Description: Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various required street improvements for public safety which may result in decreasing through-lane capacity from 5 to 4 lanes.				
MTIP ID							
71270							
RTP ID							
11129							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
	Planning						\$ -
							\$ -
							\$ -
							\$ -
Planning Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Local in Overmatch = Washington County contribution							
2023	PE	RAISE	\$ 5,000,000	\$ -	\$ 1,250,000	\$ -	\$ 6,250,000
		Other	\$ -	\$ -	\$ -	\$ 117,050,000	\$ 117,050,000
							\$ -
PE Phase Totals:			\$ 5,000,000	\$ -	\$ 1,250,000	\$ 117,050,000	\$ 123,300,000
	ROW						\$ -
							\$ -
Right-of-Way (ROW) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Other						\$ -
Other Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons						\$ -
							\$ -
Construction (Cons) Phase Totals:			\$ -	\$ -	\$ -	\$ -	\$ -
Construction phase Note: ACP0 fund code = Advance Construction							
Total Programming for the Project:							\$ 123,300,000
Total Estimated Project Cost:							\$ 900,000,000

Current Status: The project is developing its locally preferred alternative and working through PE now

Completion Date: Approximately 2030 assuming construction begins in 2025



## 2024-2027 Metropolitan Transportation Improvement Program PRIOR OBLIGATED PROJECT LIST APPENDIX



### Where are we now?

The project is currently in the Environmental Review Phase. In late 2020 and early 2021, we asked for your thoughts on the initial recommended Preferred Alternative. With the recommendation from the Community Task Force and over 88 percent support from a community survey, the Replacement Long Span was identified as the best option to move forward since it is best for seismic resiliency, has the lowest cost, and least environmental impacts. In early 2021 we also asked for your thoughts about the type of long span bridge that should be constructed, including consideration of girder, truss, cable supported and tied arch options, as well as bascule and lift options for the bridge's movable span.

Additional engineering and cost estimating work completed in spring 2021 raised concerns among County leaders about the project's cost. Recognizing rising costs due to current economic conditions and competition for funds from other large projects in the region, County leaders asked the project team to analyze ways to reduce the cost so the project is more likely to be funded and built. After further cost analysis, environmental and permitting analysis, and input from stakeholders, the project team identified three key refinements to the initial Long Span Preferred Alternative for the community to consider.

### Environmental Review and Type Selection: 2019 - 2022

- Jan./Feb. 2021: Receive input on bridge type options ✓
- Feb./Mar. 2021: Publish Draft Environmental Impact Statement (DEIS) ✓
- Sept./Oct. 2021: Update project cost estimate ✓
- **Nov./Dec. 2021: Evaluate and receive input on cost saving measures (We are here)**
- Mar./Apr. 2022: Publish Supplemental DEIS
- Sept. 2022: Publish Final EIS and receive Record of Decision

### Design Phase: 2022 - 2025

- Late 2022/Early 2023: Recieve contractor input on the east approach span

### Construction Phase: 2025 - 2029

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## Appendix V (Chapter 7)

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# Consultation and public comment report

2024-27 Metropolitan Transportation Improvement Program

June 2023



### **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](https://oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [trimet.org](https://trimet.org).

**Metro is the federally mandated metropolitan planning organization designated** by the governor to develop an overall transportation plan and allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

**Project website:** [oregonmetro.gov/mtip](https://oregonmetro.gov/mtip)

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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### Attachments

- A. Consultation – contacts invitation list
- B. Sample consultation invitation letter– DEQ
  - Full list of invitations upon request
- C. Consultation meeting agendas
- D. Consultation presentations
- E. Consultation meeting summaries
- F. Notice of public comment print advertisement
- G. Online comment survey results

## INTRODUCTION

This report summarizes the comments received through consultations with Tribes and agencies and through an online public comment survey during the comment opportunity from April 5 through May 5, 2023, on the 2024-2027 Metropolitan Transportation Improvement Program.

### 2024-2027 Metropolitan Transportation Improvement Program Overview

The Metropolitan Transportation Improvement Program, or MTIP, is the region's short-term investment plan that documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects deemed regionally significant. As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects and programs scheduled in the region between 2024 and 2027.

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year period, and is updated every three years.

## RESOURCE AGENCY AND TRIBE CONSULTATION

During the 2024-2027 MTIP public comment period, Metro conducted consultations with federal, state, regional and resource agencies and with tribal governments to understand areas of interest and concern related to the MTIP.

The consultation process for the 2024-2027 MTIP, was informed by the feedback received as part of the consultation process from the 2021-2024 MTIP and during the scoping phase of the 2023 Regional Transportation Plan (RTP) as well as Metro's new tribal affairs program. The consultation process for the 2024-2027 MTIP differs from previous cycles and continues to evolve. The 2024-2027 MTIP and the 2023 RTP are seeking final adoption in summer and fall 2023, respectively. The consultation processes for these processes were coordinated for both agencies and Tribes.

In the early stages of the 2023 RTP development, Metro offered consultation orientation meetings with resource agencies and tribal governments to discuss the phases of the RTP process. The orientation meetings provided an opportunity to understand the intent and purpose of the RTP as well as how the RTP gets implemented, including the MTIP. A total of 38 invitations were sent to resource agencies and seven invitations to tribal governments

who have traditional homelands and/or resource interests in greater Portland. Group and individual meetings were offered for to Tribes.

Feedback gathered through the consultation orientation meetings helped Metro understand the points in the RTP and MTIP development processes when agencies and tribal governments want to be consulted. Feedback from orientation meetings included requests to provide a longer window of time for comment, particularly for tribal governments, and to distinguish the consultation process from general engagement with the public. Resource agencies and tribal governments also provided feedback on their areas of interest. This input supported Metro staff in conducting a high level assessment to help identify transportation projects and programs with potential impacts on the areas of interest identified.<sup>1</sup>

Metro sent consultation invitations requesting formal consultation with agencies and tribal governments on the public review draft of the 2024-2027 MTIP and an initial draft of the 2023 RTP project list and policies. During the public comment period for the 2024-2027 MTIP, Metro staff held three consultation meetings: one with Tribes on April 19, another with Tribes and natural resource agencies on April 20 and a third meeting with federal, state and regional agencies on April 28, 2023. Summaries of the consultation meetings are attached.

In response to the feedback tribal government staff provided at the orientation consultation, Tribes were offered a more flexible consultation schedule. Invitations to tribal governments for consultation were sent in March and early April 2023 with an open invitation to schedule a consultation meeting or to attend one of two times held for consultations with Tribes or a third time held for Tribes and natural resource agencies. Tribes that participated in a consultation in April were also offered a consultation follow up meeting. Tribes were asked to schedule a follow up meeting and/or submit comments on the 2024-27 MTIP no later than May 19, 2023 to ensure they would be included in the 2024-2027 MTIP public comment report. All consultations and communications with tribal governments were in coordination with Metro's tribal liaison. Metro's tribal liaison provided guidance and was integral to developing the tribal consultation processes and responding to comments from Tribes. Metro's approach to consulting with Tribes will continue to evolve in response to the input received from Tribes.

At the consultation meetings with Tribes and resource agencies, Metro staff presented the results of the high level environmental assessment and the draft policies for the 2023 RTP. Feedback received through the consultation with resource agencies are reflected in the following section. Additionally, resource agencies were also encouraged to provide feedback following the consultation upon further review of the assessment.

<sup>1</sup> For the 2023 RTP, the high level assessment also serves as the federally required programmatic environmental assessment for the plan. The 2024-2027 MTIP conducted the high level assessment as part of informing the discussion with resource agencies and tribal governments for the purpose of consultation.

### **Consultation major themes and responses**

Comments received by the Tribes and agencies were primarily focused on the 2023 RTP process with several overarching comments that are relevant to both the MTIP and RTP. There were two questions specific to the 2024-2027 MTIP about the process to determine the projects included as part of the 2024-2027 MTIP public review draft. Metro staff explained the process. See the meeting summaries attached.

Comments by Tribes were about the 2023 RTP. Metro is working with Tribes to create consultation meeting summaries that will be included in the RTP consultation and public comment report.



## PUBLIC COMMENT OPPORTUNITY

Public comment on the public review draft of the 2024-2027 Metropolitan Transportation Improvement Program was solicited from April 17 through May 18, 2020. Stakeholders were encouraged to review the draft document and comment:

- in writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- by phone at 503-797-1750 or TDD 503-797-1804
- “in person” at a hearing held by Metro Council on Thursday, April 23, 2020, virtually on Zoom.
- Through an online comment survey

Metro received one comment by phone from a member of the public and two comment letters, one from Trimet and one from the Oregon Department of Transportation. No comments were received by mail. One comment was made at the public hearing. All comments received are attached to this report.

Notice of the public comment period was provided through Metro News and distributed to members of the Metro transportation committees interested persons list, Metro’s list of committees for community involvement and Metro’s Transportation Policy Alternatives Committee. Print advertisements were placed local newspapers in the following places: Beaverton, Tigard, Tualatin, Portland Tribune, The Asian Reporter and El Latino de Hoy. A copy of the print ad is attached to this report.

## RESULTS OF ONLINE SURVEY AND PUBLIC COMMENT

The online comment survey received responses from 18 participants. The survey provided high level information about the 2024-2027 MTIP to allow for community members to comment without needing to read the full document. The survey focused on the MTIP’s performance in advancing the region’s priorities established by the 2018 Regional Transportation Plan (RTP). Those priorities include equity, safety, climate and mobility. The survey is attached to this report with all responses.

This summary includes the results of the survey, including a synopsis of comments. Several common themes emerged from the comments. These themes are captured below with specifics bulleted below each theme.

### Key takeaways

- Across the four priority areas – equity, safety, climate change, and mobility – the average ratings ranged from 2 to 2.55 on a scale of 1 to 5. Mobility received the highest average rating of 2.55. These survey responses indicate there is a general dissatisfaction at the pace and level of investment that the region is making to advance equity, safety, climate change, and mobility.

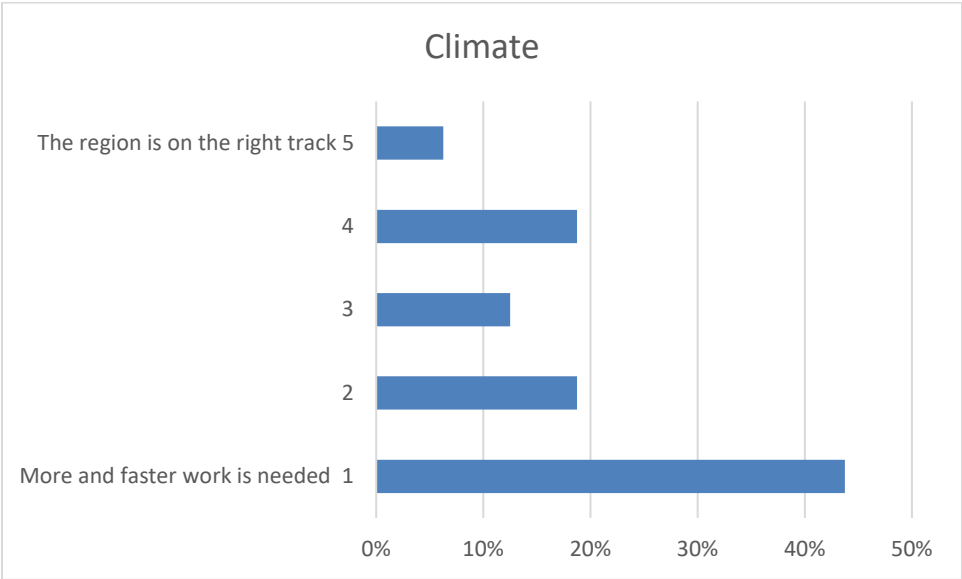
- Survey responses indicate climate is where there is the greatest need for more and faster work. The average rating indicating the region's progress addressing climate change was the lowest of all the ratings and almost half of the respondents selected 1, meaning more and faster work is needed. Some comments suggest the need for more electrification and charging infrastructure, while other comments express skepticism about electric vehicles being the solution to address greenhouse gas emissions from transportation. There were also comments about the need for increased public transportation to reduce trips by driving.
- Safety received the second to lowest average rating, with most respondents selecting a 1 rating. This indicates most survey respondents feel that more and faster work is needed to address safety. Although there were a few respondents who rated progress on safety with 5's. This is a shift from responses to the 2021-24 MTIP public comment responses in which respondents indicated that safety was the area where the region was most on track. Comments related to safety were primarily focused on traffic safety with concerns about speed being the more prevalent comment.
- Survey respondents also indicated more and faster work to advance equity. Comments about equity were primarily focused on the need to improve transit and biking and walking. Some comments referenced transit being unreliable and slow, whereas other comments included concerns about safe walking and biking access. There were comments about the need for more investment in transit.
- Mobility received the highest average rating, although responses indicate more and faster work is needed. Although the mobility goal references all modes of transportation, comments emphasized the need for greater investment in the transit system to make it viable as a mobility option. There were also comments about the need for additional road capacity.

### **Regional priorities: survey rating results**

The survey asked respondents to review a brief description of how investments in the MTIP address each of the regional priorities and then rate whether the 2024-2027 MTIP makes enough progress toward each priority. The rating tool was a scale of 1 through 5, with 1 indicating that more and faster work is needed to advance the regional priority and 5 indicating the region is on the right track to advance the regional priority.

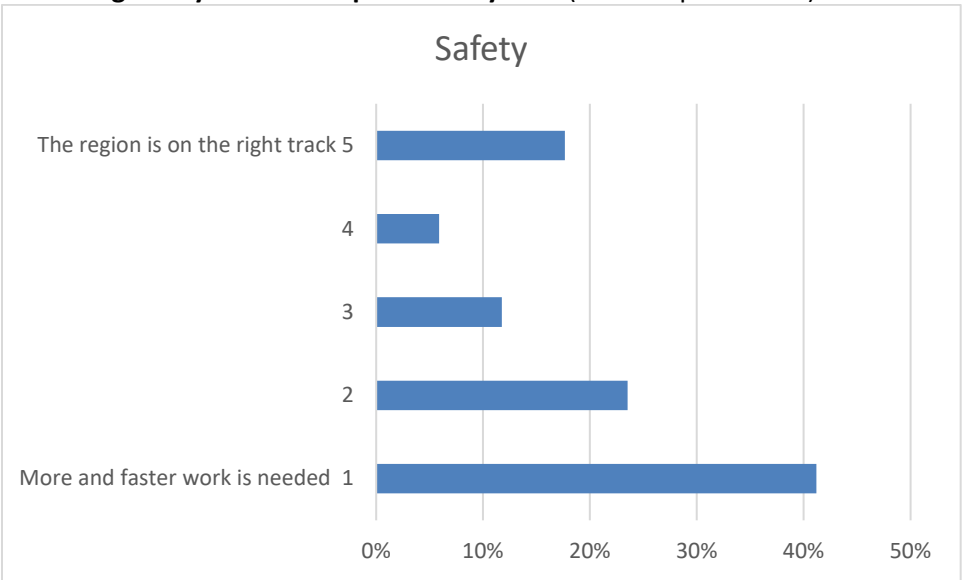
Advancing climate

**Figure 1: Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments?** (Total responses: 16)



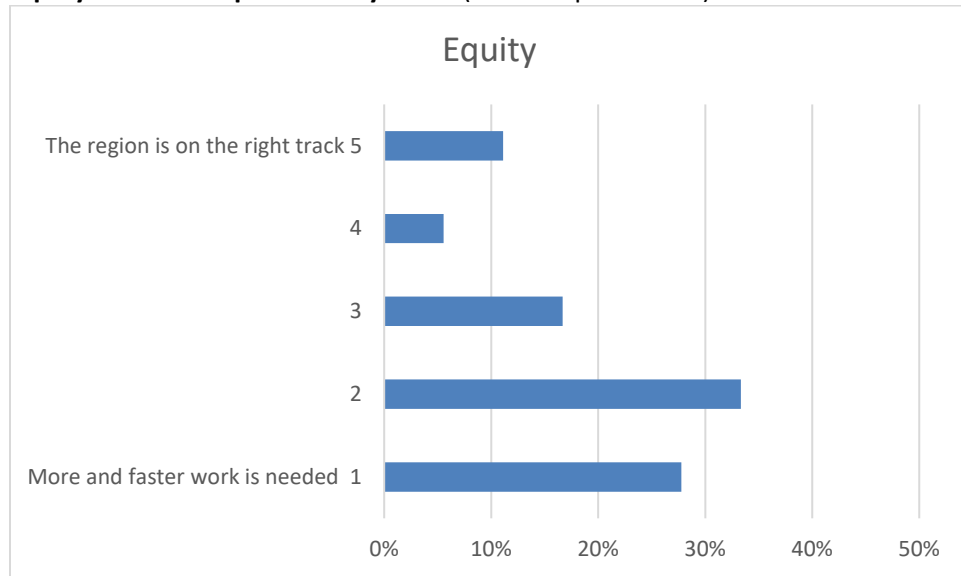
Advancing safety

**Figure 2: Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system** (Total responses: 17)



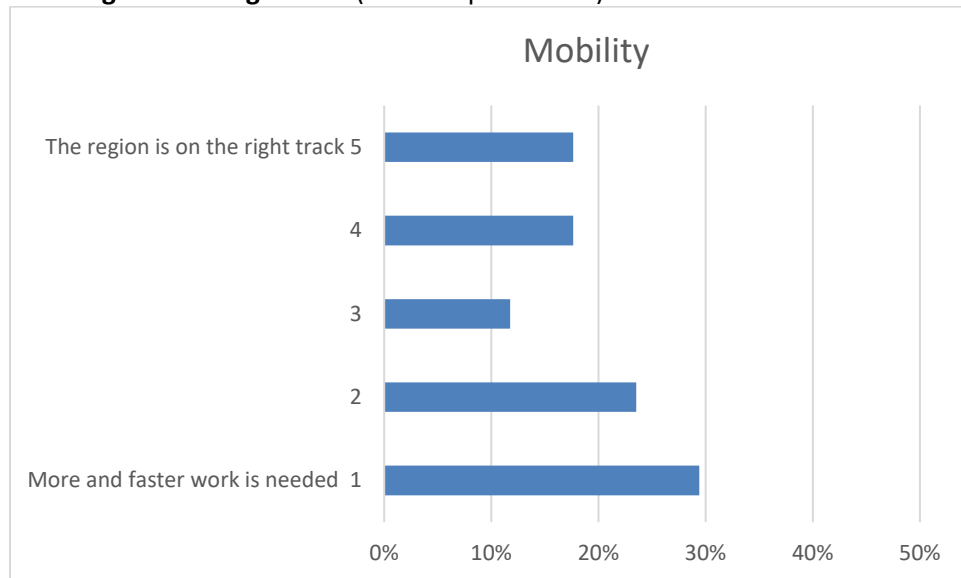
### Advancing equity

**Figure 3: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 17)**



### Increasing mobility

**Figure 4: Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 17)**



## Comment summary

For each regional priority survey respondents could provide a comment following the rating question. At the end of the survey, respondents were also invited to share other thoughts with agencies implementing the projects and programs in the MTIP. Comments can be categorized into several themes incl Comments are summarized below under these themes. All comments provided through the survey are attached to this report.

### **Greater investment in the transit system and other multimodal systems are needed.**

*Regional goals mentioned in comments: equity, climate and mobility*

- More investment in public transit is needed to shift people out of single occupancy vehicles; driving is faster and more reliable (3 comments)
- There needs to be more investment in high frequency transit (1 comment)
- There is generally a need for more investment in transit (2 comments)
- Make transit safe, reliable and easy to use (1 comment)
- Planned reduction of transit service will make transit mobility more difficult. (1 comment)
- Secure bike racks and scooter storage need to be part of construction requirements (1 comment)
- Shift resources going toward freeways to other priorities (1 comment)

### **Invest in and emphasize designing/redesigning streets to make them safer for people walking, bicycling, and rolling.**

*Regional goals mentioned in comments: equity and climate*

- Need more investment in road designs and pedestrian and bicycle infrastructure that protect people walking and rolling (5 comments)
- Reduce speeds on roadways (3 comments); enforcement to reduce speeding is needed
- People need to feel safe on public transit (2 comments)

### **Congestion relief is needed.**

*Regional goals mentioned: mobility and climate*

- Congestion on I-5 and I-217 impede mobility. Freeway connections from the west side are needed. (1 comment)
- Expand vehicle lanes (2 comments)

### **Address climate change**

*Regional goals mentioned: climate and mobility*

- Invest in infrastructure for electric vehicles electric vehicles (EVs) (2 comments)
- EV's are not going to address climate change alone and have other negative environmental impacts. (3 comments)
- Focus on reducing the number vehicle miles traveled (1 comments0

### **The climate focused investments and policies are missing the mark. (2 comments)**

*Regional goals mentioned: climate and mobility*

- When traffic lanes are replaced with bus only and bike lanes, it leads to more congestion and emissions (2 comments)
- The requirements related to parking near transit and car design are going too far. (1 comment)

### **Survey respondent demographics**

Participants who participated in the 2024-2027 MTIP online comment survey were asked to provide some demographic information. Responses were not required. Complete demographic responses are also included in the survey results attached to this report.

**Age:** 15 respondents indicated their age. No respondents were younger than 25 years old.

- 25 to 34: 5 respondents
- 35 to 44: 3 respondents
- 45 to 54: 3 respondents
- 65 to 74: 3 respondents
- 75 and older: 1 respondent

**Race and ethnicity:** 14 respondents provided race and ethnicity information. Respondents could choose multiple ethnicities, as applicable.

3 respondents included American Indian/Native American or Alaskan Native in their identity; 2 respondents included Asian or Asian America in their identity; 10 include White in their identity; 3 respondents selected prefer not to answer.

**Gender:** Respondents provider their gender; there were 13 responses.

- Woman: 6 respondents
- Man: 5 respondents
- Genderqueer or third Gender: 2 respondents

**Household annual income before taxes:** There were 17 responses.

- \$50,000 to \$74,999: 5 respondents



- \$75,000 to \$149,999: 4 responses
- \$100,000 or more: 4 responses
- Don't know / Prefer not to answer: 4 respondents

**Living with a disability:** Respondents were asked if they identify as a person with a disability (including but not limited to vision; hearing; speech; mobility; cognitive; and invisible disabilities)? About one-third of respondents (6) indicated that they have a disability.

**County of residence:** Respondents were asked to select the County where they live. There were 17 responses.

- Clackamas: 0 responses
- Multnomah: 9 responses
- Washington: 8 responses

## RESPONSES TO PUBLIC COMMENT

Many of the public comments request certain regional goals be addressed more quickly and with more investment. Some comments suggest the goals should be addressed through different strategies. The requests for increasing funding across a range of investment types demonstrates the competing interests and tradeoffs decision-makers endeavor to balance when prioritizing projects to receive limited available funding to advance regional goals. In aggregate, the comments echo the vision established in the 2018 Regional Transportation Plan— a safe, reliable, healthy, and affordable transportation system with travel options – but opinions differ as to how best to invest federal transportation dollars.

Metro developed responses to key themes in the public comments. Below are the responses organized by themes.

### **Theme: Greater investment is needed in the active transportation and transit systems to support outcomes related to equity, safety, climate change, and mobility**

Response: The 2024-2027 MTIP includes \$1.3 billion in transportation investments. Of that, more than \$635 million is for maintenance and preservation of the existing transportation system. Of the remaining \$687 million that is not dedicated to maintenance and preservation, a little more than \$191 million is invested in active transportation. In the 2024-2027 MTIP, \$678 million is dedicated to investments in the transit system. Of that, \$532 million goes towards maintenance and preservation of the transit system, which includes repairing the light rail tracks and replacing aging buses. The maintenance and preservation of the existing transit system is critical to the success of transit in the region, and ultimately, to expanding transit service.

A long standing aspirational policy goal in the Regional Transportation Plan (RTP) is to triple walking, bicycling, and transit use from levels observed in 2010. Investments in the 2024-2027 MTIP demonstrate that the Portland region is making progress towards completing the regional active transportation and transit systems. However, the public survey responses indicate a desire by members of the public to see more and faster progress on this goal.

The feedback provided through the public comment survey of the 2024-2027 MTIP will be conveyed as part of the development of the 2028-2030 Regional Flexible Fund program direction. Additionally, the information will be conveyed to MTIP partners – ODOT, SMART, and TriMet – to help inform their allocation processes and development of the program of projects.

**Theme: The region is not doing enough to reduce greenhouse gas (GHG) emissions from transportation.**

**Response:** In 2014 the Portland region adopted the Climate Smart Strategy, which outlined nine key strategies for the region to reach State mandated goals to reduce GHG emissions by at least 20 percent by 2035. Since the adoption of Climate Smart, the region has made progress towards the implementation of several of those strategies, but also saw setbacks from the impacts of the pandemic. With more frequent severe weather events, the repercussions of climate change have already arrived. The region continues to work in partnership to implement the Climate Smart Strategy, including investing in technologies that manage demand on the existing system, completing the walking and biking network, and building out the transit system. All of these types of investments are reflected in the 2024-2027 MTIP.

In Metro's review of individual comments and the emerging themes, Metro staff did not identify any comment to affect the programming of projects listed as part of the 2024-2027 MTIP. The comments are informative for future opportunities. This includes in the development of the 2027-2030 MTIP. As a result, adjustments to the proposed programming of transportation investments were not recommended.<sup>2</sup>

Some project specific or facility specific comments were also received through the open ended comments. These comments were sent to staff at the jurisdiction that owns the facility or will deliver the project. Of the project-specific comments received, Metro staff did not believe agency responses were necessary and responses could be addressed more broadly among the public comment themes.

<sup>2</sup> Technical corrections to programming, as requested by ODOT were adjusted and reflected in the adoption draft of the 2024-2027 MTIP. These technical corrections were reviewed and vetted to determine whether they were appropriate for the adoption draft or should wait for the transition amendment in fall 2023.

## **ATTACHMENT A: CONSULTATION – CONTACTS INVITATION LIST**

<b>Tribes</b>
Confederated Tribes of Grand Ronde
Confederated Tribes of Warm Springs
Confederated Tribes of the Umatilla Indian Reservation
Confederated Tribes and Bands of the Yakama Nation
Nez Perce Tribe
Cowlitz Indian Tribe
<b>Resource agencies</b>
Metro Parks and Nature
Portland Bureau of Environmental Services
Clackamas County Water Environment Services
Oregon Department of Agriculture
Oregon Water Resources Department
Oregon Watershed Enhancement Board
Oregon Department of State Lands
Oregon Department of Fish and Wildlife
Oregon Department of Forestry
United States Environmental Protection Agency
United States Fish and Wildlife Service
United States Forest Service
United States Bureau of Land Management
National Marine Fisheries Service (NOAA)
National Park Service (Pacific West Region)
Clean Water Services
<b>Federal, state and regional agencies</b>
Bonneville Power Administration
Federal Aviation Administration
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration
United States Army Corps of Engineers
United States Department of Labor
United States Department of Veterans Affairs
United States Coast Guard
Oregon Bureau of Labor and Industries
Oregon Department of Energy
Oregon Department of Environmental Quality
Oregon Department of Land Conservation and Development
Oregon Department of Transportation
Oregon Department of Veterans Affairs
Oregon Department of Veterans Affairs
Oregon Parks and Recreation Department
Oregon State Historic Preservation Office
Port of Portland

Port of Vancouver
TriMet
South Metro Area Regional Transit (SMART)
C-TRAN
Southwest Washington Regional Transportation Council (RTC)

## **ATTACHMENT B: SAMPLE CONSULTATION INVITATION LETTER**



Subject: Request for Consultation on 2023 Regional Transportation Plan  
Consultation Meeting: April 27 from 3:00 to 5:00 pm

Dear Director Feldon,

Metro is approaching milestones on two of the greater Portland region's federally required transportation planning documents, the [2023 Regional Transportation Plan \(RTP\)](#) and the [draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#). The public comment period for the 2024 -2027 MTIP opens on April 5, 2023. Concurrently staff are evaluating the draft 2023 RTP project list and updating the plan's guiding policies. **I would like to invite The Oregon Department of Environmental Quality to consult with Metro on the 2024-2027 MTIP and 2023 RTP** in accordance with [23 CFR 450.316\(b\)](#) and [23 CFR 450.324\(f\)\(10\)](#).

This winter Metro called for transportation agencies to submit draft project lists for the RTP that respond to updated regional goals and federal, state, and regional policies. Metro staff are now evaluating the projects to inform the refined project list that will be included in the public review draft of the 2023 RTP this July. The MTIP implements the RTP by tracking how all federal transportation funds are anticipated to be spent over the next four federal fiscal years. The projects identified in the 2024-2027 MTIP are included in the Regional Transportation Plan.

As part of this consultation opportunity, Metro will host a meeting to provide an overview of the draft 2023 RTP project list. Staff will be available to address questions or concerns that you may have about the 2023 RTP or the 2024-2027 MTIP. Metro will also host several additional meetings to ensure opportunity for natural resource agencies and Native American Tribes to consult on the RTP draft project list and MTIP.

Metro is designated by Congress and the Governor of Oregon as the metropolitan planning organization for the greater Portland region. As part of its responsibilities, Metro is charged with periodically updating the RTP and the MTIP. The RTP is the blueprint that guides investments in all forms of travel throughout the region—driving, taking transit, biking and walking—and the movement of goods and services. The Metro Council shares decision-making authority for this responsibility with the Joint Policy Advisory Committee on Transportation

(JPACT). The 2023 Regional Transportation Plan is expected to be finalized and acted on by JPACT and the Metro Council in November 2023.

**Please join us virtually on Thursday, April 27, 2023, 3:00 to 5:00 p.m.**

We would appreciate it if you or your staff could **RSVP by April 13 to Shannon Stock at [Shannon.Stock@oregonmetro.gov](mailto:Shannon.Stock@oregonmetro.gov)**. We will send an agenda and materials for your review in advance of the meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/84180630556?pwd=VzIvaGdQOHpyb1pEdVMYTGlJbikyUT09>

Meeting ID: 841 8063 0556

Passcode: 515769

888 475 4499 US Toll-free

If you are not able to attend the meeting, I welcome you to submit written comments on both the MTIP and RTP. Please submit your comments to Molly Cooney-Mesker ([molly.cooney-mesker@oregonmetro.gov](mailto:molly.cooney-mesker@oregonmetro.gov)) by May 5, 2023.

Sincerely,

Margi Bradway

she/her/hers

Deputy Director

Metro Planning, Development, and Research

cc: [Kim Ellis](#), Regional Transportation Plan project manager

[Clifford Higgins](#), Communications manager

[Molly Cooney-Mesker](#), Community engagement specialist

[Grace Cho](#), Senior Transportation Planner

## **ATTACHMENT C: CONSULTATION MEETING AGENDAS**


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Agenda

**Meeting:** 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP) Consultation with Tribes and Resource Agencies

**Date:** Wednesday April 20, 2023

**Time:** 3:00 to 5:00 p.m.

**Place:** [Connect with Zoom](#)  
 Meeting ID: 890 0646 7337  
 Passcode: 428318

**Purpose:** Update on the 2023 Regional RTP and 2024-27 MTIP processes and RTP environmental assessment

**Outcome(s):** Shared understanding of the RTP and MTIP processes and feedback on the 2023 RTP and 2024-27 MTIP

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<b>2:00 p.m.</b>	<b>Welcome, purpose and introductions</b> <i>Purpose of the consultation</i>	<b>Molly Cooney-Mesker,</b> Engagement Specialist
<b>2:15 p.m.</b>	<b>Overview of RTP and MTIP processes</b> <i>What are they and why are they important</i> <ul style="list-style-type: none"> <li>• Overview</li> <li>• Process updates</li> <li>• Key decision and engagement points</li> </ul>	<b>Kim Ellis,</b> RTP Project Manager
<b>2:30 p.m.</b>	<b>2023 RTP draft environmental assessment</b> <i>What we heard in early 2023 RTP consultations and draft environmental analysis</i> <ul style="list-style-type: none"> <li>• RTP design and green infrastructure policies</li> <li>• Updated approach to environmental analysis               <ul style="list-style-type: none"> <li>◦ Environmental resources/mitigation areas of interest</li> <li>◦ Data</li> </ul> </li> <li>• Potential mitigation activities</li> <li>• Proposed mapping</li> </ul>	<b>Lake McTighe</b> Principal Planner
<b>2:45 p.m.</b>	<b>Discussion questions</b> <ul style="list-style-type: none"> <li>• Do you have comments or questions about the RTP and/or MTIP processes?</li> <li>• Do you have comments or questions about the RTP design policies?</li> <li>• Does the updated environmental assessment approach reflect your Tribe or agency's natural and cultural resource and environmental concerns?</li> <li>• What activities (policies, programs, strategies, or projects) might have the greatest potential to restore and maintain the environmental functions affected by the RTP?</li> <li>• Do you have questions or comments about the proposed RTP environmental assessment maps?</li> </ul>	
<b>4:55 p.m.</b>	<b>Thank you and next steps</b>	<b>Molly Cooney-Mesker</b>

## Reference materials:

*The following materials are attached to the meeting appointment or linked below.*

- **2023 RTP update Factsheet** (*attached*): This fact sheet provides an overview of the update of the Regional Transportation Plan.
- **Draft 2023 Regional Transportation Plan, Chapter 3** (*link: [2023-RTP-DRAFT-Ch-3-Track-changes-April-11-2023.pdf](#)*): System Policies to Achieve Our Vision is attached for your reference. This document was not included in the invitation. This draft chapter presents policies that support implementation of the vision, goals and objectives for the regional transportation system.
- **Draft 2023 RTP Project List Overview** (*attached*): This document was not included in the invitation. This document provides summarizes the 2023 RTP draft project list, as well as draft results from the high-level assessment of how projects advance regional goals.
- **Memo: VisionEval Modeling for Target Rule Compliance in the 2023 RTP** (*attached*): This document was not included in the invitation. This memo summarizes recent VisionEval model development activity and potential approaches to revising key inputs for the Target Rule analysis to ensure that inputs align with state and regional policies included in the 2023 RTP. Certain Target Rule policies, such as pricing, have been identified as challenging to reconcile between the state-led actions identified in the [Statewide Transportation Strategy \(STS\)](#) and what the region can support in the RTP.
- **[Public comment Draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#)**: The MTIP includes a list of transportation projects and programs that are scheduled to receive federal transportation money from 2024 to 2027, demonstrates how the planned projects advance regional priorities and evaluates how the projects comply with federal regulations.

**Meeting:** 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP) Consultation

**Date:** Thursday April 27, 2023

**Time:** 3:00 to 5:00 p.m.

**Place:** [Connect with Zoom](#)  
Meeting ID: 853 8652 2592  
Passcode: 218375

**Purpose:** Update on the 2023 Regional RTP and 2024-27 MTIP processes

**Outcome(s):** Shared understanding of the RTP and MTIP processes and feedback on the 2023 RTP and 2024-27 MTIP

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<b>3:00 p.m.</b>	<b>Welcome, purpose and introductions</b> <i>Purpose of the consultation</i>	<b>Tom Kloster,</b> Regional Planning Manager
<b>3:15 p.m.</b>	<b>Overview of RTP and MTIP updates</b> <i>What are they and why are they important</i> <ul style="list-style-type: none"> <li>• Overview</li> <li>• Process updates</li> <li>• Key decision and engagement points</li> </ul>	<b>Molly Cooney-Mesker,</b> Engagement Specialist
<b>3:30 p.m.</b>	<b>2023 RTP update</b> <i>Draft goals, policies, project list, evaluation process and engagement activities</i> <ul style="list-style-type: none"> <li>• Draft project list</li> <li>• Updated goals and policies</li> <li>• RTP evaluation process <ul style="list-style-type: none"> <li>○ High level project list assessment findings</li> <li>○ Environmental assessment update</li> <li>○ System analysis update, including climate</li> </ul> </li> <li>• Early input from community engagement</li> </ul>	<b>Kim Ellis,</b> RTP Project Manager
<b>3:50 p.m.</b>	<b>Discussion questions</b> <ul style="list-style-type: none"> <li>• Do you have comments or questions about the RTP and/or MTIP processes?</li> <li>• Are the proposed RTP goals and policies aligned with recent state rulemaking and policy development on climate, equity and pricing?</li> <li>• Does the draft RTP project list align with recent state policies and goals for climate, equity and pricing?</li> <li>• Are there other policymaking, planning, or statewide rulemaking that the RTP or MTIP should be aligning with?</li> <li>• Do you have comments or suggestions for how the RTP and climate analysis accounts for Statewide Transportation Strategy state-led pricing related actions – particularly pay-as-you-drive insurance, social and environmental costs of carbon, arterial congestion charges and road user fees?</li> <li>• Are there other areas of coordination or topics that need further discussion?</li> </ul>	
<b>4:55 p.m.</b>	<b>Thank you and next steps</b>	<b>Tom Kloster</b>



## Reference materials:

*The following materials are attached to the meeting appointment or linked below.*

- 2023 RTP update Factsheet (*attached*): This fact sheet provides an overview of the update of the Regional Transportation Plan
- 2023 Regional Transportation Plan- Draft Appendix F: Environmental Assessment and Mitigation Activities (*attached*): This document summarizes the methods and data used to conduct a system-level environmental analysis of the 2023 Regional Transportation Plan (RTP) [draft project list](#), identifies additional natural resource data of potential interest and identifies potential environmental mitigation strategies.
- 2023 Regional Transportation Plan-Draft Environmental Assessment output (*attached*): This includes a summary of findings from the environmental analysis of draft project list.
- Draft 2023 Regional Transportation Plan, Chapter 3 (*attached*): System Policies to Achieve Our Vision is attached for your reference. This document was not included in the invitation. This draft chapter presents policies that support implementation of the vision, goals and objectives for the regional transportation system, including green infrastructure policies.
- [Public comment Draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#): The MTIP includes a list of transportation projects and programs that are scheduled to receive federal transportation money from 2024 to 2027, demonstrates how the planned projects advance regional priorities and evaluates how the projects comply with federal regulations.

**ATTACHMENT E: CONSULTATION MEETING SUMMARIES**



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

## Meeting summary

**Meeting:** Consultation with Tribes and Resource Agencies on the 2023 Regional Transportation Plan and 2024-27 Metropolitan Transportation Improvement Program

**Date/time:** Wednesday, April 20, 2023

**Location:** Virtual via Zoom

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### Agency representatives:

Susan Sturges, NEPA Reviewer, Transportation Sector Lead, U.S. Environmental Protection Agency (EPA) Region 10, Policy and Environmental Review Branch

\* This meeting also included a representative from a Tribe. The comments from the Tribe's staff are summarized in a separate document.

### Metro staff in attendance:

Grace Cho, Senior Transportation Planner, MTIP

Molly Cooney-Mesker, Communications Specialist

Tom Kloster, Planning Manager, RTP

Katie McDonald, Tribal Liaison

Lake McTighe, Principal Planner, RTP

Shannon Stock, RTP Program Assistant

### Welcome, purpose and introductions

Molly Cooney-Mesker and Katie McDonald outlined the purpose of consultation meeting, including sharing information and discussing and receiving feedback about the 2023 Regional Transportation Plan (RTP), the RTP draft environmental assessment in Appendix F and the 2024-27 Metropolitan Transportation Improvement Program (MTIP). Metro is at key phases in both the RTP and the MTIP.

### Overview of RTP and MTIP updates ([Link to recording of the presentation](#))

Molly Cooney-Mesker gave an overview of the update of the 2023 Regional Transportation Plan (RTP) and the draft 2024-27 the Metropolitan Transportation Improvement Program (MTIP). The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking the anticipated spending of

Federal funding on regionally significant transportation projects over the next four federal fiscal years.

### **Overview of RTP Chapter 3 environmental policies and environmental assessment**

Lake McTighe shared a PowerPoint presentation about the draft RTP policies that guide natural resource and environmental protection and introduced the draft environmental assessment.

#### *Resource Agency comments*

Susan Sturges, EPA, asked for clarification about what is required in the RTP environmental analysis and what is not. Metro staff noted that Metro is not required to provide a NEPA analysis for the RTP.

Susan Sturges, EPA, suggested adding a summary of the 2040 Growth Concept to Appendix F, or a link to additional information. She also suggested reviewing the land use section of the policy chapter (Chapter 3) for updates. She commented that some of the recommendations and suggestions seem outdated, such as the recommendation in the first table. Metro staff noted this could be done.

### **Next steps**

Metro staff provided a timeline for additional comments on the RTP, MTIP and RTP Environmental Assessment.

- May 4, 2023 – Provide any additional questions or comments to Metro staff
- May 5, 2023 – Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft. Final deadline for submitting comments on the 2024-2027 MTIP is May 18.
- June or July 2023 – Staff will request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transportation will be available for public comment.
- Nov. 30, 2023 – Metro Council considers final action on the 2023 Regional Transportation Plan

Since this consultation meeting the EPA and the City Portland's Bureau of Environmental Services have submitted comments on the 2023 RTP Draft Environmental Assessment (Appendix F). The City of Portland was not able to attend the consultation meeting but received the invitation and materials. The substantive comments provided by these two agencies and Metro staff responses are attached.

The Tribes and agencies will receive revised versions of the 2023 RTP Draft Environmental Assessment during the public comment period for the 2023 RTP in July 2023.

# Meeting summary



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

**Meeting:** 2023 RTP and 2024-27 MTIP Consultation with State and Federal Agencies

**Date/time:** Thursday, April 27, 2023

**Location:** Virtual via Zoom

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## **Agency representatives:**

Ted Wenk, Oregon Bureau of Labor and Industries (BOLI)

Cody Meyer, Department of Land Conservation and Development (DLCD)

Kelly Reid, DLCD

Nathaniel Price, FEderal Highway Administration (FHWA)

Danielle Casey, Federal Transit Administration

Ali Mirzakhali, Department of Environmental Quality (DEQ)

Gerik Kransky, DEQ

Michael Orman, DEQ

Michael Freels, Oregon Department of Energy (ODOE)

Glen Bolen, Oregon Department of Transportation (ODOT), Region 1

Chris Ford, ODOT, Region 1

Erik Having, ODOT,

Dwight Brashear, SMART Transit

Kelsey Lewis, SMART Transit

Lynda David, Southwest Washington Regional Transportation Council (RTC)

Alan Lehto, TriMet

Tara O'Brien, TriMet

## **Metro staff in attendance:**

Grace Cho, Senior Transportation Planner, MTIP

Molly Cooney-Mesker, Engagement Specialist

Kim Ellis, Principal Transportation Planner, RTP Project Manager

Tom Kloster, Planning Manager, RTP

Ted Leybold, Planning Manager, MTIP

Lake McTighe, Principal Transportation Planner, RTP

Shannon Stock, RTP Program Assistant

## **Welcome, purpose and introductions**

Tom Kloster welcomed agency partners and outlined the purpose of consultation, including developing a shared understanding of the RTP and MTIP processes and receiving feedback on the 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP)

## **Overview of RTP and MTIP updates**

Molly Cooney-Mesker provided an overview of the update of the 2023 RTP and the draft 2024-27 MTIP. The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process

established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking anticipated spending of regionally significant transportation projects over the next four federal fiscal years.

### **2023 RTP update - Presentation**

Kim Ellis shared a PowerPoint presentation that summarized the process for the 2023 RTP update, the draft policy framework and a summary of the draft project list. Kim also provided an overview of the draft findings from the high-level project assessment and system analysis results.

### **Summary of discussion topics**

Ali Mirzakhilili, DEQ, asked a question regarding how many significant projects are in the draft 2024-27 MTIP.

Metro staff noted regionally significant projects that are included in the MTIP. Staff explained the MTIP has 130 projects, but at this time the 2024-27 MTIP does not include any of the major projects covered in the media frequently, such as I-5 Rose Quarter or Interstate Bridge. The greater Portland region completes its obligations for its last maintenance plan in 2017, and is no longer mandated to conduct an air quality conformity analysis. As a result, air quality conformity is not a focus of the 2024-27 MTIP evaluation work. However, Metro does conduct a performance evaluation of the MTIP investment profile. Around half of the projects in the MTIP are maintenance and preservation projects and generally the activity is located within an existing footprint. The remaining capital projects included in the MTIP are smaller scale projects that work towards serving community needs. These smaller projects, because of their scale, don't result in big changes in advancing the larger regional goals as shown by the performance evaluation.

Tara O'Brien, TriMet raised a question relating to "A Better Red" and how it is accounted for in the MTIP. Grace Cho responded with context relating to A Better Red, "noting because A Better Red has obligated its last funding payment from FTA and opening date in 2024, it is not necessary to include in the 2024-27 MTIP. But it was noted the performance improvements would have counted as part of the 2021-24 MTIP performance evaluation. The MTIP serves as a monitoring and implementation tool.

Chris Ford from ODOT Region 1 commented about the 2023 RTP update. He requested that Metro and ODOT work together on the language related to auxiliary lanes in the draft RTP policy chapter to ensure that there is one consistent policy that applies everywhere. He noted some conclusions are not in line with national best practices. He expressed support for aligning the RTP policies with the Climate-Friendly and Equitable Communities (CFEC) rules but noted it should not go beyond what was adopted in the rules. He also noted that some early RTP policy language related to pricing has been challenging. Erik Havig, ODOT Headquarters, noted the RTP policies on pricing and mobility are pretty close and that the Oregon Transportation Plan is supportive of all the RTP goal areas. He noted that while the basics are there, ODOT does have some concerns with the draft auxiliary lane language.

DEQ representative, Ali Mirzakhilili raised the draft RTP climate and resilience policies for discussion. He noted climate resilience and earthquake preparedness are two very different policy areas and asked whether there is an opportunity to split the two policy areas. He explained they are addressing two different things - one is natural occurrence the other is human-caused. In addition, having earthquake



preparedness as the focus of climate resilience is a limited view. Resilience should include the concept of reducing the impact of climate change on people and infrastructure. He further explained that it is difficult to see how connecting the two policy areas drives the investment.

Metro staff agreed that this is a challenge. Kim Ellis, Metro, replied that resilience in the RTP does include more than earthquake resilience and commented that reducing impacts of climate change on people, particularly marginalized communities has been a focus of discussions. She acknowledged Metro has more work to do to further develop the resilience policies to address that. She acknowledged the important policy work happening at the state level on this topic, and noted there has been limited time to have those conversations during this RTP process. As a result, the RTP will identify the need to address resilience as future work. Earthquake and emergency preparedness have been a focus, in part due to the Phase 1 of the Regional Emergency Transportation Routes project that Metro completed in partnership with the Regional Disaster Preparedness Organization in 2019. DEQ staff suggested the policies refer to “infrastructure hardening” instead of climate resilience. Metro staff commented that these were valuable suggestions and that feedback would be incorporated in future work.

*Specific discussion questions:*

**Q: Does the draft RTP project list align with recent state policies and goals for climate, equity and pricing?**

ODOT staff commented they were unaware of Appendix F, and asked when the appendix will be shared and if there is any relationship to NEPA work ODOT has done in the region.

Metro staff described the purpose of Appendix F, which is to document an environmental assessment of the RTP project list following what is directed in the Code of Federal Regulations (in particular [23 CFR 450.316\(b\)](#), [23 CFR 450.324\(g\)](#), and [23 CFR 450.324\(f\)\(10\)](#)). Metro staff further explained, the analysis used for the draft 2023 RTP project list follows the same methodology used in the 2018 RTP, and previous RTPs – but with more recent data, when available. Staff confirmed that this is not a NEPA level of analysis but more high-level to identify projects that may impact natural, historic or cultural resources. Metro staff noted that the assessment also includes a discussion of the types of potential mitigation strategies that can be used. Metro staff have consulted with Federal, State and other natural resource agencies, and Tribes on the methodology and data during the scoping phase for the RTP update and more recently on draft assessment. A revised draft Appendix F that addresses feedback received will be released for public review in July as part of the RTP public comment period.

**Q: Are there other policymaking, planning, or statewide rulemaking that the RTP or MTIP should be aligning with?**

Agency partners discussed incorporating changes from electric vehicles and the effects of telework trends on greenhouse gas emissions. DEQ staff requested more information about the research and analysis Metro staff and a consultant team recently completed in support of the RTP update. DEQ staff expressed the information could potentially inform the statewide Employee Commute Options (ECO) rulemaking underway. In particular, Oregon DEQ would like to understand the anticipated future impacts, based on Metro's climate modeling, of the state Employee Commute Options regulations requiring employers to provide alternatives to driving alone. Metro staff agreed to share this information at an upcoming technical meeting.

Kim Ellis, Metro, requested feedback about the Oregon Statewide Transportation Strategy (STS), particularly what state-led pricing actions should be assumed in the RTP climate analysis. She noted the memo in the meeting packet described the key questions and challenges. Brian Hurley, ODOT Climate Office, explained there is an “Adopted Plans” scenario Metro could use that reflects adopted state plans as of 2022. This does not include most of the STS pricing assumptions – but does have a modest assumption for pay-as-you-drive (PAYD) insurance that is somewhere between 0 and 100% by 2050. This assumption would be the minimum ODOT would like to see Metro include in the analysis. Questions about timing for VisionEval modeling and requested an opportunity to see that work.

Metro staff agreed it was timely to consult with ODOT, DLCD and DEQ on the climate analysis being conducted for the 2023 RTP to ensure the VisionEval model and technical assumptions align with state requirements for the analysis.

**Q. Other feedback or comments you would like to share with Metro staff?**

Chris Ford, ODOT, suggested a post RTP debrief on what went well/did not go well. One concern has been the amount of staff time taken to participate in the RTP update. He noted different staff lead each piece and organized the work and review of the work in different ways, making it difficult to know what to expect. Other agencies present showed interest in a post RTP debrief.

Tara O’Brien from TriMet commented future updates could do more to integrate land use and transit in the conversations.

**Next steps**

Metro staff outlined how they would be collecting and responding to feedback

- May 4, 2023 - Provide any additional questions or comments to Metro staff.
- May 5, 2023 - Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft.
- June 2023 – 2024-27 MTIP briefing to TPAC and JPACT
- July 2023 – Request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transportation will be available for public comment.

## **ATTACHMENT F: NOTICE OF PUBLIC COMMENT PRINT ADVERTISEMENT**

## Tell us what you think | 30-day comment period

Review and comment on the draft Metropolitan Transportation Improvement Program, which documents how greater Portland communities will invest federal transportation money from 2024 to 2027. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects complies with federal regulations regarding fiscal constraint and public involvement.

### Submit comments April 5 through May 5, 2023:

online at [oregonmetro.gov/mtip2024-27](https://oregonmetro.gov/mtip2024-27) | by mail to Metro Planning - MTIP, 600 NE Grand Ave., Portland, OR 97232 | by email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov) | by phone at 503-797-1750.

Provide written or verbal public comment at the Metro Council public hearings: **10:30 a.m. Thursday, April 20, 2023.** Check [oregonmetro.gov/council](https://oregonmetro.gov/council) for meeting information.



**Esta es una notificación** de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1750.

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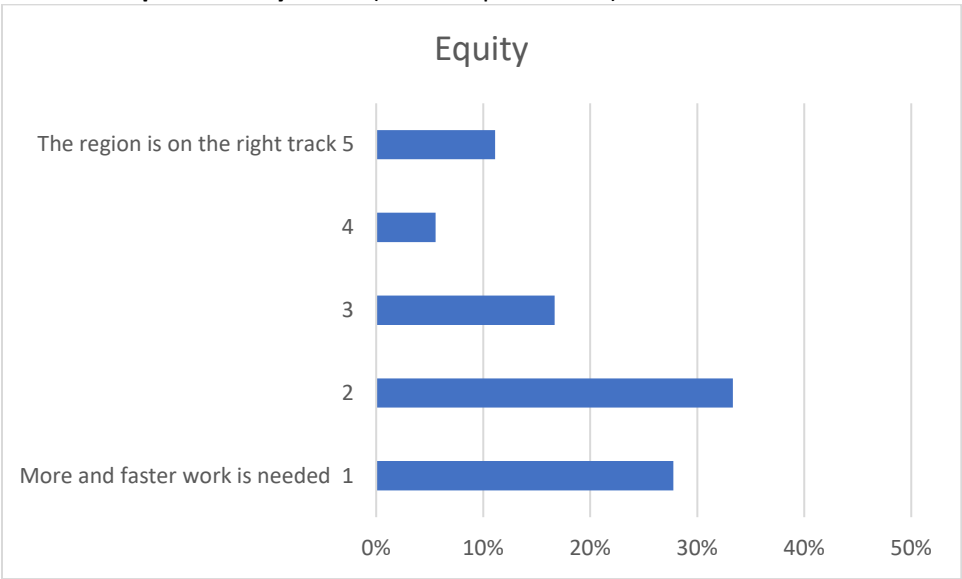
**Настоящим уведомляем**, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1750.

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## **ATTACHMENT G: ONLINE COMMENT SURVEY RESULTS**

	Please provide your zip code (required)
1	97124
2	97124
3	97006
4	97123
5	97007
6	97006
7	97214
8	97123
9	97211
10	97217
11	97214
12	97221
13	97005
14	97214
15	97214
16	97214
17	97203
18	97213

**Figure 3: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 17)**

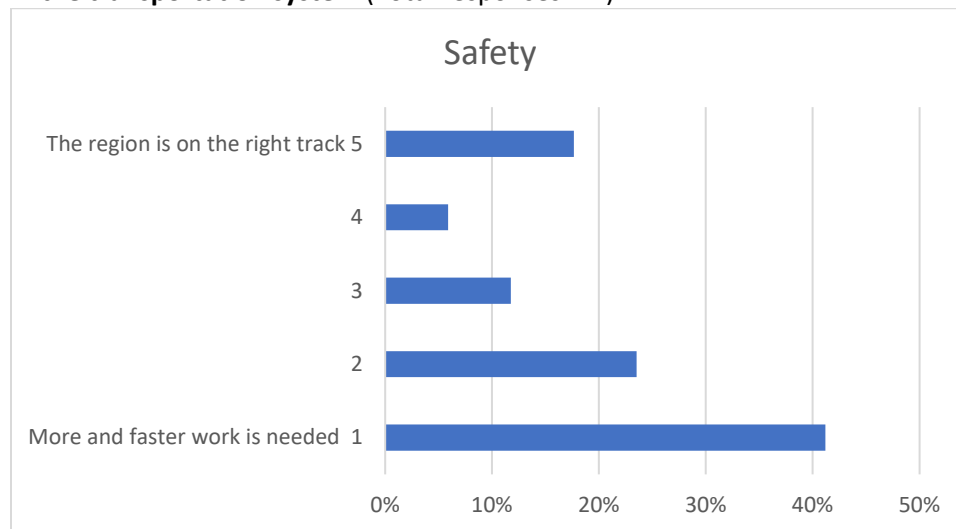




**Is there anything you would like to share about the greater Portland region's planned investment in advancing equity?**

#	Equity: open-ended response
1	Apart from equity, emphasis needs to be on reliability (this is transportation) and safety.
2	would like to see a bus route from orenco to south hillsboro. would like to see 47 bus run on weekends too.
3	It's too slow. We have more traffic but we also have more people walking, biking, using scooters, and less than safe routes.
4	Looks like the MTIP is making good progress towards underserved communities, EXCEPT for the numerous unpaved streets in poor neighborhoods while better neighborhoods are getting numerous improvements that could continue to work well with existing infrastructure. It's only fair!
5	Social Engineering is not an advancement in equity. Instead of fleecing the motorist paid taxes to fund alternative infrastructure, genuine equity requires accountability from the alternative mode users whereby bicyclists directly pay out of pocket for bicycle infrastructure they utilized and where transit fares better reflect the actual costs of providing the service as opposed to just 19 percent of the operating costs
6	It's not in keeping with current employee locations or new job creation
7	The region needs to invest dramatically more in high-frequency transit, as well as pedestrian and bike infrastructure
8	Increase access for crossing Powell Blvd for the disabled community and increasing the safe frequency of people travelling along and across Powell Blvd

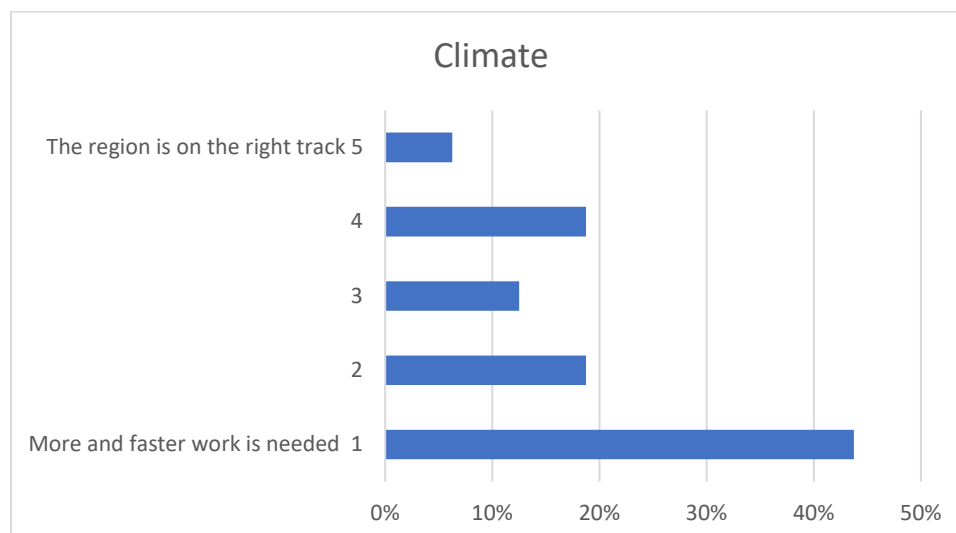
**Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system (Total responses: 17)**



**Is there anything you would like to share about the greater Portland region's planned investment in advancing safety?**

#	Safety: open-ended response
1	Safety also needs to include making people safe in taking transport, public or private. This means policing roads better and enforcing laws, not just focusing on technological measures.
2	Not nearly enough focus on reducing VMT and right-sizing roads.
3	Construction and expansion closes sidewalks and bike lanes. Safe alternatives need to be in place before these projects move forward.
4	Except for the speeding from drivers trying to find their way around restrictions, bottlenecks, and especially jammed freeways safety generally seems better
5	Metro compromising traffic safety when traffic lanes are reduced to less than 12 feet wide and compromising pedestrian safety with pedestrian transit stop islands extending out into the middle of the street (example 162nd)
6	I have bought mace to use public transportation I don't feel comfortable with the amount of homeless on trains and busses
7	The region is moving in the wrong direction on safety as crash statistics demonstrate. We need to take more aggressive action to curtail car speeds and VMT, as well as build more bike and ped infrastructure.
8	We need more investment in pedestrian and bicycle travel and public transportation, and safety such as enforcement of speed limits, rather than moving more cars around faster.
9	Increase the frequency of safe crossings for disabled and all Portlanders along Powell Blvd from the Ross Island Bridge to I-205.

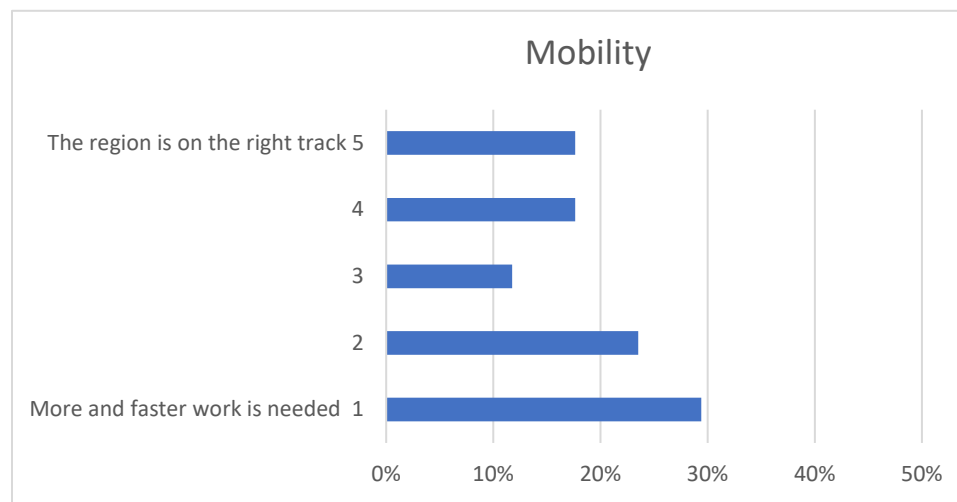
Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments? (Total responses: 16)



**Is there anything you would like to share about the greater Portland region's planned investment in advancing climate?**

#	Climate: open-ended response
1	Install more chargers for electric cars.
2	Climate change can't be seen as an isolated issue. EVs only solve the "emissions" issue with private vehicles still involve the other issues like inefficiency, higher accident rate, etc. EVs also are leading to biodiversity loss. We need to focus more on getting people to public transit than just continue having us drive around in inefficient vehicles. :)
3	We're going in the right direction but need more vehicle charging stations on public and private property. The green new deal might help but the faster we set up infrastructure the more we can decrease greenhouse gasses. MAX will help but unfortunately its proven to be too unreliable in very hot and icy weather.
4	Metro is actually creating more traffic congestion adding to fuel consumption and emissions when full service traffic lanes are replaced with bus only and bike lanes. (example NE Couch Street leading to the Burnside Bridge)
5	I think we're over doing all laws regarding climate change Car design transportation and new requirements for parking near transit
6	GHG emissions continue to climb despite rhetoric coming from government officials. We cannot meet our region's emissions targets without significantly curtailing VMT.
7	We need to get a lot of cars off the road and people into public transportation. The idea of electric cars is a fantasy. They're too expensive and we don't have the renewable generation capacity.
8	Increase safety across Powell Blvd and the safe, efficient movement of people using Powell Blvd from Ross Island to I-205.

**Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 17)**



**Is there anything you would like to share about the greater Portland region's planned investment in increasing mobility?**

#	Mobility: open-ended response
1	People need to be more comfortable taking public transport which means ensuring they are safe, miscreants punished, transport is hygienic and enforcing ticket requirements. Just hoping people have paid and not punishing ticketless travel is a utopian dream.
2	A massive increase in transit service and bicycle infrastructure is needed.
3	Mobility would earn a D- in my estimation. This is the elephant in the room nobody in authority seems to want to talk about or solve. Our mobility inside Metro is terrible during peak and marginal periods of the day. We have horrendous freeway congestion that's climate unfriendly, economically depressing, a regional catastrophe, embarrassing, time and resource wasting, and I could go on ad nauseum.... Portland Metro used to be convenient, comfortable, & attractive, and where you could plan a trip inside and outside of Metro and be pretty well assured you'd get there on time. We frankly only do about 25% of what we'd like to do because the vehicle highway and freeway transportation system is generally horrible. I have to rely on private vehicle transportation for numerous reasons but drive a plug in hybrid mini-van, trying to do my part. I-5 is a mess along with the Interstate bridge. From there South thru to the Markham bridge its an unsafe, unsightly, nightmare. 217 is also nightmare, hopefully the improvements there will help but without an westside freeway connection its days are limited. Planning for a wide westside freeway SHOULD have been and be a high priority, if its not already too late. Cornelius pass seems like the only likely possibility running through forest park, over Sauvies Island, and a new bridge into North Vancouver seems like the only possibility. How in the H can you realistically reduce travel miles when the population has doubled since 1950??? Unless Portland's core turns into a slum city central we've GOT TO BUILD way through and around it. What's generally been done has helped but the capacity is horrible. More lanes have got to be built somewhere. More high capacity lanes are critical.....unless you can stop growth. Portland is never going to be a quaint, cute, little European city. The best we can do is make it a hybrid but address the Elephant in the room for goodness sake! I want to be proud of Portland again. Sorry for the rant but I've reached a boiling point with some aspects of planning. I'm all for multi-modal transportation, but you've got to address the MAJOR PROBLEM from the top down, not sidestep it and work from the bottom up with just a few items that sound good on paper but DO NOT SOLVE OUR MAJOR PROBLEM,. We've got to "unfortunately" build more high speed lanes. Thats something I thought I'd never say but its a clear as the nose on one's face!!!
4	Too many times adding mobility for a few reduces mobility for the majority. (example Division Street Rapid Transit)
5	Tri-met's planned reduction in services is of concern as many areas will no longer have access to public transit.
6	Yes but it will never achieve as much usage as people are in love with their cars. Can't replace getting to destination faster and often trimet not on time
7	A combined walk/bike/transit mode share of 16.5 percent is unacceptable and guarantees we will meet our own emissions targets. We need to take more aggressive action to curtail car VMT and provide better alternative options to get around via transit, bike, and walking.
8	I don't know if you're on the right track but this shouldn't be a priority. You can reduce congestion by reducing the number of vehicles.

**Is there anything else you would like Metro, cities, counties, and transit agencies to know as they prepare to implement the projects and programs in the MTIP?**

#	Other: open-ended response
1	Focus on what actually makes transportation work, like reliability, safety and ease of use. Focus on improving access for marginal communities is needed yes but the agencies seem to be having that as the only important criterion.
2	Construction take way too long, not well planned and/or executed
3	Focus also on changing people's behavior by making clear why these changes are being suggested. We need to ensure the diversity of people's beliefs when doing so. For example, someone who doesn't believe in climate change still should be able to appreciate that public transit is still a better option of getting around for most people.
4	Bike racks and secure scooter storage need to be added to construction requirements. We want to increase usage but most retail and service locations don't provide anything but car parking.
5	It is difficult to provide feedback without seeing a project list of what is proposed to be funded via MTIP
6	Address optimal multi-modal MOBILITY but expand and build more highway but especially freeway vehicle lanes.
7	No You'll just push it down our throats anyway. I only use public trans when at leisure I have a car but mostly walk or bike around the area within 20 miles
8	The amount of investment, and willingness to inconvenience cars, is grossly insufficient to meet the goals we've set for our self as a region, in safety, GHG emissions, particulate pollution, and equity.
9	Widening the rose quarter freeway and replacing the interstate bridge are huge boondoggles to subsidize the trucking industry and commuters. This money could be better spent on the above priorities.
10	See blow.

10. 1) Moreover, the word "inclusion" often comes up when planning transportation infrastructure, but appears to only apply to alternative transport mode users. Given that one, any Federal funding applied to a project will likely be derived from the gas tax; and two, while the percentage of post pandemic Portland-Metro area motor vehicle trips likely increased well beyond the nearly 80% figure of pre-pandemic percentages that were by motor vehicle; and three, while the percentage of both transit and bicycle trips have significantly declined in the past several years while at the same time spending millions and millions of motorist paid tax dollars for transit and bicycle specific infrastructure; in addition to motorist views and opinions generally being sidestepped and ignored, motorists have been excluded from inside the planning process in that motorists do not have specific and proportional seats at the citizen advisory tables where motorist views and opinions could officially be shared. Could it be that from a political standpoint "inclusion" as it applies to motorists merely means and refers to paying for somebody else's choice of transport mode? The more accurate word that applies here is again "discrimination", or maybe "extortion". History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. A bicycle mechanic in Portland makes between 26k and 47k a year. Automotive technicians can make 100k or more a year. Additionally, more than 10% of today's jobs in Oregon are directly tied to the auto industry. It is clear that motor vehicle usage keeps the economy

humming forward. By attempting to dictate how people travel through social engineering which in Portland includes a reduction in motor vehicle infrastructure and capacity, the City is stifling the economy while adding to inflation and traffic congestion. By restricting off-street parking with new housing development, surrounding residential streets have become long term parking lots which then adds to criminal activities by making it easier for the criminal element to vandalize and steal cars which then are then used for other crimes. Portland is headed in the wrong direction! The bottom line here is that in addition to homeless issues, this entire bridge decision making process assists in quantifying and defining a deteriorating quality of life in Portland. The words "equity" and "inclusion" do not apply to the majority of Portlanders, especially the working class. With only the boxes of public engagement all too often merely checked off, many majority voices from the public, especially when they are from taxpaying motorists on transportation issues, are not being heard or are simply ignored. In various presentations Burnside has been described as the central street in the City. Should drivers who are taxed to maintain this heart of the City street now avoid using it and instead take longer routes around which may be on residential streets but over all adding to VMTs? All of the government anti-car bias and one-sidedness coupled with inequitable and socially engineered taxation policies likely adds to the logic as to why there is a local population departure with people escaping and leaving the riggers of Portland and Multnomah County to relocate in places like Clark County, Washington.

2) 82nd Avenue Improvements: 82nd Avenue is the only East Portland North-South surface street that extends from an area near the Columbia River all the way to Clackamas County. For that reason it is a high volume motor vehicle traffic corridor, a frequent service transit street and often utilized by emergency vehicles. It is a commercial lined street that is home to all types of retail businesses, many of which are dependent on motor vehicle traffic for customers. If rapid transit is added to 82nd Avenue, there must be NO removal of full service traffic lanes. Such a decision will create more traffic congestion with more motor vehicle traffic spilling over onto NE 57th Avenue in the Rose City Park neighborhood, and 60th Avenue between Halsey Street and Division Street. With the exception of small business nodes at major cross streets, both streets are two-lane, residential and already carry more traffic than they were designed to carry. Both streets also have a grade school that borders the street. Any ROW requirements on 82nd need to allow for no less than four 12 foot wide full service traffic lanes, two in each direction along with 12 foot wide signalized left turn pockets at major cross streets. This minimum width is absolutely necessary to insure that all motor vehicle lanes and left turn pockets have a safety zone wide enough to accommodate large emergency vehicles, freight and semi-trucks, dually pickups pulling large landscape trailers and transit buses that are 10 feet 6 inches wide mirror to mirror. Right turns on red should continue to be permitted, and where possible, bus turnouts at major stops on the trailing side of intersections would be helpful to reduce traffic backups. Bicycle routes should be on parallel streets. Moreover, public transit needs to become far more financially self-sustainable with a fare structure that not only pays for operations and transit vehicles, but also helps to pay for roadway maintenance. One two-axle transit bus does as much wear and tear to the roadways as 1200 cars. On 82nd Avenue alone where TriMet made 223 trips a day in 2019, it would have taken 267,600 cars in a 24 hour period traveling the entire length of the street to do the same amount of roadway damage. Pre-pandemic TriMet fares barely covered 25% of TriMet's operating costs. Today's farebox revenues cover only about 19% or less of the operating costs. Accountability is absent. Continuing to charge passenger car and light truck drivers for the heavy wear and tear buses do to the roads can be viewed as discriminatory. Finally, rapid transit has really made a total mess of SE Division Street. It has added to traffic congestion, multiple signal systems have made intersections confusing and barriers have had a negative impact to accessing businesses. **THIS MUST NOT HAPPEN ON 82nd AVENUE!**

3) NE Halsey Street Bike/Ped/Transit Improvements (65th to 92nd): To start with, the West end of the project should start at 67th - NOT 65th. The assumption being made here is there will be a bike connection between Halsey Street and Tillamook Street three blocks to the North



of Halsey which is also a bikeway with horrible high rise speed bumps that can easily damage cargo being carried in the back of a vehicle. 67th which should be the bike route is the first street to the West of the I-84/Union Pacific over crossing and has less of an incline leading up to it as compared to Halsey Street. I have lived on 65th most of my life, pay property taxes and DO NOT want the street to become a bike route, likely with speed bumps that I have to drive over every time I leave or enter my driveway. With the exception of a four-plex on the Northeast corner at Halsey, 65th is lined with modest single family homes having 34 driveways with cars backing in and out of them. There is an average of slightly more than two cars for each household. The average occupancy rate is likely around 25 years in that some homeowners have lived on this three block long street for more than 50 to 60 years while others are new comers. The three blocks on 67th between Halsey and Tillamook is all apartments with the exception of a grocery store and a storage facility on the East side of the block between Halsey and Broadway. The grocery store has relatively small parking lot with only one entrance/exit on 67th and another one on 68th. To accommodate the apartment dwellers there is a total four parking lots each having only one entrance/exit that allows drivers to go forward in and out. Additionally there needs to be a better visibility and an on-demand traffic signal at 68th where cars exit I-84 and want to make a left turn to westbound Halsey Street. The intersection at 80th and Halsey at the bottom of the ramp to the overpass over 82nd Avenue also needs to be improved, but not with a roundabout that will only make it worse. Adding a two-way bike infrastructure to the South side to the ramp will severely compromise safety for both motorists and bicyclists. The ramp is too narrow to accommodate auto traffic and the two-way bike infrastructure on the South side, There is a major pinch point on the ramp located at the location of the crash barrier at the top of the entrance to I-84 west bound. It is also insane to think bicyclists flying down the ramp incline opposing oncoming up hill traffic can safely navigate the intersection at 80th and Halsey with or without a roundabout. Bicycles should be routed to a signalized crossing on 82nd and then take Jonesmore on the East side of 82nd to directly connect with Halsey at 84th. Rerouting motor vehicle traffic around the overpass would only add congestion to 82nd Avenue in the area of the MAX stop. Finally, since this project is mostly a bicycle infrastructure project, and like ALL bike projects, bicyclists should directly help pay for it out of pocket instead of just continuing to freeload by siphoning off tax dollars motorists pay on motor fuel consumption.

4) ODOT NEVI Charging Stations: To establish genuine equitable mobility and actual accountability whereby everybody has monetary skin in the mobility game; instead treating motorists like cash cows to be milked as if they are unlimited ATMs while other infrastructure users just lip provide service; not only do bicyclists and transit users need accept some financial accountability by being required to step up and pay for the specific infrastructure they utilize, electric vehicle owners also need to step up and pay for what they utilize which includes the need to increase the capacity of the electrical grid to meet an increased demand brought on by electric vehicles usage. The costs for upgrading the grid to accommodate electric vehicles MUST NOT be added to residential electricity rates. All electric vehicle charging stations need to have credit card readers or another way of payment where a consumption fee, an infrastructure delivery charge fee and a grid upgrade fee along with a road tax is paid at the time of the charge. And finally, any tolling proposal MUST go to a vote of the people. If the Columbia River Bridges are tolled where there is or will be separated bicycle and transit infrastructure, bicyclists MUST also be required to pay a toll and transit fares must include a surcharge. The government initiated car-hater bias needs to come to an end by STOPPING all the discriminative and dictatorial social engineering aimed at motorists who compared to other modes keep the economy moving forward.

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## **Appendix VI (Chapter 8)**

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1.1	MTIP Amendment Process	1
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## 2024-27 MTIP Amendments Technical Appendix to Chapter 8

Expanded Guidance and Processes concerning MTIP Formal/Full Amendments, Administrative Modifications, and Technical Corrections

### Background: The Need for MTIP Amendments

23 CFR 450.326 identifies MTIP requirements when the MTIP is updated. In between MTIP Updates, US DOT authorizes modifications to the MTIP that do not result or contribute to increases in mobile emissions and negatively impact regional air conformity, or negatively impact the fiscal constraint to the degree that the MTIP fiscal constraint finding would be invalidated. In a perfect world, once the MTIP is updated and approved, implementation of the programmed project would progress exactly as the programming reflects. However, the federal transportation project delivery process is elastic with projects evolving in cost, scope, design, alignment, etc. as it moves through the Preliminary Engineering phase and into implementation phases. From initial federal award/allocation through programming and fund obligation to implementation and final project delivery, the federal transportation process could be described as living and ever changing.

For this reason, 23 CFR 450.328 acknowledges that periodic project modifications in scope, funding, work elements, etc. will need to occur and modifications to projects programmed in the MTIP via amendments will have to be completed. 23 CFR 450.328 states the following guidance for completing MTIP amendments:

- (a) An MPO(s) **may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval.** In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO(s) and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO(s) shall use public participation procedures consistent with §450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.
- (b) After approval by the MPO(s) and the Governor, **the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135.** In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

Projects programmed in the MTIP are to be maintained as accurately as currently approved and as developed for delivery. Therefore, if a required change to a project emerges during project development, or other implementation phases, the project in the MTIP also needs to be amended to reflect the change. USDOT has placed limits on the degree and types of

changes allowed through an MTIP amendment process. Generally, the MTIP amendment process is governed under the following basic rules for project changes:

- Any and all changes must result in the project still being consistent with the original approved project in the RTP.
- The changes result in a project that still support the goals and strategies of the RTP.
- The impact of the changes do not negatively result in higher emissions or negatively impact air conformity.
- The changes do not negatively impact the fiscal constraint finding for the RTP and/or MTIP.
- The changes will be made in a transparent and open process allowing necessary public review/and comment for major and significant project changes that are allowed through an MTIP amendment.
- The changes are necessary to ensure the MTIP, the draft environmental document, and the intergovernmental agreement match.
- Added note for MTIP amendments: JPACT and Metro Council reserve the right to require any proposed MTIP project change to be processed as a formal amendment. Factors that may contribute to this decision may include:
  - Impact upon the RTP and the RTP's goals and strategies.
  - Public sensitivity to the requested change
  - Regional significance impact
  - Additional project details or interest and requests by elected officials for additional details.
  - Need to discuss the funding or funding plan for the project

### **MTIP Amendment Process Objectives**

Developing, implementing, and managing MTIP amendments must adhere to the above basic rules and meet seven key objectives. The objectives are:

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the RTP.
2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

7. The changes required through the amendment does not violate any of the core amendment rules stated on the previous page.

## Types of MTIP Amendments

As a result of the MTIP rules and objectives, USDOT and Metro have categorized required project changes legal MTIP amendments into two categories that allow specific project changes to occur. These include formal/full amendments and administrative Modification. A subcategory with administrative modifications also exists which is covered and treated as a separate category.

USDOT has negotiated with ODOT and the MPOs of the allowable changes within each type of change category. The key requirements, responsibilities, and processes are stated below for each:

### 1. Formal/Full Amendments – Requirements and Processes

- a. Generally, formal MTIP amendments allow for new non capacity enhancing, exempt projects to be added to the MTIP that were not included as part of the prior MTIP Update.
- b. Formal amendments to existing projects reflect significant changes to the project where additional technical analysis is required to demonstrate that the change(s) do not negatively impact the conformity finding, fiscal constraint finding, and still remain consistent with the RTP's goals and strategies.
- c. The analysis must demonstrate that the proposed project changes are still consistent with the original scope and deliverables as initially programmed in the MTIP and have not deviated significantly from the approved RTP goals and strategies. A completed analysis may include the following:
  - i. Completed performance measurement evaluation:
    1. Note: The Performance Assessment Evaluation is a form the lead agency will complete and provide as amendment supporting documentation.
    2. The Performance Assessment Evaluation is required for capacity enhancing regionally significant projects with a total project cost above \$100 million dollars.
    3. Inclusion of the Performance Assessment Evaluation is mandated by Metro Council direction as of 2022.
  - ii. Review and comparison of the changes to the pre-amendment programming against the transportation demand model.
  - iii. Evaluation by RTP staff of the proposed changes against the RTP's core goals and strategies.
  - iv. Evaluation of the funding changes or delivery schedule changes that result from the amendment



- v. Discussion, meeting, changes to IGAs, etc. with ODOT LALs or other project delivery expert staff to help qualify the proposed changes as significant or minor.
- d. The proposed changes may impact RTP policies, goals, and strategies. Through a formal MTIP amendment, the review process demonstrates the project changes are still consistent with the RTP.
- e. Because the changes are significant within the formal amendment, approval of the requested changes require:
  - i. Formal Metro approval before submission to ODOT-Salem and USDOT. This includes:
    - 1. Notification to the Metro Transportation Policy Alternatives Committee (TPAC) along with an approval recommendation to the Metro Joint Policy Advisory Committee on Transportation (JPACT).
    - 2. Approval from JPACT with an approval recommendation to Metro Council
    - 3. Final approval from the Metro Council
  - ii. Successful completion of a 30-day public notification/comment period.
  - iii. Submission of all required support and back-up documentation required by USDOT as part of the approval process. Required support documentation may vary depending upon the project and associated change, but normally will need to include following items:
    - 1. Approved formal amendment resolution.
    - 2. Completed Exhibit A to the Resolution (MTIP Worksheet) that provides the specific before-and after amendment changes to the project.
    - 3. Narrative explanation changes including reasons for the changes, and why the proposed changes as part of the amendment reflect the best course for efficient project delivery.
    - 4. Project location map showing general and specific location and limits for the project.
      - a. Project grouping buckets (PGB) that cover the Metropolitan Planning Area (MPA) three-county boundary area may include a basic regional map if multiple improvements are included that are spread over the three-county area.
      - b. PGBs with only a small number of approved site locations or single location projects are required to provide a detailed map showing the specific location and project limits for the project.

5. Verification using 40 CFR 93.126, Tables 2 and 40 CFR 93.127, Table 3 that the project changes do not negatively impact air conformity.
  6. Verification and proof of funding if new funds are being added to the MTIP as part of the amendment.
  7. Demonstration that the associated funding changes do not negatively impact the MTIP's fiscal constraint finding.
  8. Compliance in providing any other USDOT specifically requested documentation as part of the amendment approval process (e.g. project schedule, phase milestones, contact information, etc.)
- iv. Submission to for review and approval by ODOT-Salem post Metro approval for the formal amendment.
  - v. Submission to USDOT for final approval:
    1. FHWA approval may only be required for roadway improvement type projects and their corresponding changes.
    2. Approval by FHWA and FTA may be required for some projects (especially transit type projects) depending upon the project and proposed changes.
    3. If FTA based transit funds are included as a funding source for the project, then FTA approval will be required as part of the final amendment approval process.
  - vi. Transit Related Project Amendments. The formal amendment process to complete transit system or funded projects is basically the same as noted above for roadway improvement type projects. The major differences are FTA is required to also approve the project. Second, the transit agency may submit the amendment request to Metro instead of ODOT. The amendment request can be initiated through the ODOT Region 1 STIP Coordinator. If submitted to Metro:
    1. The MTIP Amendments Manager will coordinate processing requirements with the transit agency contact person. This includes submission to Metro or required support documents as part of the amendment (e.g. FTA ward award letters, original gran applications, FTA programming guidance, etc.).
    2. Metro, the transit lead agency, and FTA staff as required will determine if the transit improvement can be programmed using only the "Other" phase, or if the standard roadway capital project improvement format (using preliminary engineering (PE), right-of way (ROW), Utility Relocation (UR), and/or Construction (Cons) phases are required to complete the amendment.
    3. Metro will develop the draft MTIP Worksheet/Exhibit A to the resolution for the formal amendment detailing the required project changes.

4. Metro, ODOT, and the lead agency will complete any necessary pre-reviews and discussions with the transit agency to compete the amendment submission process. If approval barriers emerge, then Metro and ODOT may call for a pre-review from FTA to prevent amendment rejection prior to final submission.
  5. The current process for submission of trans related MTIP amendments is usually a “transit agency-to-Metro” submission action. However, if the funding or project change originates from the ODOT Public Transit Division, then, the amendment submission can and will flow through the Region 1 STIP Coordinator.
- f. Formal amendment scheduling, development, and submission
- i. Formal/full amendment scheduling:
    1. The MTIP Amendments Manager will develop a formal/full amendment processing calendar based on the calendar year identifying the basic submission and processing schedule for formal amendments.
    2. The calendar will outline the Metro review and approval timing using the compressed processing timing process from initial submission to Metro through TPAC, JPACT, and Metro Council.
    3. The MTIP Amendments Manager will provide The Region 1 STIP Coordinator with the calendar for internal ODOT Region 1 formal amendment development, processing, submission to Metro, and ODOT tracking of submitted amendments.
    4. Note: The formal/full Amendment processing calendar is considered a planning document between the MTIP Amendments Manager and the Region 1 STIP Coordinator. It is not an official document of proposed approval dates and times.
    5. Each formal/full amendment will require official approval from the Metro Council Office and will provide the final JPACT and Council dates for the formal/full amendment.
  - ii. Formal/full amendment initial submission to Metro:
    1. Generally, requests for a MTIP project amendment will originate from ODOT the project lead, or LAL to the ODOT Region 1 STIP Coordinator for roadway related capital improvement type projects.
    2. If the project is roadway type improvement (non-transit) and Metro funded project, the awarded lead agency will normally submit the amendment request to their Local Agency Liaison (LAL) to review using a project change request (PCR) form. Upon completion of required reviews and approvals, the LAL will submit the approved PCR to the Region 1 STIP Corridor for review and approval.

3. If the project is a transit-based project, the transit agency responsible for the project may submit the amendment request to Metro or ODOT Region 1 Coordinator, as noted above. Specific transit steps are noted in item f(ii)8 below.
4. If the requested project amendment is for a roadway improvement type project (non-transit type), then upon completion of pre-amendment reviews and approvals within ODOT, the Region 1 STIP Coordinator will update the STIP FP with the draft amendment request and complete the required support documents for submission to Metro to request the MTIP amendment.
5. The Region 1 STIP Coordinator will evaluate if the requested changes can be processed as an administrative modification, or as a formal amendment. Pre-submission discussions or meetings may occur among the LAL, lead, agency, project lead, and Metro to determine the amendment processing options. The Region 1 STIP Coordinator may request a pre-submission review by Metro to determine if the project changes require a formal amendment or can proceed as an administrative modification.
6. Because Metro and ODOT's STIP and MTIP Amendment Matrix's are slightly different, MTIP amendment processing rules may differ between the STIP and MTIP. When processing requirements differ, the Region STIP Coordinator and Metro MTIP Amendments Manager will coordinate options available to resolve the impasse and find an acceptable processing path to complete the amendment in both the MTIP and STIP.
7. Upon satisfactory completion of the pre-submission review and evaluation process, the Region 1 STIP Coordinator will submit the amendment request to Metro to be included in the next available formal amendment. The required submission documents currently include the following:
  - a. STIP Summary Report
  - b. STIP Impacts Worksheet, and or Change Management Request (CMR), or approved PCR)
  - c. Project location map
  - d. OTC approval staff report item If OTC approval is required).
  - e. Director's approval letter in place of the OTC item (if acting on behalf of OTC)
  - f. Program manager official conformation and approval (via appropriate test in the CMR or STIP impacts Worksheet) for the change (if authorized to make the change)

- g. Other support documentation needed for fiscal constraint verification (e.g. grant or earmark award letter, etc.)
  - h. Any other requested support document to help develop the staff report for TPAC, JPACT, and Council (e.g. project exhibits, schematics, delivery schedules, goals statements, etc.). The purpose of these added support documents are to help develop a sufficiently detailed staff report, or provided necessary attachments to ensure the amendment can proceed through the Metro approval process with a minimum of questions or comments.
- 8. Acceptance of a Transit Formal amendment (Adding new or amending existing transit projects):
  - a. As stated earlier, a transit agency may submit an amendment request directly to Metro. If this approach is taken, then following needs to occur:
    - i. The submission originates from the transit agency designated MTIP/STIP programming coordinator.
    - ii. The amendment request includes the following items:
      - 1. Email request for the amendment.
      - 2. Draft MTIP Worksheet, Metro MTIP Amendment Request form, or other acceptable document identifying the needed programming changes.
      - 3. Explanation/need for the project amendment.
      - 4. Grant award notification if applicable for new funds for the project.
      - 5. Grant application to provide added project details.
      - 6. Other programming guidance as needed (e.g. A copy of the Federal Register award guidance, FTA NOFO information, fund code and match requirements, etc.)
      - 7. Delivery timing and funding amounts phase and year
    - iii. Other Phase versus Roadway Capital Programming Approach for Transit Projects
      - 1. Most transit recurring formula-based funded projects required to be included in the MTIP and STIP can be programmed using only the Other phase.

2. Use of the Other phase is dependent on the type of funding and project scope which must include the following:
    - a. Exempt transit project scope as identified in 40 CFR 93.126, Table 2, Mass Transit, and/or 40 CFR 93.127, Table 3.
    - b. Normally is a recurring type of exempt transit project funded with FTA based Section 5307, 5339, 5310, etc. formula-based funds.
  3. Examples of acceptable projects with FTA based formula funds include operational Assistance type projects, preventative maintenance support, bus stop amenity upgrades, procurement of transit vehicles, senior and disabled 5310 program needs, and other non-construction type improvement areas.
  4. If the project has construction related activities, (e.g. expansion of MAX Rail line, facility rehab/construction, etc.), then the project programming must follow the roadway capital improvement requirements which requires a PE, ROW, UR, and Construction phases as applicable. In this case, the project is expected to complete NEPA in a similar fashion to a roadway construction improvement project.
  5. The above programming is not MPO or ODOT driven, but a specific FTA requirement.
- iv. Flex Transferring FHWA funds to FTA:
1. If the lead agency (transit or non-transit) has approved federal funds committed to a project that are eligible to be flex-transferred to FTA and follow the FTA approval process, then the lead agency will notify the MTIP Amendments Manager that this is their course of action.
  2. The lead agency normally will have FTA's approval to flex transfer the FHWA based funds and past experience completing this action and understand the requirements in FTA's Transit Award Management



System (TrAMS) to complete the flex-transfer action.

3. Eligible FHWA based funds that can be flex transferred include Congestion Mitigation Air Quality (CMAQ), improvement funds, Surface Transportation Block Grant (STBG) funds, and /or Transportation Alternative (TA) funds.
4. Proof of flex transfer eligibility is required for any other FHWA federal funds beyond the above three cited programmatic fund types.
5. If eligible the lead agency must provide the expected FTA conversion code to the MTIP Amendments Manager (often FTA section 5307)
6. The formal/full amendment support documentation will identify the project changes also involve a final flex transfer to FTA and cite the action and conversion code for ODOT, FHWA, and FTA.
7. **See Attachment 3 for Flex Transfer Reminders**

iii. MTIP formal/full amendment processing within Metro:

1. The MTIP Amendments manager:
  - a. Reviews, accepts, or rejects the amendment submission from the Region 1 STIP Coordinator, ODOT LAL, or Transit programming coordinator.
  - b. If the amendment submission is denied, the MTIP Amendments Manager will provide a sufficient explanation for the submission rejection to the submitting contact.
  - c. If the required corrections, or missing support documents be corrected quickly, then the MTIP Amendments Manager may allow the amendment to continue in the monthly formal amendment bundle.
  - d. If the corrections can't be resolved, then the MTIP Amendments Manager will declare the requested project changes to be held in abeyance and the amendment delayed until the required corrects occur.
  - e. Follow-on discussion the impacted individuals and agencies will occur to find a solution to the problem allowing the amendment to continue.

2. If the amendment submission is accepted, the MTIP Amendments Manager will:
  - a. Evaluate and confirm if the requested changes can proceed as an administrative modification or formal amendment. If the changes can occur as an administrative modification, see administrative modification process steps.
  - b. Develop the final bundle list of projects in the monthly formal amendment package.
  - c. Develop the formal amendment's Purpose Statement for the amendment resolution and committee agenda items
  - d. Request the resolution number and proposed Metro approval schedule from the Metro Council Office Legislative and Engagement Coordinator
  - e. Develop the required amendment processing documents to be sent to TPAC, JPACT, and Metro Council which includes the following at a minimum:
    - i. Resolution: Development of the formal amendment resolution.
    - ii. PNT Tables: Develop the Public Notification Tables (PNT) and posting instruction for Communications staff. The PNT contain an expanded Exhibit A explaining the comment process, comment period, and project changes (Exhibit A tables). The Exhibit A tables also are referred to as the MTIP worksheets and show specific changes occurring to the project.
    - iii. Exhibit A (MTIP Worksheets) to the Resolution: Development of Exhibit A which is a modification to the public notification tables (MTIP worksheets only) are required for every project included in the amendment bundle. Basically, they are the PNT MTIP worksheets without the PNT cover page. The Exhibit A (MTIP Worksheets) are used to satisfy both the PNT requirement and standard Exhibit A requirement to the resolution.
    - iv. Amendment Staff Report: Development and inclusion of an MTIP Formal Amendment Staff Report. The format is flexible, but TPAC, JPACT, and Metro Council expect sufficient details about each project amendment to meet their review and approval expectations. At a minimum, the amendment staff report should include:

1. Amendment summary table. The table is the same as used for the PNT and Exhibit A summary tables.
2. Reason for the amendment with the Purpose Statement included.
3. Requested approval motion
4. A summary section of discussion and actions from prior committees
5. A discussion of the changes for each project within the amendment bundle
6. A summary confirmation of the required reviews for fiscal constraint verification and RTP consistency
7. Proposed approval timing for the major approval steps
8. Analysis summary information for legal basis for the MTIP and potential impact to the Metro budget
9. Recommended approval motion
10. Support attachments to the staff report as deemed necessary.

iv. Metro Public Notification/Opportunity to Comment Steps:

1. All formal MTIP amendments require completion of an official public comment period. Per 23 CFR 450.326(b), completion of the required period includes the following:

(b) "The MPO(s) shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO(s) shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the MPO(s) shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a)."

2. Ensuring Metro is in compliance with the above includes the following:
  - a. The MTIP Formal Amendment public notification and opportunity to comment is in compliance with Metro's public participation plan as stated in 23 CFR 450.316(a).
  - b. Providing public notification through the TPAC committee. Metro staff complete a formal presentation

- to TPAC members about the formal amendment, project sin the bundle, nature of the changes, required consistency checks completed to the RTP, review and reverification of fiscal constraint, plus the proposed processing and approval schedule.
  - c. Adding Public Notification Tables (PNT) to Metro’s website and offering the public a 30-day comment period to submit amendment comments via email.
  - d. Completing and submitting to Metro management and Communication staff a written summary log of submitted comments.
  - e. Offering additional opportunities to submit written comments to Metro through the committees, Council, and Council office.
  - f. Offering the in-person opportunity at TPAC, JPACT, and Metro Council meetings with formal documentation in the committee meeting minutes.
- 3. If the formal amendment generates a significant amount of comments, then a comment summary will be established and submitted back to Communications staff and the Council Office.
- 4. If the formal amendment generates a significant number of negative comments, the project may be pulled from planned Council meets and returned to JPACT for further discussion.
- 5. The nature of the project changes or the comments, or the sensitivity of the amendment in general may require a longer comment period. Metro management may extend the comment period beyond 30 days if deemed appropriate to ensure the public has a sufficient time to provide comment.
- 6. Attachments 5 and 6 provide additional details about the MTIP’s formal amendment notification/opportunity and comment process.
- v. Metro MTIP Formal Amendment Approval Steps:
  - 1. Upon successful development and scheduling of the Formal MTIP Amendment, required reviews and approval steps within Metro include the following:
  - 2. The Metro Transportation Policy Advisory Committee (TPAC) committee is responsible for receiving an official notification of the formal amendment. They are responsible for
    - a. Discussing and evaluating the nature of the proposed changes consistent with the objectives of the amendment process and public notification/opportunity to comment process.
    - b. TPAC may hold the amendment or a specific project in the amendment bundle over for additional discussion

- and evaluation if further clarification from members is requested.
- c. TPAC may request a specific project in the bundle to complete a two-step notification and approval process before providing their approval recommendation to JPACT. These actions require the amendment/project to be submitted first as an information/discussion item, later as an approval item. The purpose for this is to provide TPAC members extra review and evaluation time to consider the nature of the proposed project changes and impacts upon the MTIP. TPAC members may require presentations or formal responses to questions from the lead agency concerning the project amendment. TPAC
  - d. If satisfied with the reasons for the amendment, TPAC and will provide an approval recommendation to JPACT allowing the amendment to proceed to JPACT for approval.
  - e. TPAC also may forward the amendment or specific project in the amendment bundle to JPACT without approval citing further discussion issues or concerns for JPACT to evaluate
  - f. Finally, TPAC may pull the formal amendment, or project within the bundle if not satisfied with the explanation for the project changes, and direct staff to provide additional details or research about the nature of the project amendment.
3. JPACT review and approval actions:
- a. Upon approval from TPAC, the MTIP will move on to JPACT:
    - i. MTIP amendment scheduling normally occurs two weeks after TPAC during the same month as TPAC under the compressed processing schedule.
    - ii. However, Metro Council Office and JPACT may change when the MTIP amendment will be included on the JPACT agenda. Second, JPACT will confirm or deny the request to include the MTIP Amendment as a consent item on the JPACT agenda.
    - iii. If JPACT pulls the MTIP amendment for discussion, Metro staff will prepare for and expect a short amendment presentation to JPACT members

- iv. Amendment materials submitted to TPAC will be updated as required and re-submitted to JPACT along with the JPACT Overview Summary Sheet.
  - v. Updated MTIP amendment materials for JPACT will be submitted to JPACT for Granicus upload by the submission target date Metro Council offices establishes.
  - vi. Upon JPACT approval, the MTIP Formal amendment will proceed to Metro Council for final Metro approval.
- 4. Metro Council approval actions:
  - a. To be accepted on the Metro Council agenda, the following must first have occurred:
    - i. TPAC and JPACT approval s must have already occurred.
    - ii. The public comment period has been complete and is now closed. N no significant comments have been received that require holding the amendment abeyance or submitting it back to JPACT for further discussion.
    - iii. No Council member has raised any questions about the MTIP amendment which requires further JPACT and/or staff discussion.
    - iv. The Metro legal staff have provided their support and approval of the contents within the final draft resolution. If changes are required to the MTIP amendment resolution, they must first occur and receive legal staff approval before the Council Office can accept and add the MTIP amendment to the agenda.
  - b. Under the compressed scheduling approach, the MTIP amendment will be scheduled to be on the Council approximately 3-weeks after JPACT approval.
  - c. Metro Council Office will verify the date the MTIP amendment has been accepted on the Council agenda.
  - d. All required MTIP amendment materials (as submitted to JPACT) will be updated and submitted for Granicus upload by the submission date the Council Office establishes.
  - e. The 3-week timing is a planning function and inclusion on the Council agenda could occur at a later date.
  - f. Unless discussion at JPACT, special interest by Council members, or other mitigating circumstances, the MTIP amendment scheduling request will be to add the amendment to the Council consent agenda.



- g. If consent processing is denied, the Council Office will schedule the amendment as a discussion item and forward presentation expectations to MTIP staff.
  - h. The MTIP Amendment Manager will complete required presentation materials and submit to Metro management for review and acceptance prior to submission to the Metro Council Office.
  - i. If significant discussion occurs about the MTIP amendment among Council members which results in an inability to approve the amendment, Council may send the amendment back to JPACT for further discussions and approval actions.
  - j. If Metro Council approves the MTIP amendment, Metro Council Office will complete final approval steps and signatures for the amendment resolution. The final signed amendment resolution will be made available to MTIP normally around 3-4 business days after Metro Council approval.
  - k. The final signed resolution will reflect Metro's official approval of the formal/full MTIP amendment bundle. Council Office staff will immediately notify MTIP staff that the resolution has been signed and now ready to be submitted to ODOT and USDOT.
- vi. Once Metro approves the amendment bundle, it will be submitted to the ODOT Region 1 STIP Coordinator and ODOT-Salem for review and approval.
- vii. If questions may arise about a project and clarification is needed, this normally will be handled by Metro MTIP and ODOT STIP staff. However, if the questions arise beyond staff's ability to adequately respond, the project manager will be contacted for assistance. If during the review, a question arises regarding the interpretation of what constitutes a legal modification within the project, ODOT, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.
- viii. Once USDOT provides final amendment approval, then the STIP and MTIP will be updated accordingly.
- g. Formal Amendment Dispute Resolution Actions:
  - 1. Periodically an amendment processing conflict arises between the ODOT STIP and Metro MTIP business processes may conflict. Example: ODOT STIP and Metro MTIP staff may disagree on the final description for a new project. When programming disagreements arise, the MTIP Amendments Manager and Region 1 STIP Coordinator will examine the

- nature for the disagreement and evaluate together options to resolve the issue without having to elevate the disagreement to higher levels. Both will utilize the doctrine of “what’s best for the project” and “path of least resistance” to avoid delivery barriers and delays when evaluating possible solutions.
2. If the disagreement can’t be resolved at the staff programming level, either party may request an arbitration review and guidance from USDOT to help resolve the programming issue.
  3. If the difference results over the interpretation of the required amendment type for the project change (formal versus administrative modification), both will examine possible flexibility in the amendment process and options to avoid a formal amendment and process the changes administratively. However, ultimately Metro must comply with their delegated responsibilities from USDOT under 23 CFR 450.300-338 and ensure the MTIP demonstrates fiscal constraint and consistency with the RTP. MTIP Amendment staff also must comply with JPACT and Council directives or legal guidance which may impact how a project amendment can and will be processed. This may or may not offer amendment processing flexibility and will be addressed on a case-by-case basis.
  4. This process also acknowledges that while Metro may have some flexibility in the interpretation of MPO’s Amendment Matrix, ODOT may not have the same flexibility. The MTIP Amendments Manager will abide by the ODOT Statewide STIP Manager decision when an amendment must complete ODOT formal/full amendment processing requirements (although Metro can complete the same action administratively) which includes a two-week public notification/opportunity to comment period and final approval from USDOT.
  5. If a processing timing dispute emerges from ODOT over Metro’s required processing and internal approval requirements, then ODOT staff may submit a written request to Metro MPO senior management requesting an amendment processing modification. The request will identify the needed change to the amendment processing requirement, cite the reason for the modification, and the impact facing the project.
    - i. If OTC does not approve the project item, then the project amendment will be withdrawn from approval consideration from Metro Council. The MTIP project amendment is effectively dead at that time and will have to start re-processing from the beginning with a new amendment request submission.
  6. Final notes: Any and all MTIP & STIP amendment programming disputes will be handled and decided on a case-

by-case basis. Modifications to the standard formal amendment processing does constitute a change in Metro MTIP policies and business practices. The process is delegated to encourage resolution at the MTIP Amendments Manager and Region 1 STIP Coordinator level when possible. However, if Metro JPACT and Council become involved, their decision is considered final.

- h. Formal Amendments and Concurrent Processing with Required OTC Approval.
  - i. For some OODT project changes, OTC approval is first required. Most approvals involve adding new projects to the STIP or adding new funds to the project.
  - ii. Per agreement among ODOT, USDOT, and the MPOs, OTC approval is sufficient for fiscal constraint demonstration and is required as a support document for proof of funding verification.
  - iii. OTC approval will normally occur before ODOT submits the formal MTIP to Metro and will ensure the OTC staff report agenda item is included as support documentation.
  - iv. Under special circumstances (e.g. end of year obligation timing needs), ODOT may request concurrent processing with the formal MTIP amendment. This means OTC approval will occur about the same time the formal MTIP amendment is under consideration from JPACT.
  - v. When concurrent processing is needed, ODOT will:
    - 1. Formally request concurrent processing as part of the current formal amendment and provide the reason for concurrent processing.
    - 2. Provide the draft OTC staff report item as part of required support documentation with the final version once added to the OTC agenda.
    - 3. Understand that the formal amendment can't proceed past JPACT and on to Metro Council until OTC approval has occurred. If the item at OTC is delay until a future meeting, the formal MTIP amendment will be pulled and delayed until OTC approval occurs.
  - vi. If OTC does not approve the project item, then the project amendment will be withdrawn from approval consideration from Metro Council. The MTIP project amendment is effectively dead at that time and will have start re-processing from the beginning with a new amendment request submission.

## **2. Fiscal Constraint Demonstration and Formal Amendments**

- a. Per 23 450.328, the MTIP must include a financial plan that clearly demonstrates fiscal constraint at all times and for all funding changes to projects. Per section 328(j) (k):

“(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO(s), State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO(s) shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. **For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways** (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).

(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. **For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained.** In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section.

- b. As a result of the CFR requirements, all formal MTIP must contain a proof of funding verification for any funding changes to demonstrate fiscal constraint which evidence that the included projects programming does not exceed the revenue capacity.

- c. Acceptable proof funding to meet the fiscal constrain demonstration includes the following examples:
  - i. Official funding program award letter from the agency awarding the funds.
  - ii. Federal or State agency grant/earmark funding award notification (via website award list or email confirmation)
  - iii. Approved OTC staff report item
  - iv. ODOT Director's funding adjustment/award letter (authorized by OTC in place of the OTC approval requirement)
  - v. Authorized ODOT Program Manager's official confirmation for funding adjustments or additions
  - vi. Local lead agency official Council or Board action authoring the new funds, or funding adjustment.
  - vii. Official FTA UZA funding appropriation adjustment and resulting funding allocation across the UZA and to the transit agency.
  - viii. Approved and amended IGA when local funds are added to projects to address cost increases or required local overmatch for a specific phase. Note: When project cost increases occur to local delivery management projects, the ODOT Local Delivery section managed project will address this through required adjustments to the project's IGA. The revised funding addresses the proof of funding verification requirement in support of fiscal constraint demonstration.

### 3. Administrative Modifications:

- a. Project changes that clearly demonstrate that the change has no impact upon conformity, fiscal constraint, or RTP consistency areas fall into the category of "Administrative Amendments".
- b. The administrative project changes do not require a verification of no conformity impact or fiscal constraint.
- c. Administrative modifications do not require completion of a public notification/ opportunity to comment period.
- d. They do not require Metro policy committee reviews or Council approval.
- e. The amendment does not require review or approval by USDOT.
- f. Administrative amendments are approved by ODOT-Salem per USDOT's delegation authority.
- g. Administrative Modification submission Steps:
  - i. Submission through the Region 1 STIP Coordinator:
    - 1. Metro funded projects managed by ODOT Local Delivery section the Local Agency Liaison (LAL) normally will submit the administrative modification request through the ODOT Region 1 STIP Coordinator.
    - 2. The LAL will submit a completed Project Change Request (PCR) or other applicable support document to the Region 1 STIP Coordinator for review and approval.
    - 3. Upon review and approval of the PCR, the Region 1 STIP Coordinator will develop the STIP Summary Report or

equivalent programming changes document and send it along with the PCR to Metro requesting the administrative modification.

4. The ODOT LAL may submit the PCR to Metro for a pre-review and development of the MTIP Worksheet prior to the administrative modification submission for RFFA funded projects. The dual submission is to reduce administrative processing time when needed.
  5. The MTIP Manage also may initiate the administrative modification to the Region 1 STIP Coordinator using an MTIP Worksheet and support documentation as well for RFFA or transit funded projects when needed.
  6. The administrative modification process is a flexible process allowing a two-way submission process to save time when necessary.
- ii. ODOT funded Projects:
1. Normally, ODOT funded projects requiring administrative modifications will be submitted from the Project Lead or appropriate contact person to the Region 1 STIP Coordinator before submission to Metro.
  2. The submission will include a Change Management Request (CMR) or equivalent document (e.g. STIP Impacts Worksheet) explaining the reasons for the change.
  3. Upon review and approval, The Region 1 STIP Coordinator will develop the STIP Summary Report, or equivalent programming document and submit it along with STIP Impacts worksheet/CMR to Metro to complete the administrative modification.
- iii. Other Required Supporting Documentation Complete Administrative Modifications:
1. Generally, submission of the STIP Summary Report and STIP Impacts Worksheet/PCR/CMR will be sufficient to complete the administrative modification unless the following is part of the change:
    - a. Funding change additions: If the administrative modification includes funding additions but are less than the amendment matrix threshold, proof of funding verification is required for fiscal constraint demonstration.
    - b. Examples of acceptable proof of funding documentation includes:
      - i. Grant award letter/notification.
      - ii. FTA or FHWA official notification/verification
      - iii. OTC staff report item with funding approval.
      - iv. Metro Council approval funding adjustment.



- v. ODOT Director's authorization if OTC approval is not required.
  - vi. ODOT Program Manager's authorization (stated in the STIP Impacts Worksheet or CMR).
  - vii. Other funding documentation deemed acceptable as proof of funding.
- 2. Other Possible Support Documentation: Under some circumstances, additional support documentation may be required to help explain the need for the modification. Examples vary but could include FHWA guidance, design modifications impacting a specific phase, additional minor project scope elements (e.g. tree planting/landscaping mitigation) impacting the project. The additional documentation is to help explain the changes needed to the project.
- h. Administrative Modification Approval Steps: Upon acceptance and completion of the required changes and involve multiple projects, they may be combined into a single administrative modification bundle. Once bundled together:
  - i. The MTIP Amendments Manager will send the Metro approved administrative modification bundle to the Region 1 STIP Coordinator.
  - ii. The Metro approved administrative modification bundle will include a cover letter notifying ODOT of the projects within the bundle, acknowledge that all required reviews have occurred, met the thresholds of or administrative modification limits, or explain why the administrative modification thresholds is being waived, and that the projects are not Metro approved for immediate inclusion the MTIP.
  - iii. The Metro approved administrative modification bundle will also include the MTIP Worksheets documenting the specific changes to the projects in the bundle.
  - iv. Any required support documentation or proof of funding/fiscal constraint documentation will be included the bundle as well.
  - v. Upon receipt of the Metro approved, the Region STIP 1 Coordinator will complete required processing and approval actions with ODOT Salem to update the projects in the STIP. Upon final approval from ODOT, Metro will be notified of the updated approval status. Normally, this occur on a project-by project notification.

**4. Metro Administrative Modifications and the Amendment Matrix Thresholds:**

- a. The Metro approved Amendment Matrix overlaps with the ODOT approved amendment Matrix but contains additional latitudes for the MTIP Amendments Manager to implement under special occasions. This allows additional programming flexibilities to process project changes administratively rather than as a formal amendment.
- b. However, this can result in the Metro amendment process being in conflict with the ODOT amendment process for administrative modifications.

- c. When this conflict emerges, and ODOT can't process the needed changes administratively as Metro completed, and must complete the changes as a formal amendment, Metro will defer to ODOT to complete the final changes as a formal amendment for the STIP. This normally will include the addition of a two-week public notification period and final approval from USDOT. No changes are needed to Metro prior completion of the changes as an administrative modification.
- d. On special occasions, the opposite will occur with ODOT may approve the changes as an administrative modification for the STIP, but Metro must process the changes as a formal amendment. When this conflict emerges, ODOT will defer to Metro formal amendment process which will include satisfying the processing requirements as identified in Section 1, Formal Amendments.
- e. If either situation arises, the Region 1 STIP Coordinator and Metro Amendments Manager will coordinate and discuss the path of least resistance to complete the required changes and necessary approval steps.

## 5. **Technical Corrections/Adjustments**

- a. Technical corrections are not amendments to the MTIP, but necessary minor adjustments to project data to ensure the MTIP and project entries match.
- b. They are included as part of the current administrative modification bundle under development as a confirmation that the change or corrections has occurred.
- c. Technical corrections do not require ODOT or USDOT approval.
- d. They may be accomplished between the Metro and ODOT Region 1 STIP Coordinator when required.
- e. Examples of required technical corrections include:
  - i. Typos and other minor spelling and grammatical corrections
  - ii. Funding corrections where its clear the mistake is a typo (e.g. adding the fund code amount as \$10,000,000 instead of the approved \$1 million)
  - iii. Correcting other minor mistakes or data entry errors made as part of an earlier amendment (e.g. correcting an amendment number reference or other tag in the project description due to a typo)
  - iv. Normally, the Region 1 STIP Coordinator and the MTIP Amendments Manager will identify the needed correction and agree on the corrective action. The corrective action will be made in the MTIP worksheet, MTIP database, or STIP with the appropriate support documents included in the administrative modification bundle to act as a record of the correction.
  - v. Projects that need a technical correction are not required to complete a public comment period.

## 6. **Advance Construction Programming:**

- a. Periodically as priorities change and competition for limited resources increase, federal funds committed to a project may be delayed. With the

number of projects the State DOT is required to program and complete, funding liquidation issues, or delays when funding is expected to be available may occur.

- b. To avoid these issues and keep projects on their delivery time, ODOT may utilize Advance Construction initially to program their projects.
- c. Advance Construction is a fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding.
- d. When ODOT choses this option, Advance Construction (ADVCON) or AC will be used in place of the anticipated federal programmatic fund type code (e.g. NHPP, HSIP, State STBG, etc.).
- e. When Advance Construction is utilized, ODOT agrees to cover the project costs until the federal funds are identified and become available.
- f. AC/ADVCON is used to program the phase representing the AC placeholder.
- g. As part of the programming, ODOT will identify the anticipated conversion code (programmatic federal fund type code). The AC programming code will be added to the MTIP with the anticipated conversion code allowing fiscal constraint to be properly demonstrated,
- h. When the federal code is known, ODOT will notify Metro of the programmatic fund type code and complete a technical correction to swap out the Advance Construction “AC” with the committed federal programmatic fund type code.
- i. Under the manual programming process in the MTIP, special AC codes have been established to capture advance construction and the conversion code. Examples included: AC-HSIP, AC-NHPP, AC- State STBG, etc. Under development in the new MTIP programing database, a similar process will be used. The expected federal programmatic fund type code along with an “AC” filed will be available to identify projects using advance construction.
- j. ODOT has the responsibility to identify the anticipated federal conversion programmatic fund type code at the time of first programming or as part of the submitted formal amendment/administrative modification.
- k. If ODOT elects to use Advance Construction for phase programming and chooses not to identify the anticipated conversion code (As part of the STIP Impacts Worksheet, email notification, other acceptable document) then Metro will reject the amendment as proposed until the conversion code is identified.
- l. For additional guidance concerning the programming and use of Advance Construction, see Attachment 9: USDOT Advance Construction guidance.

## **7. MTIP Amendment Matrix:**

- a. From the above discussion of Forma/Full amendments, Administrative amendments, and Technical Corrections, USDOT has identified the parameters of project changes allowed for Formal and Administrative amendments.
- b. The current approved MTIP amendment guidance is shown the below table.
- c. The expanded Amendment Matrix with added guidance is included in Attachment 10 with Scope Change Reminders in Attachment 11.

Item	<b>FORMAL/FULL MTIP AMENDMENTS</b>
1	<p><b>JPACT &amp; METRO COUNCIL AUTHORIZED DISCRETION:</b></p> <p>Metro JPACT and Council reserved the right to require any project change to be process as a formal/full amendment based on the scope or cost change, regional significance impact, impact to air quality, change in relationship to the RTP and the RTP's goals and strategies, and/or public interest or public sensitivity to the project or required change.</p>
2	<p><b>ADDING OR CANCELING PROJECTS:</b></p> <p>Adding/cancelling a federally funded, regionally significant, or state/locally funded project or project phase which will potentially be federalized and trigger the need for a formal amendment. If project or project phase does not meet these criteria, see Administrative Modification #1. For Western Federal Lands (WFL) or planning projects, see administrative section #7 and #8</p>
3	<p><b>PROJECT LOCATIONS AND/OR MILEPOST LIMITS CHANGES:</b></p> <p>Location/Limit Changes that normally will trigger a formal amendment:</p> <ul style="list-style-type: none"> <li>- Project location and limit changes equal to or &gt; 1 mile = Formal/Full Amendment</li> <li>- Project modifications that result in NEPA re-evaluation</li> <li>- Change affects air quality conformity</li> <li>- Adding capacity per the Federal Code of Regulations (CFR) and FHWA/FTA/EPA guidance</li> <li>- Projects adding work-type in the STIP FP that trigger a change in limits, location, or result in a significant scope impact</li> <li>- Project location or limit changes greater than 0.5 miles and up to 1 mile = MPO discretionary review and consideration of the change impact</li> <li>- Project location or limit changes up to 0.5 miles = Administrative modification if the discretionary review result in no significant impact as noted below. If significant impacts are noted, Metro will process the change as a formal amendment.</li> </ul>
4	<p><b>CHANGES IN FISCAL CONSTRAINT (COST CHANGES) BY THE FOLLOWING CRITERIA:</b></p> <p>Changes in Fiscal Constraint by the following criteria will normally trigger a formal amendment:</p> <ol style="list-style-type: none"> <li>a. For FHWA funded projects - total project cost increase for all phases and any type of funding increase: <ul style="list-style-type: none"> <li>- Projects under \$1M – cost increases over 50%</li> <li>- Projects between \$1 million to \$5 million – cost increases over 30%</li> <li>- Projects over \$5 million – cost increases over 20%</li> </ul> </li> <li>b. For FTA funded projects – total project cost increases for all phases and any type of funding increase over 30% will trigger a formal amendment.</li> </ol>
5	<p><b>MAJOR PROJECT SCOPE OR WORK ELEMENT ADJUSTMENTS:</b></p> <p>Major changes to the project scope or work approved work elements will normally require the changes to occur through a formal/full amendment The changes are allowable as a formal amendment assuming:</p>

	<ul style="list-style-type: none"> <li>- The changes are not capacity enhancing which would change the project transportation demand modeling status.</li> <li>- The project is still consistent with the RTP in overall scope, improvement, performance, strategies, and goals from the original constrained project RTP project entry</li> <li>- The scope adjustments do not impact the project's cost, location, or limits beyond the established thresholds described above.</li> <li>- The scope changes include capacity enhancing additions but are still consistent with project as modeled in the RTP.</li> <li>- The proposed scoping changes result in a significant down-scoping action to the project but are still consistent with the original Metro RFFA award, and have been approved by Metro management and/or JPACT previously.</li> </ul>
6	<p><b>ADDING PERMANENT EMERGENCY RELIEF PROJECTS</b></p> <p>Adding an emergency relief permanent repair project that involves substantial change in function and location will normally trigger the need for a formal/full amendment</p>

<b>ADMINISTRATIVE MODIFICATIONS</b>	
1	Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above.
2	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
3	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
4	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
5	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Completing Project Cost Decreases: This assumes the cost reduction is not due to a significant location or limits change as well as a scope change.
7	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>- The changes to the project costs remain under the formal amendment cost threshold</li> <li>- The changes to the project limits and location remain under the formal amendment threshold.</li> <li>- The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>- The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>- For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
8	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p>

	<ul style="list-style-type: none"> <li>- The prior obligate phase is being updated for follow-on obligation purposes</li> <li>- Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>- No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
9	Completing project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
10	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
11	Adding a Western Federal Lands (WFL) project



## Attachment 1: Sample MTIP Formal/Full Amendment Processing Calendar



CY 2023 MTIP Formal Amendments Summary Calendar Last Year of the 2021-24 MTIP and Beginning of the 2024-27 MTIP									
CY 2023 Month	Amendment Submission to Metro	Amendment Bundle Development	TPAC Agenda Mail-out	TPAC Approval	JPACT Approval	Metro Council Approval	Resolution Executed	Amendment Submission to ODOT & USDOT	Final Approval Target
January	Wednesday December 14 2022	12/14/22 to 12/28/2022	Friday December 30 2022	Friday January 6 2023	Thursday January 19 2023	Thursday February 9 2023	Wednesday February 15 2023	Thursday February 16 2023	Early to Mid-March 2023
February	Thursday January 13 2023	1/13/2023 to 1/25/2023	Friday January 27 2023	Friday February 3 2023	Thursday February 16 2023	Thursday March 9 2023	Wednesday March 15 2023	Thursday March 16 2023	Early to Mid-April 2023
March	Monday February 13 2023	2/13/2023 to 2/22/2023	Friday February 24 2023	Friday March 3 2023	Thursday March 16 2023	Thursday April 6 2023	Wednesday April 12 2023	Thursday April 13 2023	Early to Mid-May 2023
April	Wednesday March 15 2023	3/15/2023 to 3/29/2023	Friday March 31 2023	Friday April 7 2023	Thursday April 20 2023	Thursday May 11 2023	Wednesday May 17 2023	Thursday May 18 2023	Early to Mid-June 2023
May	Thursday April 13 2023	4/13/2023 to 4/26/2023	Friday April 28 2023	Friday May 5 2023	Thursday May 18 2023	Thursday June 8, 2023	Wednesday June 14 2023	Thursday June 15 2023	Mid-July 2023
June	Monday May 15 2023	5/15/2023 to 5/24/2023	Friday May 26 2023	Friday June 2 2023	Thursday June 15 2023	Thursday July 6 or 13 2023	Wednesday July 12 or 19 2023	Thursday July 13 or 20 2023	Mid-August 2023
July	Friday June 16 2023	6/16/2023 to 6/28/2023	Friday June 30 2023	Friday July 7 2023	Thursday July 20 2023	Thursday August 3 2023	Tuesday August 8 2023	Wednesday August 9 2023	By end of August 2023
July Note: The July 2023 Formal Amendment will be a special amendment proceeding based on emergency need and Metro Council Office pre-approval									
August	N/A	N/A	N/A	Friday August 4 2023	N/A Expected to be canceled	N/A	N/A	N/A	N/A
September	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## Attachment 1: Sample MTIP Formal/Full Amendment Processing Calendar



Transition to the 2024-27 MTIP (Beginning of FFY 2024 amendments)									
<b>October</b>	Friday September 15 2023	9/15/2023 to 9/27/2023	Friday September 29 2023	Friday October 6 2023	Thursday October 19 2023	Thursday November 9 2023	Wednesday November 15 2023	Thursday November 16 2023	Mid- December 2023
<b>CY 2023 Month</b>	<b>Amendment Submission to Metro</b>	<b>Amendment Bundle Development</b>	<b>TPAC Agenda Mail-out</b>	<b>TPAC Approval</b>	<b>JPACT Approval</b>	<b>Metro Council Approval</b>	<b>Resolution Executed</b>	<b>Amendment Submission to ODOT &amp; USDOT</b>	<b>Final Approval Target</b>
<b>November</b>	Friday October 13 2023	10/13/2023 to 10/25/2023	Friday October 27 2023	Friday November 3 2023	Thursday November 16 2023	Thursday December 7 2023	Wednesday December 13 2023	Thursday December 14 2023	Mid- January 2024
<b>December</b>	Friday November 10 2023	11/10/2023 to 11/21/2023	Wednesday November 22 2023	Friday December 1 2023	<del>Thursday December 21 2023</del> Expected to be canceled Move to January 18 2024	Thursday February 8 2024	Wednesday February 14 2024	Thursday February 15 2024	Mid-March 2024

**Notes:**

1. The above approval times reflect standard formal amendments processing under the Metro compressed approval timing. The amendment will be requested to proceed as consent items through JPACT and Metro Council. Approval of the compressed timing is dependent upon the contents of the monthly bundle.
2. Some amendments (e.g. Rose Quarter) may process under a special preview, then approval format. This requires the amendment to start in TPAC as a preview/no decision item, and then proceed to JPACT the same month as a preview/no decision item. The amendment returns to TPAC and JPACT as an approval item the next month. Presentations are expected for preview and approval actions at TPAC and JPACT.
3. The special amendment processing timing will be published separately from this calendar. Added submission materials may also be required for the amendment.
4. The Metro Formal MTIP Amendment Calendar reflects planning date estimates. Changes to committee and Council dates are possible and could impact the required time to complete the Metro approval process. The final amendment processing schedule is approved by the Metro Council Office which may change the review times or committee dates as deemed necessary.
5. JPACT can request a month delay to review and approve the monthly formal amendment bundle depending upon contents. If JPACT establishes this requirement, then the amendment bundle Metro approval will be delayed by at least one month.
6. No formal MTIP amendments during August and September 2023 are expected to occur as the new 2024-27 MTIP final approval will be pending for early October. Formal MTIP amendments will commence once the 2024-27 MTIP is approved.
7. Only Admin Modifications are expected to be completed during August 2023 affecting final FFY 2023 project obligations.
8. As of September 1, 2023, no further FFY 2023 admin mods will occur for FFY 2023. Admin mods will commence for FFY 2024 once the new 2024-27 MTIP is approved.

Attachment 1: Sample MTIP Formal/Full Amendment Processing Calendar



9. Final approval of the new 2024-27 MTIP is expected to be in early October 2023 unless USDOT issues a delay in commencing amendments for FFY 2024 and beyond as part of the new MTIP. If the approval delay is significant, the current 2021-24 MTIP will continue on into FFY 2024. Formal amendments and Admin Mods will be scheduled and occur within the 2021-24 MTIP based on the delay time frame and any conditions USDOT imposes upon Metro.
10. Once the 2024-27 MTIP is approved, it automatically overrides and replaces the 2021-24 MTIP. The 2021-24 MTIP lapses at this time and all active projects in the 2024-27 MTIP become the official approved MTIP projects for FFY 2024. Required amendments then will begin based on the projects in the newly approved 2024-27 MTIP.

## Attachment 2: MTIP Amendment Submission Reminders



**Purpose:** This form provides a guide for submitting an MTIP amendment request and a description of the required support materials to successfully process and approve the required changes through a formal amendment or through an administrative modification. Use the below checklist reminder to help develop and submit an MTIP amendment request

Formal/Full MTIP Amendments Types and Examples of Required Changes	
<ul style="list-style-type: none"> <li>• Adding a new project (PE through Cons)</li> <li>• Adding the Construction phase</li> <li>• Adding a new implementation phase where full programming is not present</li> <li>• Completing major scope changes</li> <li>• Completing limit changes (above threshold)</li> <li>• Adding new funds (above threshold)</li> </ul>	<ul style="list-style-type: none"> <li>• Cost increases above threshold to address phase funding shortfalls</li> <li>• Capacity changes triggering major cost and scope changes</li> <li>• Canceling a project Cons phase triggering a major cost decrease to the project</li> <li>• Canceling an entire project</li> </ul>
Note: Please reference the Metro Amendment Matrix for additional details concerning the project changes	

Required Amendment Submission Documentation	Documentation Examples	Submitted Items	Meets Requirements	
			Yes	No
Documentation that explains what is specifically changing to the project (e.g. before and after for fund changes, scope, schedule, etc.)	<ul style="list-style-type: none"> <li>• MTIP Amendment Request Form</li> <li>• Completed STIP Summary Report</li> <li>• Project Change Request (PCR)</li> <li>• Written request explaining the specific needed changes</li> </ul>			
Documentation explaining why the change is occurring and the need for the amendment, <b>plus the impacts if not approved</b>	<ul style="list-style-type: none"> <li>• MTIP Amendment Request Form</li> <li>• Completed STIP Impacts Worksheet</li> <li>• Completed Change Management Request (CMR)</li> <li>• Completed Project Change Request (PCR)</li> <li>• OTC Staff Report Item</li> <li>• Written request explaining the need for the changes <b>and impacts if not approved</b></li> </ul>			
Proof of funding documentation verifying the funds are available and committed to the project to meet the fiscal constraint requirement	<ul style="list-style-type: none"> <li>• Grant award letter</li> <li>• Grant application specifically for new projects being added to the MTIP via a formal/full amendment</li> <li>• Earmark award – notification or proof of award</li> </ul>			

## Attachment 2: MTIP Amendment Submission Reminders



	<ul style="list-style-type: none"> <li>• Approved OTC staff report item</li> <li>• ODOT Director's signed delegation funding letter</li> <li>• Program allocation letter or email from the appropriate approval authority verifying the source of the new or added funds</li> <li>• IGA (e.g. SFLP IGA verifying SFLP conversion approval)</li> <li>• Program of Projects (POP) for transit amendments</li> <li>• Current year budget line item</li> <li>• Current year CIP reference and amount confirmation</li> </ul> <p>Council or Board action committing the funds</p>			
Project Location Map	<ul style="list-style-type: none"> <li>• GIS, Google, or other type of project location map</li> <li>• The map must clearly show the project location and limits</li> </ul>			
Project Performance Evaluation Assessment	<ul style="list-style-type: none"> <li>• Completed questionnaire from Metro the Lead Agency/ Applicant completes</li> <li>• Applies to capacity enhancing projects with a total project cost 100 million or greater</li> </ul>			
Other additional items pertinent to the satisfactory completion of the amendment	<ul style="list-style-type: none"> <li>• Federal Register pages</li> <li>• Notice of Funding Opportunity (NOFO)</li> <li>• Programming, obligation, or expenditure guidance from FHWA or FTA</li> <li>• Project exhibits required in support of the amendment</li> <li>• Other support documents as identified necessary to complete the amendment</li> </ul>			

## Notes:

1. Performance Assessment Evaluation documentation:
  - a. Applies to major projects that increase motor vehicle capacity or significantly increase transit capacity and have a total cost approximately \$100 million.
  - b. These projects are required to submit a completed amendment request form to provide information about the project for analysis on impacts of MTIP

## Attachment 2: MTIP Amendment Submission Reminders



consistency with the Regional Transportation Plan's investment priorities, and for analysis of consistency with the region's Congestion Management Process and state Highway Plan Policy 1G. Check with Metro MTIP staff if you are unsure whether the proposed amendment meets the definition of a major project.

2. There is multiple code of federal regulations which govern how an MPO develops and processes MTIP amendments and administrative procedures detailing how Metro carries out the MTIP amendment process to meet federal regulations. A short list of the regulations, guidance and administrative procedures include the below references:
  - a. 23 CFR450.300-338 (Planning Assistance and Standards)
  - b. 23 CFR 450 Appendix A (Linking the Transportation Planning and NEPA Processes)
  - c. 40 CFR 93.126, Table 2 (Exempt Projects)
  - d. 40 CFR 93.127, Table 3 (Projects Exempt from Regional Emission Analyses)
  - e. Current approved Regional Transportation Plan
  - f. FHWA/FTA/ODOT/MPO Amendment Matrix (formal/full amendments versus administrative modification thresholds)
  - g. Current approved Metro MTIP and Appendix VI

### **Formal Amendment Processing Steps:**

1. Metro normally uses a compressed MTIP formal/full Amendment processing and approval process allowing the formal/full amendment to proceed through JPACT and Metro Council as consent items and the public comment period scheduled to conclude as late as just prior to the Metro Council meeting for amendment approval. However, TPAC, JPACT, or Metro Council members may request, or Metro staff may use professional judgement regarding interest of the public or the recommending/approval committees to consider or comment on the amendment. This can include setting a schedule to conclude the public comment period to an earlier date and consideration of the amendment as a discussion item on a JPACT and/or Metro Council agenda.
2. To complete the amendment process, TPAC, JPACT and Council require a complete, accurate amendment package to be submitted. Partial or incomplete amendment requests will not be accepted and returned to the submitter to address the shortfall. The full amendment package must be re-submitted for processing consideration.
3. Basic Formal Amendment Processing and Approval Actions (time period from initial submission to Metro to final USDOT approval is approximately 3 months)
  - a. Notification of formal amendment need
  - b. Development of required support materials to process the amendment
  - c. Submission of the formal amendment materials to Metro
  - d. Acceptance or rejection of the submitted amendment by Metro

## Attachment 2: MTIP Amendment Submission Reminders



- e. Complete required adjustments to the amendment
- f. Re-submit and acceptance of the amendment'
- g. Request to Metro Council for Resolution number and processing schedule
- h. Submit and implement public notification period
- i. Amendment submission to TPAC for notification and approval recommendation to JPACT
- j. Update materials and submission to JPACT for approval and approval recommendation to Metro Council
- k. Close of public comment period and evaluation of submitted comments
- l. Update materials and submission to Metro Council
- m. Metro approval and amendment bundle submission to ODOT and USDOT
- n. Final reviews and approvals by ODOT and USDOT
- o. Final approved amended project(s) updated into the current STIP and MTIP.

Administrative Modifications Types and Examples	
<ul style="list-style-type: none"> <li>Adding a new phase (e.g. Utilities or ROW) to an existing fully programmed project which does not exceed the cost threshold or trigger a scope change</li> <li>Canceling a project phase (ROW or Utilities) where the cost change does not exceed the threshold or trigger a scope change</li> <li>Name and/or description changes that do not result from a major scope change</li> <li>Splitting and combining projects in constrained years</li> <li>Splitting funds from existing constrained projects and combining into other existing constrained projects.</li> </ul> <p>Completing minor technical corrections or changes (e.g. obligation updates)</p>	<ul style="list-style-type: none"> <li>Creating child projects with existing programmed funds for enhanced delivery where total cost thresholds are maintained, and scope changes do not occur</li> <li>Minor cost increases below the threshold</li> <li>Adding new funds below the cost change threshold and doesn't result in a scope change</li> <li>Minor scope changes where the original delivery scope is still maintained</li> <li>Minor Limit changes below threshold limitations</li> <li>Phase slips that remain in constrained years</li> <li>Cost decreases that do not change the project scope</li> <li>Fund phase swaps where no scope change or cost change above the threshold results</li> </ul>
<p>Note: Please reference the current approved FHWA/FTA/ODOT/MPO Amendment Matrix to determine if the needed project change(s) can proceed as an administrative modification or require a formal/full amendment</p>	

Required Amendment Submission Documentation	Documentation Examples	Submitted Items	Meets Requirements	
			Yes	No
Documentation explaining what is specifically changing to the project (before and after for fund changes, scope, description, etc.)	<ul style="list-style-type: none"> <li>MTIP Amendment Request Form</li> <li>Completed STIP Summary Report</li> <li>Written request explaining the specific needed changes</li> </ul>			



## Attachment 2: MTIP Amendment Submission Reminders



Documentation explaining why the change is occurring and the need for the amendment, plus impacts if not approved	<ul style="list-style-type: none"> <li>• MTIP Amendment Request Form</li> <li>• Completed STIP Impacts Worksheet that includes the anticipated AC conversion code if Advance Construction funding is being identified for the project</li> <li>• Completed Change Management Request (CMR)</li> <li>• Completed Project Change Request (PCR)</li> <li>• Written request explaining the need for the changes and impacts if not approved</li> </ul>			
<p>Possibly Required under certain circumstances</p> <p>Proof of funding documentation verifying the funds are available and committed to the project to meet the fiscal constraint requirement</p>	<ul style="list-style-type: none"> <li>• Grant award letter</li> <li>• Grant application specifically for new projects being added to the MTIP via a formal/full amendment</li> <li>• Approved OTC staff report item</li> <li>• ODOT Director's signed delegation funding letter</li> <li>• Program allocation letter or email from the appropriate approval authority verifying the source of the new or added funds</li> <li>• IGA (e.g. SFLP IGA verifying SFLP conversion approval)</li> <li>• Program of Projects (POP) for transit amendments</li> <li>• Current year budget line item</li> <li>• Current year CIP reference and amount confirmation</li> <li>• Council or Board action committing the funds</li> </ul>			

## Notes.

1. Proof of Funding/ Fiscal Constraint Demonstration Conditional Requirements: A cost change with new federal funds, or new fund additions that proceed as administrative modification still may be required to satisfy the proof of funding/fiscal constraint requirement. Examples may include:
  - a. SFLP conversions: A copy of the SFLP conversion IGA provided as proof of funding for the SFLP conversion is normally required and is included as support documentation for the admin mod to convert the funds to SFLP.

Attachment 2: MTIP Amendment Submission Reminders



- b. A federally funded project receiving a supplemental federal funding allocation which will replace local overmatch but is not large enough to exceed the cost increase threshold triggering a formal amendment. However, fiscal constraint demonstration is still required even as an administrative modification. In this case a copy of the grant award letter, or another type of funding award confirmation is still required to satisfy the proof of funding and fiscal constraint requirement.
2. Project location maps or other project exhibits normally are not required as support documentation unless conditioned by FHWA or FTA to complete the administrative modification.
3. For project changes eligible to proceed via an administrative modification, the above item #3 requirements will not be necessary as support documentation unless funding changes are occurring.

## Attachment 3: MTIP Amendment Flex Transfer Reminders



#	Item	Yes	No	Comment
1	Did the Lead Agency identify as part of the amendment submission that the project amendment includes the completion of a flex transfer process to FTA?			
2	Was the amendment request submitted with all required details and support document to be correctly processed and approved?			
3	Are the FHWA based federal funds eligible to be flex transferred to FTA? (See note B below)			
4	Does the agency have past experience working with FTA to complete flex transfers?			
5	Does the amendment flex transfer include and state the expected FTA conversion code (e.g. Section 5307)?			
6	Does the Exhibit A (MTIP Worksheets), resolution, staff report, and/or other required amendment documentation identify the project will be flex transferred to FTA and includes the expected conversion code?			
7	Does the lead agency understand they will need to notify their FTA contact to initiate the flex transfer process with ODOT?			

## Notes:

- A. FTA guidance at <https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-transit-and-highway-improvements>
- B. These associated transit improvements must be physically or functionally related to transit facilities. Eligible projects are:
  - i. Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service.
  - ii. Bus shelters.
  - iii. Functional landscaping and streetscaping, including benches, trash receptacles, and street lights.
  - iv. Pedestrian access and walkways.

## Attachment 3: MTIP Amendment Flex Transfer Reminders



- v. Bicycle access, including bicycle storage shelters and parking facilities and the installation of equipment for transporting bicycles on public transportation vehicles.
  - vi. Signage.
  - vii. Enhanced access for persons with disabilities to public transportation.
- C. The following are important to keep in mind when considering interagency transfers:
- i. Funds transferred from FHWA to FTA can be used only for purposes eligible under both the original program that the funds are transferred from and the program to which the funds are transferred.
  - ii. Funds transferred from FHWA to FTA shall be administered under the requirements of Chapter 53 of Title 49 USC, except that the non-federal share for the original source of the funding applies to the transferred funds.
  - iii. To transfer funds from FHWA to FTA, a State Department of Transportation must request the transfer, with concurrence of the Metropolitan Planning Organization (MPO) if the project is within a metropolitan planning area, in a letter to the FHWA State Division Office.
  - iv. Funding transfers are permitted only for projects contained in an approved metropolitan [transportation improvement program](#) (TIP) and/or [statewide transportation improvement program](#) (STIP).
- D. FHWA based Funding Programs that can be Flex Transferred to FTA

Eligible Programs to be flexed to FTA	
Congestion Mitigation and Air Quality Improvement (CMAQ)	✓
Surface Transportation Block Grants (STBG)	✓
Highway Safety Improvement Program (HSIP)	✓
National Highway Performance Program (NHPP)	✓
Transportation Alternatives (TA)	✓
Ferry Boat Program	✓
State Planning and Research (SPR)	✓
Carbon Reduction Program ( <b>new</b> )	✓

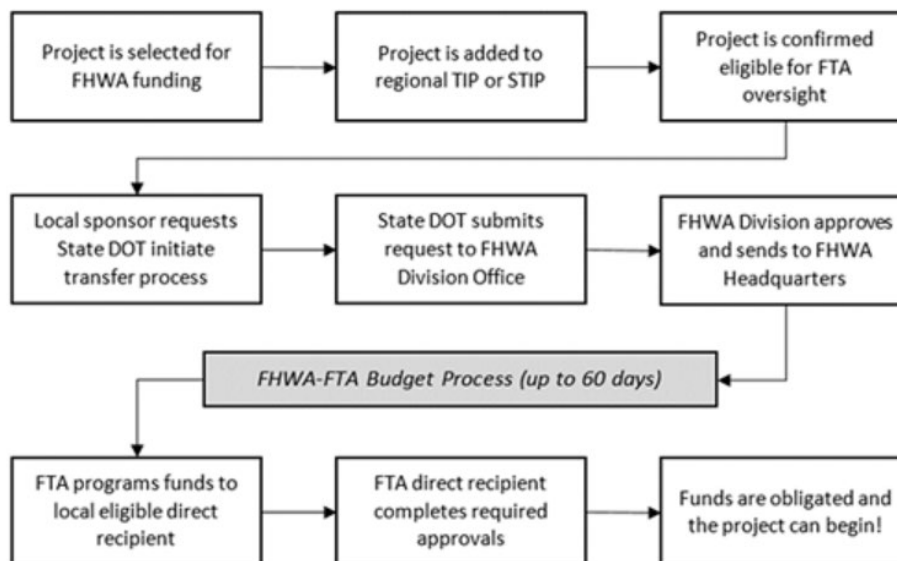
- E. Lead Agency Flex Transfer Initiation Steps:
- i. Grantee requests a transfer of funds by sending an email to [FTA.TRO10Flex@dot.gov](mailto:FTA.TRO10Flex@dot.gov) with a copy to their FTA contact person
  - ii. The flex transfer email request must include the following information:
    - 1) PDF attachment of the project STIP page (post amendment approval)

Attachment 3: MTIP Amendment Flex Transfer Reminders



- 2) Grant number in TrAMS (A TrAMS grant application must have been initiated by the lead agency)
- 3) STIP Key number for the project (e.g. Key 22160)
- 4) STIP Title and Federal approval date of the current STIP (Note: If the project has been amended, include the STIP amendment number and approval date for the amendment).
- 5) Brief project description as programmed in the STIP.
- 6) Amount to be transferred as programmed in the STIP (full amount federal + match. Acknowledge this is the full amount or explain why you are not flexing the full programmed amount.)
- 7) Identify the Urbanized Area (UZA) which the project will be undertaken.
- 8) FHWA Federal-aid apportionment category (i.e. the programmatic fund type code, STBG, CMAQ, etc.) that will be flex transferred to FTA
- 9) Confirmation that the project is eligible under the intended funding program (See note B above. Example = transit vehicle rehabilitation.)
- 10) State the expected FTA flex transfer conversion code (e.g. Section 5307).
- 11) Source of local match (e.g. local agency funds, partner contribution, etc. Can't be another federal source.

**F. Flex Transfer Funding Process Flow Chart**



## Attachment 3: MTIP Amendment Flex Transfer Reminders



## G. Sample FTA Flex Transfer Request to ODOT



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION X  
Alaska, Idaho, Oregon,  
Washington

915 Second Avenue  
Federal Bldg. Suite 3142  
Seattle, WA 98174-1002  
206-220-7954  
206-220-7518 (fax)

July 27, 2022

Katie Parlette  
Federal Aid Funding Manager  
Oregon Department of Transportation  
555 13<sup>th</sup> Street, Suite 2  
Salem, OR 97301

RE: Request for STBG-Urban Funds Transfer  
FTA Project No. 1711-2022-3  
Project Sponsor: Metro

Dear Ms. Parlette:

The Federal Transit Administration (FTA) requests the Oregon State Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) initiate the transfer of \$530,449 in Surface Transportation Block Grant (STBG-Urban) funds for the above-referenced FTA grant. Metro is the project sponsor, and all funds will be transferred into the FTA Section 5307 program. The following are the funds requested for transfer.

STIP Number	Funding Source	Urbanized Area	Description	Transfer Amount
22160	STBG-Urban	410280	Safe Routes to School Program	\$530,449
<b>Total Transfer Requested</b>				<b>\$530,449</b>

The above project is included in the 2021-2024 Oregon Statewide Transportation Improvement Program (STIP) Amendment 21-24-1951 federally approved on March 14, 2022. Please notify FHWA so that it may proceed to obligate these funds. If there are any questions regarding this request, please contact Ned Conroy at 206-220-4318, or email [ned.conroy@dot.gov](mailto:ned.conroy@dot.gov).

Sincerely,

AMY M. CHANGCHIEN

Digitally signed by AMY M.  
CHANGCHIEN  
Date: 2022.07.27 22:18:37 -07'00'

Amy Changchien  
Director, Office of Planning and Program Development

**Background:** All formal/full Metro approved amendment bundles require an official resolution as part of the required support documentation. The amendment resolution is a mandatory and required element of the bundle and provides the legal justification for the formal/full amendment. The resolution is normally divided into multiple sections and includes the below elements.

<p><b>Resolution Header Section</b></p> <div> <div>BEFORE THE METRO COUNCIL</div> <div> <div> <div>FOR THE PURPOSE OF ADVANCING METRO ELIGIBLE UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS FOR INCLUSION IN THE STATE FISCAL YEAR 2024 UPWP AND COMPLETING A SCOPE CHANGE FOR AN ODOT AMERICANS WITH DISABILITIES CURBS AND RAMPS PROJECT</div> <div>)</div> </div> <div> <div>RESOLUTION NO. 23-5308</div> <div>Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson</div> </div> </div> </div>	<p>Notes:</p> <p>The Header section includes:</p> <ul style="list-style-type: none"> <li>- Amendment Purpose Statement stating the need for the MTIP amendment</li> <li>- Resolution Number (assigned by the Council Office)</li> <li>- Introduction statement by the current Metro COO and Council president</li> </ul>
<p><b>Regulatory Background for the Resolution</b></p> <div> <p>WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and</p> <p>WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and</p> <p>WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and</p> <p>WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and</p> </div>	<p>This section provides the background for the MTIP and amendment process which include:</p> <ul style="list-style-type: none"> <li>- Prioritization of projects in the MTIP against the RTP in compliance with 23 CFR 450.300-338</li> <li>- Establishment of the MTIP in compliance with 23 CFR 450.300-330</li> <li>- JPACT's official approval role and approval of the current MTIP</li> <li>- JPACT's approval role in relation to MTIP amendments</li> </ul>
<p><b>Reasons for Amendment Project Adjustments</b></p> <div> <p>WHEREAS, preliminary development of Metro's State Fiscal Year 2024 Unified Planning Work Program (UPWP) now requires re-programming of multiple MTIP supporting UPWP projects; and</p> <p>WHEREAS, three Regional Flexible Fund Allocation (RFFA) Step 1 funded projects supporting the SFY 2024 UPWP are being advanced to FFY 2023 and will be combined into the single UPWP Master Agreement project key; and</p> <p>WHEREAS, the advancement and combining effort affects the planned SFY 2024 UPWP Surface Transportation Block Grant allocations to the Freight and Economic Development Planning, Transportation System Management and Operations, and Regional Planning funds to simplify the federal obligation process and be included as part of Metro's FFY 2023 Obligation Targets program; and</p> <p>WHEREAS, Federal Highways Administration based Planning funds and Federal Transit Administration Section 5303 funds allocated for the Metro SFY 2024 UPWP are being adjusted based on their latest approved funding levels; and</p> <p>WHEREAS, the city of Portland is designating Lombard St (OR99E) as a pilot project to evaluate expediated and streamlined Americans with Disabilities Act (ADA) permitting processes which impacts the Oregon Department of Transportation planned ADA curb and ramp improvement project in the area and now requires a scope change to drop the OR99E segment and adjust the revised project for inflationary cost increases; and</p> </div>	<p>This section explains the amendment bundle contents and the reasons for the changes. Statements may relate to individual projects or groups of projects.</p> <p>This section obviously changes with each monthly formal/full amendment and is open to interpretation by Metro Legal staff and/or JPACT or Council members.</p> <p>Overall, this section helps explain what is changing with the included project and "why" the changes are needed (required federal approval steps, obligation need, etc. Brevity is encourage in this section.</p>



<p><b>RTP Consistency Check, Fiscal Constraint Demonstration, and Exhibit A Reference Statements</b></p> <p><u>WHEREAS</u>, Metro staff reviewed all project changes for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and</p> <p><u>WHEREAS</u>, Metro staff reviewed and confirmed the MTIP’s financial constraint finding is maintained with this amendment; and</p> <p><u>WHEREAS</u>, Exhibit A to this resolution includes the project names, descriptions, and amendment action for the four projects proposed for amendment; and</p>	<p>This portion of the resolution reiterates that as a result of the amendment:</p> <ul style="list-style-type: none"> <li>- The MTIP’s fiscal constraint finding is maintained</li> <li>- The required RTP consistency checks have been completed and no conflicts or negative impacts exist</li> <li>- The changes made to individual projects are contained in Exhibit A (MTIP Worksheets) to the resolution – <i>New requirement as of February 2023.</i></li> </ul>
<p><b>Resolution Approvals Section</b></p> <p>WHEREAS, on January 6, 2023, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and</p> <p>WHEREAS, on January 19, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore</p> <p>BE IT RESOLVED that the Metro Council adopts this resolution to amend the five projects in the 2021-24 Metropolitan Transportation Improvement Program.</p>	<p>The resolution approval section contains:</p> <ul style="list-style-type: none"> <li>- The TPAC and JPACT approval dates</li> <li>- The “Be It Resolved” statement indicating that Metro Council is approving and adopting the MTIP amendment resolution</li> </ul>
<p><b>Resolution Final Signature and Date</b></p> <p>ADOPTED by the Metro Council this ____ day of _____ 2023.</p> <p>Approved as to Form:</p> <p>_____ Lynn Peterson, Council President</p> <p>_____ Carrie MacLaren, Metro Attorney</p>	<p>The resolution final approval section includes:</p> <ul style="list-style-type: none"> <li>- The “Adopted by Metro Council” statement and the day and month of the final approval</li> <li>- Signature line and name of the Metro Council President</li> <li>- Approved to Form statement with the Metro attorney signature line</li> </ul>

**Added notes for the MTIP Formal/Full Amendment Resolution development:**

1. The Metro Council Office and legal staff routinely review the contents of the draft resolution prior to submission to Metro Council.
2. Metro legal staff may ask for clarification of any included statements, or require adjustments/removals of any draft statements
3. Generally, do not include acronyms that are not used multiple times in the resolution. Spell out the name completely. Do not include the acronym name in parenthesis if used only once in the resolution.
4. Avoid using passive voice in statements.
5. Try to develop brief and concise statements relating to the amendment project contents.
6. Try to keep the resolution overall short and to the point.
7. Statements that summarize multiple project changes, required approvals, the need for the formal/full amendment, or reasons why they are included in the amendment bundle are encouraged where possible and when logic support the summary statement.

8. The above reminders are somewhat generic and elastic. Legal interpretations can change resulting in one or more statement modifications over time. Be flexible and expect changes in the required statements to occur.

### Sample Completed MTIP Formal/Full Amendment Resolution

#### BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADVANCING METRO</b>	)	RESOLUTION NO. 23-5308
<b>ELIGIBLE UNIFIED PLANNING WORK</b>	)	
<b>PROGRAM (UPWP) PROJECTS FOR</b>	)	Introduced by: Chief Operating Officer
<b>INCLUSION IN THE STATE FISCAL YEAR 2024</b>	)	Marissa Madrigal in concurrence with
<b>UPWP AND COMPLETING A SCOPE CHANGE</b>	)	Council President Lynn Peterson
<b>FOR AN ODOT AMERICANS WITH</b>	)	
<b>DISABILITIES CURBS AND RAMPS PROJECT</b>	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, preliminary development of Metro's State Fiscal Year 2024 Unified Planning Work Program (UPWP) now requires re-programming of multiple MTIP supporting UPWP projects; and

WHEREAS, three Regional Flexible Fund Allocation (RFFA) Step 1 funded projects supporting the SFY 2024 UPWP are being advanced to FFY 2023 and will be combined into the single UPWP Master Agreement project key; and

WHEREAS, the advancement and combining effort affects the planned SFY 2024 UPWP Surface Transportation Block Grant allocations to the Freight and Economic Development Planning, Transportation System Management and Operations, and Regional Planning funds to simplify the federal obligation process and be included as part of Metro's FFY 2023 Obligation Targets program; and

WHEREAS, Federal Highways Administration based Planning funds and Federal Transit Administration Section 5303 funds allocated for the Metro SFY 2024 UPWP are being adjusted based on their latest approved funding levels; and

WHEREAS, the city of Portland is designating Lombard St (OR99E) as a pilot project to evaluate expedited and streamlined Americans with Disabilities Act (ADA) permitting processes which impacts the Oregon Department of Transportation planned ADA curb and ramp improvement project in the area and now requires a scope change to drop the OR99E segment and adjust the revised project for inflationary cost increases; and

WHEREAS, Metro staff reviewed all project changes for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and

WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on January 6, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 19, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the five projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 9th day of February 2023.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

## Attachment 5: Formal/Full MTIP Public Comment Process



Metro approval of a formal/full MTIP Amendment requires the successful completion of a 30-day Public Notification Period that provides the public the opportunity to provide comments and feedback about the amendment or specific project within the bundle.

<b>FORMAL AMENDMENTS</b>	<p>Occasionally, the active MTIP is amended. This may be necessary if additional funding becomes available or if conditions on the ground lead jurisdictions to delay one project in favor of another. Amendments will include a public notice on the website and a minimum 30-day review and comment (letter, email, phone, public comment at committee and council meetings) of the proposed amendment.</p> <p>To comment, contact Summer Blackhorse at <a href="mailto:summer.blackhorse@oregonmetro.gov">summer.blackhorse@oregonmetro.gov</a>.</p> <p>Find out more about engaging in Metro's transportation planning:</p> <p><a href="#">Be involved in transportation planning</a> Find out about how Metro engages with the public when planning a better system for getting around greater Portland. 1.61 MB Adobe Acrobat PDF   Published Jan 30, 2019</p>				
	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <b>Current formal amendments</b> </td> <td style="width: 50%; vertical-align: top;"> <b>Prior adopted amendment</b> </td> </tr> <tr> <td style="vertical-align: top;"> <p><a href="#">February Formal Amendment #2</a> Comment by March 29, 2023 at 5 p.m. 123.54 KB Adobe Acrobat PDF   Published Feb 28, 2023</p> </td> <td style="vertical-align: top;"> <p><a href="#">February FFY 2023 MTIP Formal Amendment, #JAN3-05-JAN</a> Adopted February 9, 2023 (Comment period January 4 to February 2, 2023) 7.26 MB Adobe Acrobat PDF   Published Feb 9, 2023</p> </td> </tr> </table>	<b>Current formal amendments</b>	<b>Prior adopted amendment</b>	<p><a href="#">February Formal Amendment #2</a> Comment by March 29, 2023 at 5 p.m. 123.54 KB Adobe Acrobat PDF   Published Feb 28, 2023</p>	<p><a href="#">February FFY 2023 MTIP Formal Amendment, #JAN3-05-JAN</a> Adopted February 9, 2023 (Comment period January 4 to February 2, 2023) 7.26 MB Adobe Acrobat PDF   Published Feb 9, 2023</p>
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2021-2024 Metropolitan Transportation Improvement Program Public Notification of Submitted New and Proposed Amended Existing Projects Public Notification and Opportunity to Comment Notice	
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**Metro is in receipt of the 2021-24 MTIP March FFY 2023 Formal Amendment Bundle for Resolution 23-5319**

Amendment Purpose Statement for Resolution 23-5319 (Amendment Number MR23-07-MAR)
<b>FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS</b>
<b>Public Notification Comment Opportunities for the March FFY 2023 Formal MTIP Amendment for Resolution 23-5319</b>
<p>The public review period for this project amendment is <b>2/28/2023</b> and concludes on <b>3/29/2023</b>, at 5:00 pm. Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at <a href="mailto:summer.blackhorse@oregonmetro.gov">summer.blackhorse@oregonmetro.gov</a>. Subject to revisions to address comments received during the public comment period, the 2021-26 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.</p>
<b>Added Notes</b>
<p>Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.</p>
<p style="text-align: center;"><b>About MTIP Formal/Full Amendments</b></p> <p>Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.</p>

**Public Notification Header Table Notes:**

1. The header includes key information about the monthly formal/full amendment bundle and the comment associated comment period. Key information needed in the PNT header includes:

## Attachment 5: Formal/Full MTIP Public Comment Process



- a. The resolution number (23-5319 – assigned by the Metro Council office to the amendment)
  - b. Formal/full amendment month (e.g. March 2023)
  - c. Amendment number (MR23-07-MAR)
    - i. The MTP Amendments Manager assigns the formal amendment number
    - ii. This usually occurs to the MTIP formal amendment log and when the amendment becomes official.
  - d. Purpose Statement: This explains why the amendment is basically needed.
  - e. Comment period dates: From and to dates which must provide at least a 30-day opportunity for public comment
2. Alternative means to provide comment if not through an email submission
  3. A basic overview of what constitutes a formal/full amendment.

## Exhibit A Summary

2021-2024 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 23-5319				
March FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR23-07-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19758 MTIP ID 70757	ODOT	<del>OR8: SW Hocken Ave - SW Short St</del> OR8: Canyon Rd Pedestrian Enhancements	<del>Design and construct streetscape, safety, and operational improvements</del> Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	<b>SCOPE CHANGE:</b> Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

## Added Amendment Notes:

The complexity of separating the Beaverton pedestrian portion from the ODOT Street improvement project results in continue discussions over the appropriate name, description, and funding composition for the project. Through the public comment process, additional tweaks and adjustments to the project name, description, and funding composition may still occur. The final version will proceed to Metro Council with no further changes then occurring.

## Proposed Amendment Review and Approval Steps:

- Tuesday, February 28, 2023: Post amendment & begin 30-day notification/comment period
- Friday, March 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, March 16, 2023: JPACT meeting
- Wednesday, March 29, 2023: End 30-day Public Comment period
- Thursday, April 6, 2023: Metro Council meeting
- Wednesday, April 13, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid to late May 2023: Final project amendment approval from FHWA expected.

## Exhibit A Summary Notes:

1. The Exhibit A summary provides the basic details about the amendment and will include:
  - a. ODOT Key number and MTIP ID
  - b. Lead Agency
  - c. Project name. Note: Use of red strikethrough font indicates a change is occurring. The blue font represents the updated information.
  - d. Project short description
  - e. Amendment Action: Basic description of what changes are occurring to the project

## Attachment 5: Formal/Full MTIP Public Comment Process



2. Proposed processing and approval dates (optional). This is a helpful timeline of internal metro processing and approval dates through the committees, Council, and then on to ODOT and USDOT for final approval.
3. If included, ensure the processing and approval dates are qualified as “estimated”, or “proposed” as the final processing and approval dates may change.

## Exhibit A or MTIP Worksheets

Used to show specific changes occurring to the project as part of the amendment. The MTIP Worksheets are also used as part of administrative modifications.

## Sample Exhibit A/MTIP Worksheet - Header and Project Details Section

March 2023 Formal Amendment for FFY 2023 - Amendment Number MR23-07-MAR			
Summary Reason for Change: The project is being re-scoped closer to Beaverton's RFFA award Canyon Rd pedestrian enhancement project			
		<b>Metro</b> 2021-26 Metropolitan Transportation Improvement Program (MTIP) <b>PROJECT AMENDMENT DETAIL WORKSHEET</b>	
<b>Lead Agency:</b> ODOT		<b>MTIP Formal Amendment SCOPE CHANGE</b> Re-scope project to reflect Beaverton Canyon Rd Ped project	
<b>Project Name:</b> OR8: SW Hocken Ave—SW Short St OR8: Canyon Rd Pedestrian Enhancements	<b>1</b>	<b>Project Type:</b> Highway <b>Fiscal Constraint Cat:</b> SM&O <b>ODOT Type:</b> Operations <b>Performance Goal:</b> Safety <b>Capacity Enhancing:</b> No <b>Conformity Exempt:</b> Yes <b>On CMP:</b> Yes <b>30 Day Notice Begin:</b> 2/28/2023 <b>30 Day Notice End:</b> 3/29/2023 <b>Funding Source:</b> Metro ODOT <b>Funding Type:</b> STBG <b>State Highway Route:</b> OR8 <b>Mile Post Begin:</b> <del>3.22</del> 3.15 <b>Mile Post End:</b> <del>4.07</del> 3.90 <b>Length:</b> <del>0.85</del> 0.75 <b>Flex Transfer to FTA:</b> No <b>FTA Conversion Code:</b> N/A <b>1st Year Program'd:</b> 2015 <b>Years Active:</b> 9 <b>STIP Amend #:</b> 21-24-3109	<b>ODOT Key:</b> 18758 <b>MTIP ID:</b> 70757 <b>Status:</b> 4 <b>Comp Date:</b> 12/31/2028 <b>RTP ID:</b> 11440 <b>RTP Approval:</b> 12/6/2018 <b>Trans Model:</b> 12/6/2018 <b>TCM:</b> No <b>TSMO Award:</b> No <b>TSMO Cycle:</b> N/A <b>RFFA ID:</b> N/A <b>RFFA Cycle:</b> 2016-2018 <b>UPWP:</b> No <b>UPWP Cycle:</b> N/A <b>Past Amend:</b> 7 <b>Council Appr:</b> Yes <b>Council Date:</b> <b>OTC Approval:</b> No <b>OTC Date:</b> N/A <b>MTIP Amnd #:</b> MR23-07-MAR
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).			
<b>Short Description:</b> Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.			
<b>Detailed Description:</b> Improve the safety and signal operation to provide streetscape improvements that improve the connectivity between the Creekside District and Old Town, and to improve access to transit users of OR8 (Canyon Rd) in the Beaverton Regional Center Project Funding. Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)			
<b>STIP Description:</b> Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. Improve signal safety and access for pedestrians including streetscape enhancements.			
Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2022 - Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023			



## Attachment 5: Formal/Full MTIP Public Comment Process



## Header and Project Details Notes:

1. Exhibit A or MTIP Worksheets are developed in Excel to identify the “before and after” changes to the project
2. The header section contains a very brief overview of the amendment and includes the amendment name and summary reason for the change.
3. A summary box that identifies the amendment type (Formal), type of change (Scope Change), brief description of the change)
4. Other key areas in the project details section include:
  - a. **Lead agency:** The agency responsible for the funds or fund award, responsible to obligate the federal funds, and will be the agency responsible for expending the obligated funds. The lead agency is normally equal in logic to the “Applicant” in the STIP.
  - b. **Project Name:** Official project name as will be stated on the environmental document, intergovernmental agreement (IGA), obligation/expenditure documentation, etc. The project name has a character limitation of 65 total character spaces in the STIP and MTIP currently.
  - c. **Project Status:** A status code indicating where the project generally is in the delivery process.
  - d. **Short Project Description:** A brief description of the project scope and delivery elements. The short description in the MTIP is limited to 255-character spaces. Both the MTIP and STIP try to match up the short descriptions to be very close or exact match.
  - e. **Detailed Project Description:** Use internally in the MTIP for staff use. States in more detail the project location, limits, and scope elements to ensure the project description is consistent with the constrained entry in the Regional Transportation Plan (RTP). Normally will identify the major capacity type improvements for capacity enhancing projects.
  - f. **STIP Description:** The description as entered into the current STIP. Included for comparison purposes and to determine if the MTIP and STIP short descriptions match up.
  - g. **Last Amendment or Modification:** Identifies when the project last completed an formal amendment or administrative modification and includes brief details about the changes.
5. Project Detail ID Tags and Document References:
  - a. These items provide short references to various project identification tags, project types, required prior approvals, Milepost locations and limits and relationships to related transportation documents.
  - b. The entries are primarily for internal staff, ODOT, and USDOT staff references about the amendment.

## Exhibit A Project Funding Details



## Attachment 5: Formal/Full MTIP Public Comment Process



PROJECT FUNDING DETAILS							
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction
Federal Funds							
STP (Metro)	Z230	2015		\$ 1,111,396			\$ -
STP (Metro)	Z230	2015		\$ 1,577,190			\$ 1,577,190
State STP	H240	2015		\$ 32,882			\$ 32,882
Equity B	L22E LZ20	2015		\$ 50,344			\$ 50,344
NHS (Min Guarantee)	Q760	2015		\$ 25,452			\$ 25,452
Redistribution	M040 M03E	2015		\$ 125,876			\$ 125,876
ADVCON	ACPO	2015		\$ 325,948			\$ 325,948
STP (Metro)	ZS30	2020			\$ 448,650		\$ -
State STBG	ZS30	2020			\$ 1,139,571		\$ -
HSIP	ZS30	2020			\$ 225,133		\$ 225,133
STP (Metro)	Z230	2023					\$ 1,974,955
STBG-U	Z230	2024					\$ 1,957,810
State STBG	Z240	2023					\$ 1,615,497
State STBG	Z240	2024					\$ 548,244
Note: ADVCON = Metro HIP Fund Exchange awarded funding to the project.							Federal Totals: \$ 4,868,879
State Funds							
State (STP)	Match	2015		\$ 3,764			\$ 3,764
State (Equity)	Match	2015		\$ 5,762			\$ 5,762
State (NHS)	Match	2015		\$ 2,913			\$ 2,913
State (Redist)	Match	2015		\$ 14,407			\$ 14,407
State (STBG)	Match	2020			\$ 130,429		\$ -
State (HSIP)	Match	2020			\$ 25,767		\$ 25,767
State	S010	2020			\$ 30,000		\$ 30,000
State (STBG)	Match	2023					\$ 184,901
State STBG	Match	2024					\$ 62,749
							State Total: \$ 145,362
Local Funds							
Local (STP-U)	Match	2015		\$ 127,204			\$ -
Local (STP-U)	Match	2015		\$ 180,516			\$ 180,516
Local (AC)	Match	2015		\$ 37,306			\$ -
Local (STP-U)	Match	2020			\$ 51,350		\$ -
Local (STP-U)	Match	2023					\$ 226,042
Local (STBG-U)	Match	2024					\$ 224,080
Other	OTH0	2023					\$ 3,900,000
Other	OTH0	2024					\$ 19,107
							Local Total: \$ 423,703
Phase Totals Before Amend:	\$ -	\$ 1,500,000	\$ 1,770,000	\$ -	\$ 7,901,395	\$ 11,171,395	
Phase Totals After Amend:	\$ -	\$ 2,382,360	\$ 280,900	\$ -	\$ 2,811,990	\$ 5,475,250	
Phase Totals Before Amend:	\$ -	\$ 1,500,000	\$ 1,770,000	\$ -	\$ 7,901,395	\$ 11,171,395	
Phase Totals After Amend:	\$ -	\$ 2,382,360	\$ 280,900	\$ -	\$ 2,811,990	\$ 5,475,250	
Total Project Cost Estimate (all phases):							\$ 5,475,250
Year of Expenditure Cost Amount:							\$ 5,475,250

Programming Summary Details							
Why project is short programmed:							
Phase Change Amount:	\$ -	\$ 882,360	\$ (1,489,100)	\$ -	\$ (5,089,405)	\$ (5,696,145)	
Phase Change Percent:	0%	59%	-84%	0%	-64%	-51%	
Revised Match Federal:	\$ -	\$ 244,668	\$ 25,767	\$ -	\$ 286,829	\$ 557,264	
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%	

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ 2,382,360	\$ 280,900			Federal Aid ID
Federal Funds Obligated:		\$ 2,137,692	\$ 225,133			S029(027)
Initial Obligation Date:		8/31/2015	11/1/2019			Other Notes
EA Number:		PE002550	R9263000			
EA Start Date:		N/A	N/A			
EA End Date:		N/A	N/A			
Known Expenditures:		N/A	N/A			



### Project Funding Details Notes:

1. Federal, state, and local funds are shown in this section and how they are committed to which specific phase for the project. Funding information includes:
  - a. **Programmatic fund type code:** This entry specifies the federal, state, or local fund type code for the project
  - b. **Fund Code:** The fund code represents the anticipated funding pot where the funds originate. FHWA appropriates various programmatic fund types (e.g. NHPP, STBG, HSIP, etc.) to the states. The funds usually are appropriated by their funding legislation, appropriation act, or other action to designate the source of the specific funding. Consider the fund code a more detailed version of the general programmatic fund type code.
  - c. **Year:** For now, the programming year represent the first year in the specific phase the funds will be obligated (approved to be expended). In the developing MTIP, the funding allocation will be committed to the year the funds are obligated and not just the original obligation year. Example. If a project obligates \$500,000 of federal STBG for PE in FFY 2023 and then adds another \$300 of STBG in FFY 2024, the current process will show the total \$800,000 of STBG in FFY 2023 (representing the first obligation year). However, in the new MTIP database, the added \$300,000 of STBG will show up correctly in the follow obligation year of FFY 2024. The total will still be the same at \$800,000. However, being able to program across multiple years within the same phase will demonstrate fiscal constraint more accurately.
  - d. **Phase Programming amounts** (for Planning, PE, ROW, UR, Construction, and Other phases): States the federal, state, and/or local amount in the specific phase and year initially expected to obligate and be expended. Most federal funds require a non-federal minimum match. These amounts will be stated in the State or Local fund sections. If the lead agency provides local or state funds above the minimum match, this will be stated as "Other" funds using the OTH0 fund code and represents overmatch to the project phase.
  - e. **Totals:** Phase and project totals are stated for federal, state and local funds committed to the project. The project programming total is stated along with the Year of Expenditure amount which demonstrates if the project is fully programmed or not and has addressed cost increases due to inflation, scope adjustments, or cost barriers impacting the project. If short programmed, the amendment submission must call this out and why this is occurring.
  - f. **Programming summary details:** This is an internal table for staff review to ensure the phase changes are calculating correctly and the minimum required match is still present. The table is used for comparison with the changes being made in the STIP to ensure both documents match up correctly.
  - g. **Phase Obligations and Expenditures Summary:** This is another internal table that includes prior obligation and expenditure details as known. The table assist staff in ongoing project tracking and monitoring through the federal transportation delivery process.

## Attachment 5: Formal/Full MTIP Public Comment Process



## MTIP Programming Consistency Checks and Glossary Areas

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment completes a re-scoping action to become a pedestrian/safety enhancement project which is closer to the original Beaverton Canyon Rd project as awarded through the 2016-18 RFFA call. The prior ODOT intersection safety improvement piece is split off from Key 18758.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, Approved CMR, prior Metro funding award documentation, IGA 30667,
Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? February 28, 2023 to March 29, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project returns closer to the original RFFA award scope for Beaverton
Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.
RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11440 - TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit
1B	RTP Project Description: Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. - Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

## Attachment 5: Formal/Full MTIP Public Comment Process



UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle
2B	What is the Metro modeling designation? See below: - Motor Vehicle Network = Major Arterial - Transit Network = Light Rail Transit + Frequent Bus - Freight = Roadway Connectors - Bicycle = Bike Parkway + Regional Bicycle - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes
Fund Type Codes References	
ADVCON	Federal Advance Construction fund type code. ADVCON is a generic federal fund placeholder. The State DOT normally covers the expenditures using their own funds until the final federal fund code is known and can be applied to the project. ADVCON is also stated as "AC" or ACPO in the STIP. In this case, the origin of the AC funds are fund exchanged federal Highway Infrastructure Program (HIP) funds between ODOT and Metro. When the final federal conversion code is known, a technical correction will occur to identify the specific programmatic federal fund code for the project
Equity B	Older federal Equity Bonus Special funds that date back to SAFETEA-LU and reflect adjusted apportionments of federal funds to the state DOTs
HSIP	Federal Highway Safety Improvement Program funds appropriated to the State DOT and applied to eligible safety related type improvement projects
NHS Minimum Guarantee	A specialized federal fund type within the National Highway System (NHS) funding program that ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a 90.5 percent return on its percentage share of contributions to the Highway Account of the HTF and that no State receives less than \$1 million annually.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Local or general state funds used above the required match to cover phase costs. Also referred to as "overmatch" funds for the project.
Redistribution	FHWA rescinds some funds from states that don't meet their annual obligation targets and redistributes them to other states as a bonus that don't meet their annual obligation targets. Redistribution funds reflect a portion of those funds Oregon received from other states by meeting Oregon's annual obligation targets
State	General state funds normally used by ODOT as the match to the required federal fund match requirement.
State STBG	Federal Surface Transportation Block Grant funds appropriated to the state DOT. The portion ODOT retains is subclassified as State STBG to differentiate it from STBG allocated to the MPOs.
STP, STP-U, or STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process

## Consistency Checks and Glossary Notes:

1. This section is intended to demonstrate to USDOT that the MPO has completed its required validations and verifications under 23 CFR 450.300-338 that the fiscal constraint finding is maintained and not negatively impacted, plus the project is still consistent as originally included in the constrained Regional Transportation Plan. This is referred to as the MPO consistency check requirement for all MTIP amendments and administrative modifications.
2. Areas of the overall consistency check include:
  - a. Amendment purpose and summary
  - b. Completion of the public comment and notification process
  - c. Fiscal constraint verification
  - d. RTP consistency check area verifications
  - e. UPWP consistency verification areas (if applicable)
  - f. Other Review Areas (as applicable)

Attachment 5: Formal/Full MTIP Public Comment Process



3. Programmatic fund type code glossary references: Explains the fund type code acronym used and the funding source.
4. Additional attached supporting documents:
  - a. Depending on the funding change, changes to project details, and the nature of the formal amendment, additional support documentation may be attached at the end of Exhibit A to provide added amendment clarification as part of the overall public comment process.
  - b. Added supporting documents may include:
    - i. Funding grant award confirmation lists (needed for fiscal constraint demonstration)
    - ii. Key sections of OTC Staff Reports (used for fiscal constraint demonstration and RTP consistency verification needs)
    - iii. Project location map (for added clarity)
    - iv. Project exhibits, proposed design configurations, etc. to help explain the project and the needed amendment.
    - v. Other items as deemed necessary.
  - c. Documents included as part of Exhibit A may be the shortened version of the large item that normally will be included as an attachment to the amendment staff report.

## Attachment 6: Sample Public Comment Summary Log



## SUMMARY PAGE

The summary page contains the project name, description, amendment, purpose statement, and a bullet summary of the overall comments. The log provides Metro Communication staff and Council Office staff with a summary picture of the public notification period for the amendment or specific project in the bundle. The Summary Comment Log is developed normally only for formal MTIP amendment projects that generate a significant number of comments either positive or negative. If the formal MTIP amendment does not result in a significant number of comments, then development of the Comment Summary Log is not required.

The May 2022 Formal Amendment includes the following project:

Resolution Number	Amendment Number	Summary Name
<b>22-5265</b>	<b>MY22-11-MAY1</b>	<b>I-205 Abernethy Bridge</b>

Project Complete Name: I-205: I-5-or 213, Phase IA Project

## Project Description:

On I-205 from MP 8.30 to 11.09, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.

## MTIP Amendment Purpose Statement:

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCREASE THE CONSTRUCTION PHASE FOR THE I-205: I-5-or 213, PHASE IA PROJECT ALLOWING THE CONSTRUCTION PHASE TO MOVE FORWARD AND BE IMPLEMENTED (MY22-11-MAY1)

## Summary:

- The 30-day Public Comment period spanned April 15, 2022 to May16, 2022
- Three formal comments were received via email.
- All are opposed to the I-205 Abernethy project and overall planned tolling to I-205
- The comments are similar to comments made in opposition to the I-205 PE phase Tolling Project



## Attachment 6: Sample Public Comment Summary Log



## Sample Comment Log Page

November 2021 Formal MTIP Amendments Comments Log				
Date	Name	Project	Comment	Added Notes
4/15/22 (1)	[REDACTED] [REDACTED]	I-205 Tolling	<p>Dear Metro,</p> <p>Please reject this proposed amendment to the MTIP (per <a href="https://www.oregonmetro.gov/news/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation-improvement-50?utm_source=Metro+contacts&amp;utm_campaign=46b9d55616-EMAIL_DIGEST_CAMPAIGN&amp;utm_medium=email&amp;utm_term=0_e7c2405cf5-46b9d55616-278256174&amp;mc_cid=46b9d55616&amp;mc_eid=24f9b54c65">https://www.oregonmetro.gov/news/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation-improvement-50?utm_source=Metro+contacts&amp;utm_campaign=46b9d55616-EMAIL_DIGEST_CAMPAIGN&amp;utm_medium=email&amp;utm_term=0_e7c2405cf5-46b9d55616-278256174&amp;mc_cid=46b9d55616&amp;mc_eid=24f9b54c65</a>)</p> <p>This freeway expansion project is over budget, and taking resources away from necessary improvements to our regional bicycle, pedestrian, transit, open space, and housing systems, either implicitly or explicitly.</p> <p>We're in a climate crisis, and need to act accordingly. We must stop expending our precious resources on making it easier for automobiles to emit carbon dioxide and other global warming gases. We must instead invest in providing safe, comfortable, effective systems that eliminate dependency on the automobile. We must do so now, THIS decade.</p> <p>We can always come back and make adjustments to the freeway system, if needed, after 2050, once we have moved our automobile fleet off of fossil fuels.</p> <p>Right now, we must express our sense of urgency by halting all expenditures on the freeway system, so we can instead use those funds to make investments in our regional bicycle, pedestrian, and transit networks.</p> <p>Anything else would be gross negligence and a clear violation of the public trust doctrine during this time of a climate emergency.</p> <p>Thank you for rejecting this proposed MTIP</p>	Objection is to the I-205 Tolling project. However, comments are now closed for that project.
5/5/2022 (2)	[REDACTED] Paul Edgar	I-205 Abernethy Widening and Proposed Tolling	<p>Pamplin Media "Opinion Piece by Paul Edgar", ODOT's proposed Pedestrian Bridge between Oregon City and West Linn is a Consolation Prize that will be paid for by Tolling Revenue from the I-205 Corridor and I-205 Abernethy Bridge. Printed in the Oregon City News 03/28/2022, submitted to Metro TPAC meeting, May 6, 2022.</p> <p>Note: see full comment submitted at the end of the comment log</p>	Opposes the Abernethy Bridge becoming a toll facility
5/16/2022 (3)	[REDACTED] Joseph Cornlaw [REDACTED]	I-205 Abernethy Widening	<p>Please enter this comment into the record for the consideration of the MTIP amendment for the I-205 Abernethy Bridge Project</p> <p>In December 2018, FHWA approved a categorical exclusion for the I-205 Abernethy Bridge. The scope of this project was limited to widening the bridge structure and seismic improvements, and contained no provision for tolling. Now, subsequently, ODOT has advanced a much expanded project, widening several miles of I-</p>	Opposes the Abernethy Bridge project



# Memo

Date: January 20, 2023  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: January FFY 2023 MTIP Formal Amendment & Resolution 23-5308 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADVANCING METRO ELIGIBLE UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS FOR INCLUSION IN THE STATE FISCAL YEAR 2024 UPWP AND COMPLETING A SCOPE CHANGE FOR AN ODOT AMERICANS WITH DISABILITIES CURBS AND RAMPS PROJECT**

### **BACKGROUND**

#### **What This Is:**

The January FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle is primarily a positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The January FFY 2023 Formal MTIP Amendment also completes a necessary scope and cost change to one of ODOT's Americans with Disabilities (ADA) projects. The summary of changes includes the following:

- Three Metro Regional Flexible Fund Allocation (RFFA) Step 1 UPWP program allocations for the SFY 24 UPWP (Freight/Goods Movements administration (Key 22146), TSMO administration (Key 22170), and the FFY 2023 UPWP STBG Regional Planning allocation (in Key 22152) are being advanced from non-constrained out-tears of the MTIP and combined into Key 22311.
- Key 22311 will function as the primary SFY 2024 UPWP project containing all approved UPWP projects part of the Master Agreement with ODOT.
- The ODOT State contribution is being added to Key 22311.
- Finally, Federal Highways based "PL" planning funds, and Federal Transit based Administration Section 5303 funding levels are being updated per revised authorized amounts to the MPOs.
- The fifth project in the bundle is an ODOT ADA improvement project on US30BY and OR99E is completing a scope and cost change to drop the OR99E portion and adjust the costs for the remaining US30BY ADA improvement portion.

#### **What is the requested action?**

**JPACT approved TPAC's recommendation on January 19, 2023 and now recommends Metro Council provide the final approval for Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.**

A summary of the projects and amendment actions within the bundle are shown on the next pages.

January FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JA23-05-JAN				
Total Number of Projects: 5				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>22146</b> MTIP ID 71119	Metro	<b>Freight and Economic Development Planning (FFY 2023)</b>	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # <b>22170</b> MTIP ID 71125	Metro	<b>TSMO Administration (FFY 2023)</b>	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # <b>22152</b> MTIP ID 71132	Metro	<b>Regional MPO Planning (FFY 2023)</b>	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#4) ODOT Key # <b>22311</b> MTIP ID: 71225	Metro	<b>Portland Metro Planning SFY24</b>	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<b><u>ADD &amp; COMBINE</u></b> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.
(#5) ODOT Key # <b>22469</b> MTIP ID: 71259	ODOT	<del>US30BY &amp; OR99E</del> <del>Curb Ramps (Portland)</del> <b>US30BY Curb Ramps (Portland)</b>	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along <del>OR99E and</del> US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<b><u>SCOPE &amp; COST CHANGE:</u></b> PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being

				adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.
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#### **AMENDMENT BUNDLE SUMMARY:**

A total of five projects are included in the January FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number JA23-05-JAN. All changes are to existing projects. There are no new projects included in the bundle. All projects completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on January 4, 2023 and closed on February 2, 2023.

#### **JPACT January 19, 2023 Meeting Summary:**

The January 2023 Formal MTIP Amendment bundle under Resolution 23-5308 was included in the JPACT agenda as a consent item. JPACT approved the item on the consent calendar without discussion.

#### **TPAC January 6, 2023 Meeting Summary:**

Ken Lobeck, Metro Funding Lead provide TPAC members with an overview of the January MTIP Formal Amendment bundle. Ken explained that four of the five projects involve advancing and combining projects in support of the SFY 2024 UPWP. The fifth project involves a needed scope and cost change to the ODOT US30BY/OR99E ADA Curbs and Ramps project which requires a scope change to remove the OR99E portion and a cost update.

A question was raised to clarify why the UPWP projects were programmed in FFY 2025 and are now being advanced from to FFY 2023. Ken explained that normally are programed in their expected year of obligation. However, the UPWP is a fluid document and the annual planning needs and funding requirements change from year to year. To avoid conflicts with the annual Obligation Targets and to provide added flexibility to the UPWP, many of the STBG funded UPWP projects were pushed out to FFY 2025. They are then advanced as required to their specific year of obligation once it's clear through the UPWP budget development process that the funding is needed to support the annual UPWP. Ken added that this is a two-step amendment process, and few more project advancements will occur as part of the February 2023 Formal Amendment bundle.

With no further discussion, TPAC move and unanimously approved staff's recommendation to provide JPACT an approval recommendation for Resolution 23-5308 and the five included projects.

A more detailed overview of each project amendment in the bundle begins on the next page.

Project #1 Key 22146	Freight and Economic Development Planning (FFY 2023) (Advance & Combine) Lead Agency: Metro
<b><u>Project Description:</u></b> Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> <li>• Lead Agency: Metro</li> <li>• ODOT Key Number: <b>22146</b></li> <li>• MTIP ID#: 71119</li> <li>• RTP ID: 11103</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No.</li> <li>• Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.</li> <li>• Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.</li> <li>• Were overall RTP Consistency checks achieved and satisfactory? Yes</li> <li>• UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP</li> <li>• Can the required changes be made to the MTIP without issues? Yes</li> </ul>	
<b><u>Description of Changes</u></b> The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.  Each year Metro develops the annual Unified Planning Work Program (UPWP). As the MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes: <ul style="list-style-type: none"> <li>• Planning priorities for the region</li> <li>• Projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules</li> <li>• Transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.</li> </ul> The final approved UPWP and budget will include twenty or more planning projects. Some are required to remain as stand-alone projects and are programmed separately in the MTIP and STIP. The remaining UPWP projects are consolidated into a single Master Agreement list of approved projects. Rather than obligation eighteen or more separate projects and trying to manage their obligations and expenditures separately, they are combined into a single project and obligated together at the same time.	

Developing the annual UPWP is a multi-step process which TPAC members participate. Initially, the projects are identified individually as a RFFA Step 1 approved allocation for their specific year. From there, the process refines the list and approved funding. The final product produces a summary budget table containing the project list. The below table is an example from the SFY 23 UPWP approved budget for reference.

As the annual budget table takes shape, related MTIP programming adjustments also begin occurring. The purpose is the position the required funding for the expected approved projects in the correct year, and begins the single-key programming consolidation for the Master Agreement list of approved projects. For the SFY 2024 UPWP Master Agreement list of approved projects, Key 22311 will be used as the single obligation project Key.

METRO		Requirements		Resources																							
		Total Direct and Indirect Costs		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total													
Regional Transportation Planning																											
1	Transportation Planning	\$	469,533					\$	421,312	\$	48,221			\$	469,533												
2	Climate Smart Implementation	\$	478,854					\$	69,858	\$	7,996		\$	401,000	\$	478,854											
3	Regional Transportation Plan Update 2023	\$	2,632,643	\$	289,828	\$	33,172		\$	539,089	\$	61,701		\$	1,458,853	\$	250,000	\$	2,632,643								
4	Metropolitan Transportation Improvement Program	\$	1,615,520	\$	1,343,227	\$	142,293							\$	230,000			\$	1,615,520								
5	Air Quality Program	\$	26,918						\$	24,153	\$	2,764						\$	26,918								
6	Regional Transit Program	\$	384,984						\$	121,121	\$	13,863			\$	250,000			\$	384,984							
7	Regional Freight Program	\$	215,337						\$	193,222	\$	22,115						\$	215,337								
8	Complete Streets Program	\$	126,635						\$	113,630	\$	13,005						\$	126,635								
9	Regional Travel Options and Safe Routes to School Program	\$	3,804,676								\$	3,642,938	\$	161,738				\$	3,804,676								
10	Transportation System Management & Operations - Regional Mobility Program	\$	310,438						\$	278,556	\$	31,882						\$	310,438								
11	Enhanced Transit Concepts Program	\$	2,513,252												\$	2,513,252			\$	2,513,252							
12	Regional Freight Delay and Commodities Movement Study	\$	130,000						\$	116,649	\$	13,351							\$	130,000							
13	Economic Value Atlas Implementation	\$	66,491						\$	59,663	\$	6,829							\$	66,491							
14	Regional Emergency Transportation Routes Phase 2	\$	138,216														\$	138,216	\$	138,216							
Regional Transportation Planning Total:		\$	12,913,498	\$	1,533,055	\$	175,465	\$	-	\$	-	\$	1,937,253	\$	221,727	\$	3,642,938	\$	161,738	\$	4,853,105	\$	388,216	\$	12,913,498		
Regional Corridor/Area Planning																											
1	Investment Areas Corridor Refinement and Project Development	\$	547,668													\$	547,668			\$	547,668						
2	Southwest Corridor Transit Project	\$	537,215										\$	413,750	\$	97,218			\$	26,248	\$	537,215					
3	Columbia Connects	\$	133,136							\$	119,463	\$	13,673						\$	133,136							
4	City of Portland Transit and Equitable Development Assessment	\$	50,000										\$	50,000					\$	50,000							
5	TV Highway Transit and Development Project	\$	1,089,418							\$	224,043	\$	25,643	\$	425,000	\$	47,222	\$	367,511		\$	1,089,418					
6	Westside Multimodal Improvements Study	\$	267,681										\$	125,000			\$	142,681		\$	267,681						
7	82nd Ave	\$	817,401							\$	244,697	\$	28,007				\$	544,697		\$	817,401						
Regional Corridor/Area Planning Total:		\$	3,442,518	\$	-	\$	-	\$	-	\$	-	\$	-	\$	588,202	\$	67,322	\$	1,013,750	\$	144,440	\$	1,602,556	\$	26,248	\$	3,442,518
Administration & Support																											
1	MPO Management and Services	\$	473,552	\$	349,842	\$	40,041										\$	83,669		\$	473,552						
2	Data Management and Visualization	\$	1,695,045				\$	461,429	\$	52,813							\$	1,180,804		\$	1,695,045						
3	Land Use and Socio-Economic Modeling Program	\$	375,831				\$	300,137	\$	34,352							\$	41,341		\$	375,831						
4	Travel Model Program	\$	727,063	\$	289,161	\$	33,096	\$	290,000	\$	33,192						\$	81,614		\$	727,063						
5	Oregon Household Travel and Activity Survey Program	\$	237,514							\$	213,121	\$	24,393							\$	237,514						
6	Technical Assistance Program	\$	111,759							\$	100,281	\$	11,478							\$	111,759						
7	Intergovernmental Agreement Fund Management	\$	2,406,523														\$	2,406,523		\$	2,406,523						
Administration & Support Total:		\$	6,027,287	\$	639,003	\$	73,137	\$	1,051,566	\$	120,356	\$	313,403	\$	35,870	\$	-	\$	-	\$	3,793,951	\$	-	\$	6,027,287		
GRAND TOTAL		\$	22,383,303	\$	2,172,058	\$	248,602	\$	1,051,566	\$	120,356	\$	2,838,858	\$	324,920	\$	4,656,688	\$	306,178	\$	10,249,612	\$	414,464	\$	22,383,303		

## 2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments

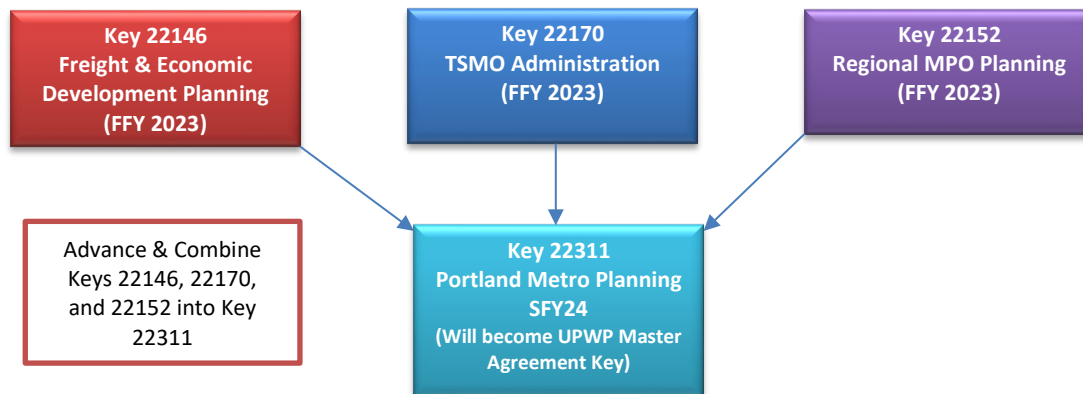


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOES)			\$2,728,549	\$312,294	\$0	\$3,040,843

Since the UPWP includes federal Metro Surface Transportation Block Grant (STBG-U) funds, they federal funds are also part of Metro's required annual Obligation Targets program. Unfortunately, the obligation targets must be completed and submitted to ODOT by the end of December. The UPWP budget is not completed until nearly March. Due to this disconnect, staff rely in a multi-step amendments process to complete the required adjustments once the projects are known and funding amounts for them are clear.

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22146 takes the allocated UPWP administrative funds for the Freight/Goods Movements program, advances them to FFY 2023, and combines them into Key 22311.




#### Support Item(s): Existing MTIP Programming for Key 22146

- Scope and funds are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Freight and Economic Development Planning (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22146	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)				Freight
MTIP ID	71119					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$76,491	\$8,755	\$0	\$85,246
FY 21-26 Totals			\$76,491	\$8,755	\$0	\$85,246
Estimated Project Cost (YOE\$)			\$76,491	\$8,755	\$0	\$85,246

<b>Project #2 Key 22170</b>	<b>TSMO Administration (FFY 2023) (Advance &amp; Combine) Lead Agency: Metro</b>
<b><u>Project Description:</u></b> Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> <li>• Lead Agency: Metro</li> <li>• ODOT Key Number: <b>22170</b></li> <li>• MTIP ID#: 71125</li> <li>• RTP ID: 11104</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No.</li> <li>• Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.</li> <li>• Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.</li> <li>• Were overall RTP Consistency checks achieved and satisfactory? Yes</li> <li>• UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP</li> <li>• Can the required changes be made to the MTIP without issues? Yes</li> </ul>	
<b><u>Description of Changes</u></b> The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.	

**2021-2026 Metropolitan Transportation Improvement Program (MTIP)**  
 Current Approved Project List with Approved Amendments



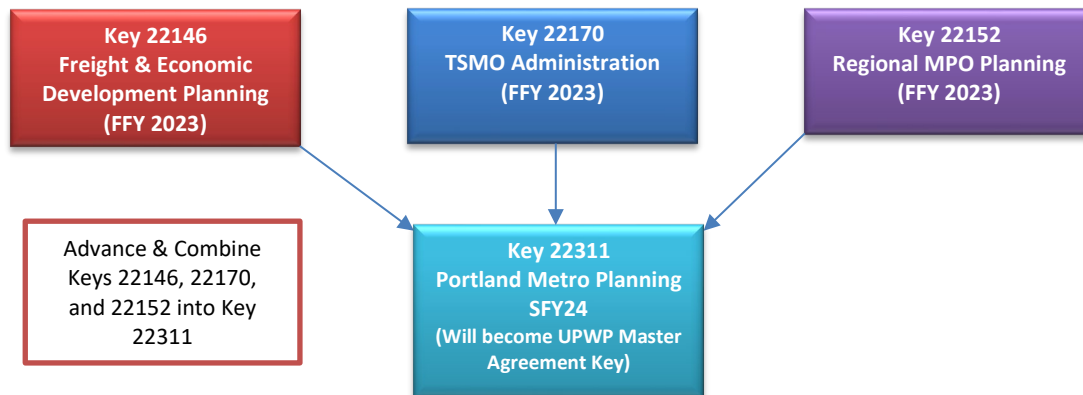
LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (VOE\$)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master



Agreement projects together into the single obligation key, and updates approved funding if known.


The action to Key 22170 takes the allocated UPWP administrative funds for the Transportation Systems Management and Operations (TSMO) program, advances them to FFY 2023, and combines them into Key 22311.



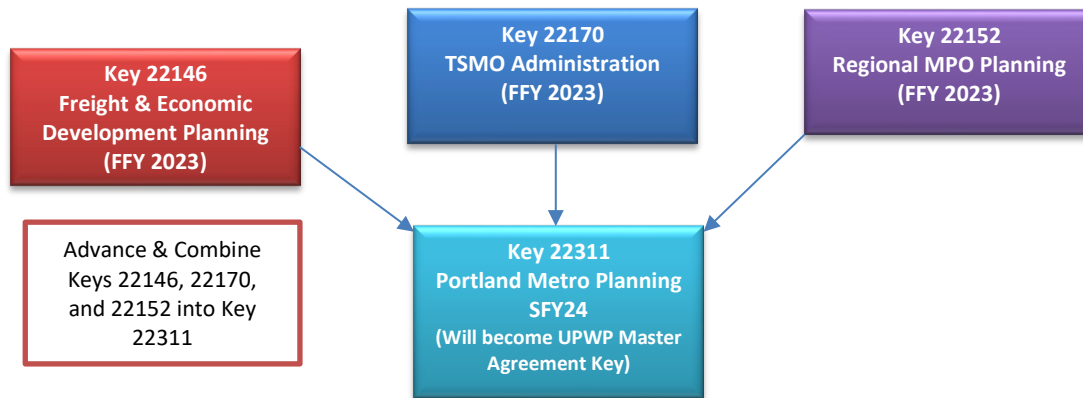
#### Support Item(s): Existing MTIP Programming for Key 22170

- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		TSMO Administration (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22170	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2023 allocation year)				Transportation System Management Operations
MTIP ID	71125					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$194,369	\$22,246	\$0	\$216,615
FY 21-26 Totals			\$194,369	\$22,246	\$0	\$216,615
Estimated Project Cost (YOE\$)			\$194,369	\$22,246	\$0	\$216,615

<b>Project #3 Key 22152</b>	<b>Regional MPO Planning (FFY 2023) (Advance &amp; Combine) Lead Agency: Metro</b>																																																																			
<b><u>Project Description:</u></b> Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)																																																																				
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> <li>• Lead Agency: Metro</li> <li>• ODOT Key Number: <b>22152</b></li> <li>• MTIP ID#: 71132</li> <li>• RTP ID: 11103</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No.</li> <li>• Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.</li> <li>• Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.</li> <li>• Were overall RTP Consistency checks achieved and satisfactory? Yes</li> <li>• UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP</li> <li>• Can the required changes be made to the MTIP without issues? Yes</li> </ul>																																																																				
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The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



#### Support Item(s): Existing MTIP Programming for Key 22152

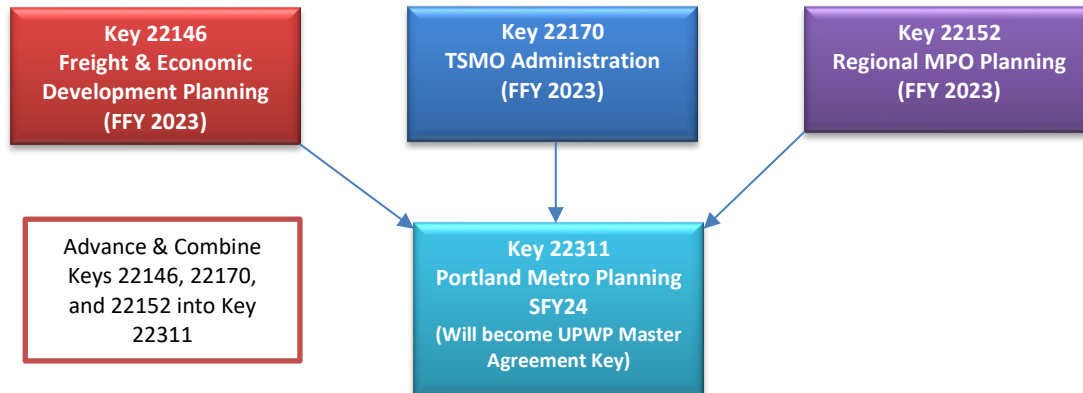
- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22152	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)				Regional Program
MTIP ID	71132					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,442,694	\$165,123	\$0	\$1,607,817
FY 21-26 Totals			\$1,442,694	\$165,123	\$0	\$1,607,817

<b>Project #4 Key 22311</b>	<b>Portland Metro Planning SFY24 (Add &amp; Combine) Lead Agency: Metro</b>																																																																			
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Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



#### Support Item(s): Revised MTIP Programming for Key 22311

- PL and 5303 funds are updated per latest authorizations. STBG-U from Keys 22146, 22170, and 22152 are advanced and combined into Key 22311.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
PL	Z450	2023	\$ 2,107,855					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
5303	Z77D	2023	\$ 620,694					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					\$ -
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
								\$ -
PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources							Federal Totals:	\$ 5,687,700
<b>State Funds</b>								
State (PL)	Match	2023	\$ 241,253					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (st STBG)	Match	2023	\$ 23,108					\$ 23,108
								\$ -
							State Total:	\$ 324,890
<b>Local Funds</b>								
Local (5303)	Match	2023	\$ 71,041					\$ -
Local (5303)	Match	2023	\$ 153,077					\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124					\$ 196,124
								\$ -
							Local Total:	\$ 349,201
Phase Totals Before Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):								\$10+ million
Year of Expenditure Cost Amount:								\$10+ million

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## METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the January FFY 2023 Formal MTIP amendment (JA23-05-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	December 30, 2022
• Initiate the required 30-day public notification process.....	January 4, 2023
• TPAC notification and approval recommendation.....	January 6, 2023
• JPACT approval and recommendation to Council.....	January 19, 2023
• Completion of public notification process.....	February 2, 2023
• <b>Metro Council approval.....</b>	<b>February 9, 2023</b>

### Notes:

\* The above dates are estimates. JPACT and Council meeting dates could change.

\*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):



- | <u>Action</u>   | <u>Target Date</u>      |
|---|-------------------------|
| • Final amendment package submission to ODOT & USDOT..... | February 15 ,2023       |
| • USDOT clarification and final amendment approval.....   | Early to mid-March 2023 |

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
  - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:**
  - a. Parallels the development of the Metro SFY 2024 UPWP approved budget
  - b. MTIP programming is subordinate to UPWP budget approval.
  - c. MTIP programming will be adjusted to reflect the final approved SFY 2024 UPWP.

## RECOMMENDED ACTION:

**JPACT approved TPAC's recommendation on January 19, 2023 and now recommends Metro Council provide the final approval for Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.**

No Attachments



## JPACT Worksheet

**Agenda Item Title:****March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request**

**Presenters:** N/A (Ken Lobeck or Ted Leybold if a presentation is required). However, the item is proposed to proceed as a Consent item on the JPACT March 16, 2023 agenda which will negate the need for a presentation

**Contact for this worksheet/presentation:** Ken Lobeck, Funding Programs Lead

**Purpose/Objective:**

**FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS**

**Outcome:**

JPACT to approve and provide an approval recommendation to Metro Council which upon final approval will enable the Beaverton OR8 Canyon Road Pedestrian Enhancement under resolution 23-5319 to complete the required re-scoping action to separate it out from the existing ODOT OR8 operation and safety upgrade projects. TPAC approval recommendation occurred on 3-3-2023.

**What has changed since JPACT last considered this issue/item?**

Not applicable. This is the first time JPACT has considered the March Formal Amendment.

The March FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains one project. Key 18758 currently is a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect the Beaverton pedestrian enhancement scope elements.

The original Beaverton's Canyon Road Streetscape Project awarded under the 2016-2018 Regional Flexible Fund Allocation (RFFA) project call contained pedestrian and operation street upgrades that overlapped with proposed ODOT operational and safety upgrade projects. After discussion between ODOT and Beaverton, the Beaverton project was combined into the ODOT projects to provide improved delivery efficiencies. However, during the preliminary engineering phase, delivery and cost challenges have emerged that can't be resolved. After lengthy discussion, the answer is to separate the Beaverton project from the ODOT operational and safety project to prevent the delivery and cost conflicts from emerging. The March FFY 2023 Formal MTIP Amendment is now completing the re-scoping effort to separate and re-name the Beaverton project to be the OR8 Canyon Rd Pedestrian Enhancements project.

**What packet material do you plan to include?**

Included materials:

- Draft Resolution 23-5319
- Exhibit A to Resolution 23-5319
- Staff Report with 1 attachment (OTC Staff Report)

Check out  
the video



## Finance Project Funding Advance Construction



U.S. Department of Transportation  
**Federal Highway Administration**

[www.fhwa.dot.gov/federal-aidessentials](http://www.fhwa.dot.gov/federal-aidessentials)

*This mechanism allows projects to be funded with Federal-aid dollars at a later date*



The Statewide Transportation Improvement Program, or STIP, identifies all transportation projects that are eligible for Federal funds. As a result, some agencies have used advance construction, or AC. However, as priorities change and competition for limited resources increase, projects may be delayed. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding.

Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. As with any Federal-aid project, to remain eligible for reimbursement, the agency must be able to meet project funding requirements to complete the project and follow all other Federal requirements as the project advances.



Let's look at how advance construction is used to fund a Federal-aid transportation project, as well as possible risks associated with it, such as Federal funds not being available for your project.

To initiate the advance construction process, your State department of transportation, or State DOT, needs authorization from the Federal Highway Administration, the FHWA. If FHWA approves, the project costs incurred from this point on become eligible for Federal funding provided Federal-aid funds become available.



After authorization, the work begins and agencies start to incur costs.

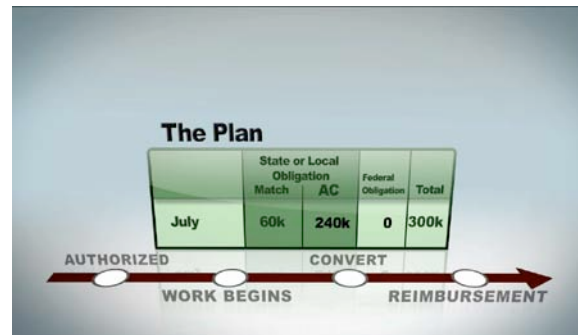
At some point, your State DOT will request that FHWA fund the full or a partial amount of the advance construction balance. If FHWA approves the request, it converts the advance construction from eligible for funding to an obligation to fund and reimburse. Only then can agencies seek reimbursement for costs they incurred up to the obligated amount.



To help illustrate the advance construction process, let's follow a project to widen an intersection. During the planning phase, the local public agency (LPA) discovers it needs to acquire a parcel of land for right-of-way.

The real estate team is ready to move forward, but the Federal funds—some \$240,000, or 80 percent of the total costs—are not currently available.

A consultation in July with the State DOT results in an LPA funding plan that uses advance construction and the State DOT immediately requests authorization for \$240,000 in advance construction for the right-of-way work phase.



The plan outlines a future request to convert advance construction to Federal funds for \$140,000 in November and the remaining \$100,000 in January. The process will convert the \$240,000 in cost from a State or local obligation to a Federal obligation.

As planned, in July the State DOT receives authorization from FHWA that it approves the project for advance construction. This authorization means that while the agency can incur costs of up to \$300,000, none of it is billable until the State DOT requests that the funds be converted and FHWA approves the funds as a Federal obligation.

With authorization in place, the real estate staff begins to acquire the needed parcels of land and to relocate the owners. By October, the LPA has incurred \$25,000 in costs and intends to meet this obligation with its own funds until such time the costs are converted to a Federal obligation.

As planned, in November, the State DOT makes its request and FHWA converts \$140,000 from advance construction to a Federal obligation. The LPA is now able to invoice up to \$140,000—provided it do not exceed the 80 percent matching limit.

By now, the initial \$25,000 in costs has grown to \$100,000. Applying the 80-percent matching limit, the finance department calculates an invoice amount of \$80,000 and submits it for reimbursement.

**Actual**

	State or Local Obligation Match	AC	Federal Obligation	Total
Initial Authorization	60k	240k	0	300k
Partial Conversion	60k	100k	140k	300k
Full Conversion	60k	0	240k	300k

A timeline arrow below the table shows the progression: **AUTHORIZED** (yellow dot) → **WORK BEGINS** (yellow dot) → **REIMBURSEMENT** (yellow dot). The **CONVERT** phase is indicated between **WORK BEGINS** and **REIMBURSEMENT**.

The project and plans for advance construction continue and the LPA submits invoices in accordance with matching and other Federal requirements. If there are any unspent funds at the conclusion of the right-of-way phase, the LPA must obtain authorization before applying those funds to construction phase activities or any other activities.

As we have just learned, advance construction allows agencies to manage funds and accelerate work on projects. However, FHWA does not view advance construction as an obligation for Federal funds or reimbursement.

This means that if planned Federal funds fail to become available, agencies must either use non-Federal funds to complete projects or suspend work on the projects. Therefore, it's essential that agencies carefully assess their risks before using this technique.

Each State DOT has an established approach to funding and financing projects. The staff can describe how it has successfully used advance construction, as well as the steps taken to manage the associated risks.



If your agency uses advance construction to manage cash flow and accelerate project delivery, it's expected to comply with all Federal requirements.

## Web Resources

- Federal-aid fund management tools provide overview of advance construction  
[http://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/ac\\_pcac/](http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/)
- AASHTO briefing paper on advance construction  
[https://bookstore.transportation.org/item\\_details.aspx?ID=1770](https://bookstore.transportation.org/item_details.aspx?ID=1770)

The content of this document is not a substitute for information obtained from State departments of transportation, appropriate FHWA Division Offices, and applicable laws. Scenarios have been simplified for emphasis and do not necessarily reflect the actual range of requirements applicable to the scenario or this topic. This document was created under contract number DTFH61-11-D-00025 by the Federal Highway Administration, U.S. Department of Transportation, and is offered to the public to heighten and focus awareness of Federal-aid requirements within the local public agencies community and reinforces the importance of these necessary policies, procedures, and practices.

This companion resource is the script content for the video production of the same name.

The ODOT-FTA-FHWA amendment matrix lists which modifications require FTA-FHWA approval and which modifications Metro has delegated authority to approve. For formal/full amendment, the changes require Metro Council approval, ODOT approval and USDOT approval (FHWA and/or FTA). For administrative modifications, the changes require Metro staff approval and ODOT approval. The main difference between MTIP amendment and modification types include the following:

**Formal/Full MTIP Amendments must complete the below review and approval steps:**

- The MTIP Amendment Manager's review and approval that all required documents have been properly submitted to complete the formal amendment
- A formal demonstration that the MTIP remains fiscally constrained and is not overprogrammed.
- Verification and proof of any new funds being added to the MTIP's constrained years (years 1-4) as part of the fiscal constraint validation.
- A formal review and verification that the project changes are allowable and still consistent with the current Regional Transportation Plan (RTP) as a result.
- Successful completion of a 30-day public notification/opportunity to comment period before the amendment receives Metro approval.
- Official notification and opportunity for discussion to the Metro Transportation Alternatives Policy Committee (TPAC).
- Approval recommendation from TPAC to Metro's Joint Policy Advisory Committee on Transportation (JPACT).
- Approval by JPACT with an approval recommendation to Metro Council
- Approval by Metro Council.
- Review and approval by ODOT-Salem.
- Requires final approval by USDOT (Either FHWA for projects with FHWA oversight, or FHWA and FTA for transit related project amendments) before inclusion in the MTIP and STIP.

**Administrative Modifications require the following actions:**

- Are considered minor fit within the amendment matrix as an acceptable change under the administrative modification thresholds and parameters.
- Review and verification that the proposed changes do not exceed limits of the amendment matrix thresholds, or have received special approval status to be processed as an administrative modification
- Requires a re-verification the fiscal constraint finding is still valid.
- Requires Metro staff approval on behalf Metro
- Requires ODOT review and final approval before inclusion in the STIP

**MTIP Amendment Frequency:**

- Metro usually completes one formal/full amendment monthly utilizing a bundle approach that allows multiple projects to be included.
- Administrative modifications occur on an ongoing basis which also utilize a bundle approach. Metro normally offers and completes at least one administrative modification bundle each month and can complete more if time permits.



Item	FORMAL/FULL MTIP AMENDMENTS
1	<p><b>JPACT &amp; METRO COUNCIL AUTHORIZED DISCRETION:</b> Metro JPACT and Council reserved the right to require any project change to be process as a formal/full amendment based on the scope or cost change, regional significance impact, impact to air quality, change in relationship to the RTP and the RTP's goals and strategies, and/or public interest or public sensitivity to the project or required change.</p>
2	<p><b>ADDING OR CANCELING PROJECTS:</b> Adding/cancelling a federally funded, regionally significant, or state/locally funded project or project phase which will potentially be federalized and trigger the need for a formal amendment. If project or project phase does not meet these criteria, see Administrative Modification #1. For Western Federal Lands (WFL) or planning projects, see administrative section #11.</p> <p><u>Added Clarification for adding /canceling actions that trigger a formal/full amendment:</u></p> <ul style="list-style-type: none"> <li>- This includes slipping projects and phases from the constrained years (years 1-4) to the outer non-constrained years (years 5-6).</li> <li>- This includes advancing projects and phases from the non-constrained years (years 5-6) forward into the constrained MTIP years (years 1-4).</li> <li>- This includes adding or canceling non-federalized funded projects and/or locally funded regionally significant projects.</li> <li>- This includes adding or canceling the construction phase for roadway improvement type projects.</li> <li>- This includes adding or canceling planning projects.</li> <li>- This includes adding capacity enhancing projects assuming they meet all required RTP reviews, consistency checks, and fiscal constraint requirements. Metro defines capacity projects as new roadways or roadway modifications that are not defined as exempt by 40 CFR 93.126 Table 2 or exempt from regional emissions analysis by 40 CFR 93.127 Table 3 and transit capital projects that significantly expand transit service. Metro will include capacity projects in the regional travel model as appropriate.</li> <li>- Canceling (or deleting a capacity enhancing project) from the MTIP normally can't occur through a formal amendment and will have to be removed during the next full MTIP update.</li> </ul>
3	<p><b>PROJECT LOCATIONS AND/OR MILEPOST LIMITS CHANGES:</b> Location/Limit Changes that normally will trigger a formal amendment:</p> <ul style="list-style-type: none"> <li>- Project location and limit changes equal to or &gt; 1 mile = Formal/Full Amendment</li> <li>- Project modifications that result in NEPA re-evaluation</li> <li>- Change affects air quality conformity</li> <li>- Adding capacity per the Federal Code of Regulations (CFR) and FHWA/FTA/EPA guidance</li> <li>- Projects adding work-type in the STIP FP that trigger a change in limits, location, or result in a significant scope impact</li> <li>- Project location or limit changes greater than 0.5 miles and up to 1 mile = MPO discretionary review and consideration of the change impact</li> <li>- Project location or limit changes up to 0.5 miles = Administrative modification if the discretionary review result in no significant impact as noted below. If significant impacts are noted, Metro will process the change as a formal amendment.</li> </ul>

	<p><b><u>Added Clarification Notes:</u></b></p> <ul style="list-style-type: none"> <li>a. When evaluating whether to process a scope change request as an administrative adjustment or formal amendment, Metro as an MPO begins with the elements listed below but will also consider issues such as, but not limited to, potential impacts to transportation system performance, consistency with long-range plan investment priorities, and public or MPO committee/board interest in considering the modification as an amendment.</li> <li>b. Location or limit changes between 0.5 miles and 1 mile will be evaluated for their impact upon the regional model, air quality, and impact to the goals and strategies to the approved RTP.</li> <li>c. Overall project location and/or limit changes will be addressed at the discretion of the MPO. The MPO will consider issues such as, but not limited to, potential for impacts to MTIP performance, public or MPO committee/board interest in considering the amendment, perceived significance of the additional segment, and environmental impact or NEPA analysis consistency issues.</li> </ul>
4	<p><b>CHANGES IN FISCAL CONSTRAINT (COST CHANGES) BY THE FOLLOWING CRITERIA:</b></p> <p>Changes in Fiscal Constraint by the following criteria will normally trigger a formal amendment</p> <ul style="list-style-type: none"> <li>a. For FHWA funded projects - total project cost increase for all phases and any type of funding increase: <ul style="list-style-type: none"> <li>- Projects under \$1M – cost increases over 50%</li> <li>- Projects between \$1 million to \$5 million – cost increases over 30%</li> <li>- Projects over \$5 million – cost increases over 20%</li> </ul> </li> <li>b. For FTA funded projects – total project cost increases for all phases and any type of funding increase over 30% will trigger a formal amendment.</li> </ul> <p><b><u>Added Clarification Notes:</u></b></p> <ul style="list-style-type: none"> <li>- Cost changes only affect cost increases as noted above. Cost decreases where no scope change, or major location/limits changes are occurring will normally be allowed to proceed as an administrative modification.</li> <li>- Metro staff are authorized under periodic special circumstances to waive the cost change thresholds and process the cost increase administratively. The circumstances are normally negotiated among Metro senior management, Council Office legal staff, JPACT, and Council members as applicable. The circumstances are considered temporary, one-time special modifications to the normal processing requirements and should not be considered permanent policy.</li> </ul>
5	<p><b>MAJOR PROJECT SCOPE OR WORK ELEMENT ADJUSTMENTS:</b></p> <p>Major changes to the project scope or work approved work elements will normally require the changes to occur through a formal/full amendment The changes are allowable as a formal amendment assuming:</p> <ul style="list-style-type: none"> <li>- The changes are not capacity enhancing which would change the project transportation demand modeling status.</li> <li>- The project is still consistent with the RTP in overall scope, improvement, performance, strategies, and goals from the original constrained project RTP project entry</li> <li>- The scope adjustments do not impact the project’s cost, location, or limits beyond the established thresholds described above.</li> </ul>

	<ul style="list-style-type: none"> <li>- The scope changes include capacity enhancing additions but are still consistent with project as modeled in the RTP.</li> <li>- The proposed scoping changes result in a significant down-scoping action to the project but are still consistent with the original Metro RFFA award, and have been approved by Metro management and/or JPACT previously.</li> </ul> <p>Added Clarification Notes:</p> <ul style="list-style-type: none"> <li>- See <b>Table X</b> in Chapter six for additional scope change guidance</li> <li>- A formal/full amendment normally is not allowable for major scope changes to capacity enhancing projects that impact the project's RTP transportation demand modeling status. Either a RTP amendment will need to first occur, or the project will have to wait until the next RTP Update and MTIP Update to complete required transportation demand management modeling as a result of the scope change.</li> </ul>
6	<p><b>ADDING PERMANENT EMERGENCY RELIEF PROJECTS</b></p> <p>Adding an emergency relief permanent repair project that involves substantial change in function and location will normally trigger the need for a formal/full amendment</p> <p>Added Clarification Note: Temporary emergency repair (ER) projects that are a mitigation response to an environmental episode normally are not programmed in the MTIP or STIP. These projects usually are non-capacity enhancing projects that are considered temporary repairs to offset or restore the transportation system back to its original configuration. If the repair deviates from the original configuration, then the improvement is considered a permanent repair project and subject to a formal amendment if FHWA directs the programming requirement.</p>

ADMINISTRATIVE MODIFICATIONS	
1	<p><b>Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above. Examples:</b></p> <ul style="list-style-type: none"> <li>- A \$6 million total project cost requires \$750,000 additional funding to address a construction phase shortfall. The total project cost increases to \$6,750,000 and represents a 12.5% increase to the project. The increase is less than the 20% threshold, does not include scope or limits/location changes allowing it to proceed as an administrative modification</li> <li>- The 60% design update for a project extends the project limits by 0.4 miles to included added pavement rehab work. The rehab work element is a non-capacity enhancing extension of the current scope. The limits impact is minor and under the 0.5 mile discretionary review threshold and can occur administratively.</li> <li>- The updated design for a commuter trail project result in the need to add a retaining wall for added pedestrian safety needs. The amendment requires a description change to reflect the new scope element. The cost increase results in a 9% increase to the project and is under the 20% threshold. The additional scope element is a non-capacity enhancing type work element and is considered exempt under 40 CFR 93.126, Table 2, Safety. Under this scenario, the new scope element is considered a minor change to the project and can occur administratively.</li> </ul>

2	<p><b>Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)</b></p> <p>Additional Clarification Notes:</p> <ul style="list-style-type: none"> <li>- If slipping into year 5 or 6 of the MTIP or advancing from year 5 or 6 to a constrained year (years 1-4 normally for obligation needs), a formal/full amendment is required for fiscal constraint verification and demonstration.</li> <li>- Advancing a project from year 5 or 6 to the constrain MTIP years (1-4) translates to adding a new project to the STIP as the STIP is a 4-year constrained document and triggers the need for a formal amendment</li> <li>- The phase slip normally is due to a schedule delay impacting the phase. The delay reason should be documented by the project Lead or LAL as part of the annual Red/Yellow/Green Slip Amendment update.</li> </ul>
3	<p><b>Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.</b></p>
4	<p><b>Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.</b></p> <ul style="list-style-type: none"> <li>- Added note: The new split project is sometimes referred to as the “child project” from the parent.</li> </ul>
5	<p><b>Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.</b></p>
6	<p><b>Completing Project Cost Decreases.</b></p> <p>Added Clarification Notes:</p> <ul style="list-style-type: none"> <li>- This assumes the cost reduction is not due to a significant location or limits change as well as a scope change.</li> <li>- Metro RFFA funded projects are encouraged to include contingency funding a deemed appropriate to help offset ongoing cost increase amendments to the MTIP. If the design updates indicate a cost reduction is required to match up with the IGA, Metro will not penalize the lead agency to ensuring the project has adequate funding. The cost reduction can occur as an administrative modification.</li> <li>- Support as an administrative modification for the cost decrease results as the funding programmed in the MTIP for the project exceeds the actual funding needed, there is no impact to fiscal constraint as project costs programmed will not exceed available revenues.</li> </ul>
7	<p><b>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</b></p> <ul style="list-style-type: none"> <li>- The changes to the project costs remain under the formal amendment cost threshold</li> <li>- The changes to the project limits and location remain under the formal amendment threshold.</li> <li>- The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>- The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> </ul>

	<ul style="list-style-type: none"> <li>- For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> <li>- See <b>Table X for additional guidance on scope changes</b></li> </ul>
8	<p><b>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</b></p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> <li>- The prior obligate phase is being updated for follow-on obligation purposes</li> <li>- Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>- There is no change in scope, location, or limits to the project as a result of the prior obligated phase adjustment.</li> </ul>
9	<p><b>Completing project name or description change based on minor scope, location, or limits changes.</b></p> <p>Qualifications include the following:</p> <ul style="list-style-type: none"> <li>- The name or description change is considered corrective in nature and does not reflect a major change to the project</li> <li>- The reason for the update name or description may result from the NEPA process to match up better with the environmental an updated IGA, or as requested by FHWA to meet the next federal delivery</li> </ul>
10	<p><b>Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.</b></p> <p>Added Clarification Notes:</p> <ul style="list-style-type: none"> <li>- Not all planning projects in the UPWP and funded with planning funds need to be included in the MTIP. 23 CFR 450.308 identifies the development the UPWP which enables the planning project to exist there and not in the MTIP. Changes to scope, location, limits and costs will normally occur through an UPWP amendment.</li> <li>- For those special planning projects required to be included in the MTIP (e.g. for obligation through FMIS purposes) modifications to their scope, location, limits, and costs usually can occur administratively unless the cost change impacts the fiscal constraint finding (e.g. receipt of an new federal grant to support the planning project which must be obligated through the FHWA FMIS system). The impact of the change to the planning project will determine if it is significant enough to require a formal/full amendment. See note 6 below.</li> </ul>
11	<p><b>Adding a Western Federal Lands (WFL) project</b></p> <p>Added Clarification Notes</p> <ul style="list-style-type: none"> <li>- Presently Western Federal Lands maintains it own MTIP. However, on special occasions, a WFL federally funded project also requires programming in the ODOT STIP.</li> <li>- If located in the Metro MPO boundary, then programming in the Metro MTIP also may be required for at least information purposes. Per discussions between ODOT and FHWA, the WFL project may be added to the STIP and MTIP administratively.</li> </ul>

Added Notes:

1. Amendment Definition: A (S)TIP amendment is a modification or change to project information, and/or programming of revenues made through a formal decision process with approval by the Oregon Transportation Commission (OTC) and/or Metropolitan Planning Organization (MPO) Board. For financial changes, this applies to unobligated phases or phases which have been obligated and have additional financial change within the same federal fiscal year.
2. Administrative Adjustment Definition: A (S)TIP administrative adjustment is a modification or change to project information and/or programming of revenues that may be made without the formal approval of the OTC or MPO Board.
3. When Metro waives the amendment matrix formal amendment requirements to complete a project change administratively, the action may still require a formal amendment to be completed in the STIP. A STIP formal amendment will include a two-week public notification/opportunity to comment period and required FHWA and/or FTA approval to complete the required change.
4. Under ODOT's approved amendment matrix, some change may occur in the STIP administratively. However, under Metro's amendment matrix, the changes will require a formal/full amendment. When these situations occur, Metro will process the changes as a formal/full amendment with final approval from ODOT as an administrative modification. FHWA and/or FTA approval usually will not be required.
5. FHWA and/or FTA may override the amendment matrix thresholds plus parameters by adding new or revised MTIP and STIP processing and approval guidance at any time. Processing and approval changes may result from the source of funding used for the project, delivery approval steps, and oversight responsibilities. When special amendment processing and approval requirements emerged, both ODOT and Metro will coordinate the required actions with FHWA and FTA and update their processes as required.
6. 23CFR 450.308 identifies the development and management of the MPO's UPWP and includes:
  - a. (Paragraph b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.
  - b. (Paragraph c) Except as provided in paragraph (d) of this section, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing

the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in §450.306(b)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.



## Attachment 11: Determining Scope Changes as Major or Minor

Project changes where approved scope elements are added or deleted may or may not require a full/formal amendment depending upon the nature of the project plus the degree of the change upon the project, and the associate impacts to the project on costs and/or limits. General rules and logic for assessing the impact of a scope change follows on the next page.

**Major and Minor Scope Changes:**

1. If the project change is considered to be a major scope change, then processing the changes must occur through a formal/full amendment.
2. If the changes to the work activities are considered minor, then the changes may occur as an administrative modification. To be considered a minor scope change, then:
  - a. The resulting cost change remains under the cost increase thresholds.
  - b. The adjusted project remains in the spirit of the scope as originally awarded and programmed. The revised scope elements may be due to mitigation needs, safety, or other aspects to delivery the project. There is no significant change in alignment, location, cost, schedule, or delivery purpose as a result of the revised project scope.
  - c. The adjusted scope incorporates adds or removes non-capacity work elements (safety, mitigation, or other) as identified in 40 CFR 93.126, Table, or 40 CFR 93.127, Table which would not change the air quality or transportation demand modeling status for the project.
3. Evaluating the impact of proposed scope changes to a project as major or minor is not a simple black-and-white evaluation. Determining the scope change as major or minor is an interpretation and can be subjective. If the evaluation results in an impasse:
  - a. Consult with the Region 1 STIP Coordinator to obtain a second opinion.
  - b. Consult with Metro management for their interpretation.
  - c. Discuss with FHWA or FTA as applicable for their opinion
  - d. Finally, if no resolution is clear, process the scope change as formal/full MTIP amendment rather than gamble the changes are eligible under an administrative modification
4. To assist in interpreting scopes as major or minor, reference the below table for guidance and added to reach an appropriate decision and direction to complete the scope change amendment determine if the project change is a major scope change.

## Attachment 11: Determining Scope Changes as Major or Minor

Scope Changes to Projects and Corresponding Formal Amendments or Administrative Modifications				
Project Type	Action	Result	Impact	Amendment or Admin Mod
Exempt Stand-Alone project	Add or delete specific non capacity work elements	Significantly changes the works elements for the project	Results in significant cost of limits changes.  No change to exempt status	<b>Subjective interpretation</b> depending on sensitivity of changes Determine Formal vs Admin based on overall cost change, limits change, and/or impact on schedule
Exempt Stand-Alone project	Add new capacity enhancing scope element	Changes project from exempt to nonexempt	Results in change to project classification  Changes exemption status to non-exempt/ capacity enhancing project type now	<b>Formal amendment required.</b> Assumes RTP consistency check, Travel Demand and air conformity modeling validation are positive. Otherwise, a RTP amendment may first be required.  (Example: A ramp reconfiguration project that adds aux lanes as a scope element,
Exempt Project Grouping Bucket (PGB)	Add or delete site location for the PGB. No change in scope (improvement) elements	Project remains exempt. All proposed elements are meet requirements on 40 CFR 93.126, Table 2 or 40 CFR 93.127	Due to updated costs or funding, the number of improvement site locations changes  Exempt status remains unchanged	<b>Generally, changes like this can occur administratively.</b> An updated approved project location list, statement of improvement planned at each location and estimated site location costs is required as part of the admin modification <b>Exception:</b> If the number of site locations change is greater than 50 percent, and results in a significant cost change or change in limits, then a formal amendment may be required. Evaluate based on the net change to the project costs, and/or limits.
Non-Exempt Stand-Alone Project	Add or delete exempt scope elements. No change to the capacity enhancing scope elements	Additional exempt scope element added to the overall project (e.g. pavement rehabilitation, sound walls, storm water mitigation, retaining wall, channelization improvements)	Capacity improvements do not change, alignment does not change, limits stay relatively the same, and total project cost does not significantly change	<b>Subjective interpretation</b>  The number and nature of the added exempt scope elements will determine if a formal amendment is required. Example, the project adds storm water mitigation requirement which does not impact the limits, but increases the project cost by 15%. The project is multi-million dollar project. The scope change can be viewed as both a minor or major depending on public sensitivity. When in doubt, proceed as a formal amendment.
Non-Exempt Stand-Alone Project	Add or delete capacity enhancing	Additional capacity enhancing scope elements	If the new capacity enhancing scope elements are	<b>Formal amendment required</b> Or complete an RTP amendment first

## Attachment 11: Determining Scope Changes as Major or Minor

	type scope elements	are proposed to be added to the project	modeled in the constrained RTP with the project, then they can be added through a formal amendment	A RTP consistency verification is required before the formal amendment can proceed. If the RTP consistency verification is negative, then a RTP amendment would be required to add the new capacity scope elements
<p>Scope change Summary:</p> <ol style="list-style-type: none"> <li>1. If the project is capacity enhancing where transportation demand modeling and air conformity analysis was required through the RTP, and the scope change does not impact the either, then the changes to cost and limits become the guiding factors. If the scope changes does not change the project as modeled in the RTP and the cost and/or limits changes are minor, then you have a fairly good argument that the changes can occur administratively unless public sensitivity is in play. Then, the public sensitivity to the project changes may override and trigger the need for a formal amendment.</li> <li>2. If the project is an exempt non-capacity enhancing type project and can clearly be identified as exempt in 40 CFR 93.126, Table 2 or 40 CFR 93.127, and the scope changes also are exempt resulting in only minor changes to the project cost and limits, then it's possible to proceed with the changes administratively unless public sensitivity again is in play.</li> <li>3. The bottom-line to determining how to proceed with a scope change is subject to the impact of the changes upon the transportation modeling, air conformity analysis, costs, limits, or public sensitivity. Any impact upon transportation modeling or air conformity aspects automatically triggers a formal amendment and the need to first complete a RTP amendment to maintain RTP consistency. Exempt scope change which are considered minor also may require a formal amendment depending upon the public sensitivity level. When no RTP consistency issues are present, but the total project cost change, or limits, or public sensitivity are significant, proceed as a formal amendment.</li> </ol>				

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

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