A Strategic Investment in Transportation

Oregon Transportation Commission

January 2017

EXECUTIVE SUMMARY

A strong multimodal transportation system is fundamental to many of the things Oregonians value: a vibrant economy with good jobs, a clean environment, safe and livable communities, and healthy people. A highly functional multimodal transportation system helps workers get to their jobs, moves goods to market, shoppers to stores, people to their family and friends, and allows Oregonians and visitors alike to enjoy the state's scenic and recreational opportunities.

However, limited funding is causing significant challenges across the entire multimodal transportation system. Potholes and weight-restricted bridges are becoming increasingly commonplace as our infrastructure ages. A Cascadia Subduction Zone earthquake threatens to devastate our transportation system and impede response and recovery. Freeways and buses strain to meet demand with available capacity. Gaps in our walkways and bikeways make connections to public transportation difficult and leave kids disconnected from schools. Today's funding levels are inadequate to preserve transportation infrastructure and services at current levels. Over time the decline of the system will have significant consequences for Oregonians, limiting our ability to get around safely and efficiently, and impacting our economy and quality of life.

Investment Scenarios

This *Strategic Investment in Transportation* document was prepared by the Oregon Transportation Commission to highlight needs across the transportation system and present a menu of options for strategic investment in Oregon to protect our existing highway assets and investments, make our system more seismically resilient and safer overall, mitigate congestion, and provide public transportation as well as transportation options for the movement of freight and people. The consequences of different levels of investment are described for today's spending (status quo), a moderate increase in investment (Investment Scenario I), and the full need (Investment Scenario II). The narrative describes all scenarios, with more focus on priorities and strategies for spending with a moderate increase in investment. Strategies are designed to maximize transportation efficiencies, including multimodal mobility and access improvements that would benefit all users of the system, improving equity and benefiting the economy. Strategies would also result in co-benefits such as better health and a cleaner environment. With the exception of safety, highway investment scenarios cover only the state highway system. Local governments have significant needs as well and receive half of any additional State Highway Fund resources to address their needs. The amounts provided to local governments would be in addition to the funding for state highways listed in these scenarios.

Preserve and Maintain Existing Highways

Because three quarters of all trips are made by car, maintaining our roadway infrastructure is essential. Current resources are inadequate to preserve Oregon's multi-billion dollar investment in its highway system, leading to system decay that will impact mobility and the economy. Targeted investments focused on high priority corridors would keep our bridges, pavements, and culverts in a state of good repair and keep pace with maintenance needs such as clearing crashes and removing snow. While the total need for these assets is double existing resources, this document lays out an investment option ($305 million) that could help keep our highways from deteriorating further and replace deteriorating infrastructure to avoid more costly repairs later.

Seismic Resiliency and Safety

Making infrastructure resilient to a major earthquake would require $5 billion total to shore up bridges and help protect against landslides. A moderate investment scenario of $20 million per year, combined with investments in replacing aging bridges, could address landslide concerns on priority routes, pre-position maintenance sup-

plies, and ensure accessibility in key areas.

For safety, Oregon has a goal of zero transportation-related fatalities or serious injuries by 2035. Aggressive actions covering engineering, education, enforcement, emergency response, and evaluation are needed. Doubling investment in the data-driven All Roads Transportation Safety program would focus additional resources on the most cost-effective projects to reduce fatalities and serious injuries across modes on the state and local system. For many, safety issues are a barrier to using certain modes, where the lack of a sidewalk means a child is driven to school instead of allowed to walk. Investments across modes are needed to ensure all users can get where they need to go without fear of serious injury or worse.

Congestion Relief
Congestion is a serious and growing problem, particularly in urban areas of the state like Portland. Congestion in Portland also impacts the flow of goods throughout the state, threatening Oregon's trade-dependent economy. Addressing congestion and enhancing mobility to keep freight and people moving is a key system investment, but it will cost several billion dollars. An additional $100 million per year could help improve mobility by targeting resources to bottlenecks on high priority corridors and in urban areas and in technology that helps keep traffic flowing. Other investment is needed in transportation options (public transportation, biking and walking) and multimodal freight projects to spread demand across modes.

Public Transportation and Transportation Options
Oregonians need travel choices beyond driving. Driving is too costly for many families and is not an option for those who are too young or are mobility challenged or cannot drive. For these people, biking, walking, or using public transportation are necessary modes of travel, not discretionary options. Many parts of our state are disconnected or under-served by transportation and lack options other than driving. Low-cost travel options like public transportation, biking, and walking should be made equally available to all Oregonians to remove the significant barrier of access to a safe, reliable multimodal transportation system.

While needs for public transportation services, bikeways and walkways total several billion dollars, $26 million per year for biking and walking could be focused on ensuring access to transit and creating safe routes to school. Modest enhancements to public transportation funding by $108 million can help connect communities, enhance services in urban areas, serve our growing senior population, and provide much needed support to our smallest transit providers. Public transportation, biking and walking not only improve Oregonians' access to the transportation system but have positive impacts on public health and the environment. Oregon's *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emission Reduction* found that reducing transportation-related emissions in the state requires a multifaceted approach, including investments across modes. Investing in public transportation is one of the most impactful ways to reduce emissions.

Transparent, Accountable and Efficient Program Delivery
The Oregon Transportation Commission will provide oversight to ensure accountable and efficient delivery of the projects funded by any legislative investment package. The OTC will be the final decision maker in selecting projects funded from the investment package and will report regularly to the public and the Legislature on ODOT's success in delivering these projects on time and on budget. All projects will be posted on a webpage so the public can view information about projects, including progress and cost.

A management review of ODOT is nearing completion. The review will provide insight into changes to ODOT's management practices that can drive greater efficiency and improved project delivery. After receiving this report, the Commission will develop a workplan for addressing findings and report to the Legislature its progress in implementing the workplan, as well as any legislative changes suggested by the review.

The Commission will continue to work on further efficiency improvements and build on existing successes. For example, under a pilot program with the Oregon Department of Fish and Wildlife, ODOT spent $750,000 repairing culverts that otherwise would have required replacement at a cost estimated at $36.5 million. The Commission will seek to extend this program and look for other opportunities for improving efficiency of administration and project delivery.

For more detailed commitments from the Commission, see Appendix 2: Transparency, Accountability and Efficiency.

Investing in public transportation is one of the most impactful ways to reduce emissions.

INVESTMENT STRATEGY TIMELINE



	SHORT TERM (0-10 YEARS)	MEDIUM TERM (10-20 YEARS)	LONG TERM (20 + YEARS)
Bridges	Undertake a major bridge repair and replacement program on priority corridors		Use debt repayment dividend from OTIA and JTA to increase bridge investment
Seismic	Complete Seismic Plus Phase I bridge component		Complete all phases of Seismic Plus bridge work
	Address Southern Oregon Lifeline Routes, local lifelines on state highways, and ready coastal maintenance stations	Complete Seismic Plus work on landslides	
Safety	Make data-driven investments in reducing crashes on state and local roads, working to achieve zero fatalities or serious injuries by 2035		
Congestion	Integrate investments across all modes to relieve congestion		
	Focus on bottlenecks on priority corridors and urban areas	Build additional projects by leveraging federal funding opportunities and other funding sources	
	Develop additional projects to build with future funding		
Pavements	Look for opportunities for jurisdictional transfer		
	Hold current pavement condition on priority corridors		
	Address ADA accessibility issues on walkways		
Culverts	Address culverts in poor condition on priority routes		
Maintenance	Increase winter maintenance in priority corridors		
	Clear incidents/crashes faster		

INVESTMENT STRATEGY TIMELINE

	SHORT TERM (0-10 YEARS)	MEDIUM TERM (10-20 YEARS)	LONG TERM (20 + YEARS)
Biking and Walking	Complete gaps 1/4 mile around schools and transit	Complete gaps in larger radius around schools and transit	Start to complete other critical connections to downtowns, shopping, major employers, etc.
	Reach all elementary schools with Safe Routes to School (SR2S) education and outreach		Expand SR2S to middle and high schools
Multimodal Freight	Continue *Connect*Oregon investments in rail, air, and marine modes with focus on multimodal investments like transload facilities		
Public Transportation	Develop new intercity routes	Sustain intercity routes	
	Provide more frequent service and better connections in urban areas		Try to keep pace with rising operation costs
	Meet growing demand for service for seniors and individuals with disabilities		
	Keep vehicle fleet in a state of good repair		
	Provide pooled resources for small providers		
	Pursue technological innovations to support efficiencies		

Highway

For highways, Investment Scenario I focuses roadway funding on priority corridors to limit impacts to these routes. Some enhancements to the system will be evident through improved safety and reduced congestion. With the exception of safety, highway investment scenarios cover only the state highway system. Local governments have significant needs as well and receive half of any additional State Highway Fund resources to address their needs. The amounts provided to local governments would be in addition to the funding for state highways listed in these scenarios.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	*Additional annual increase in investment to meet total need*
PAVEMENTS	**$85 MILLION**	**$100 MILLION ($185 M TOTAL)**	**$115 MILLION ($200 M TOTAL)**
	Thirteen percent of highways are in poor or worse condition today, which will rise to 35 percent by 2035. Deteriorating pavement will increase road maintenance costs, degrade safety, and cause rougher roads that increase vehicle repair costs by 20 percent.	Keep pavement condition on priority corridors from degrading through repaving and resurfacing: Save millions of dollars in pavement maintenance and rehabilitation costs. Reduce transportation costs for households due to wear and tear on vehicles associated with rough roads. Improve the ability of trucks to maintain speed because of smoother roads on Oregon's major freight routes. Fill sidewalk gaps and build ADA accessible curb ramps for walkways touching repaving projects to improve access of all users, including people with disabilities.	Improve pavement condition to meet state performance targets for pavement in fair or better condition across all highways. Rehabilitate lower volume and urban highways that are in poor or very poor condition. Save millions of dollars in maintenance and rehabilitation costs.

BRIDGES

STATUS QUO

Today's annual investment level

$85 MILLION

By 2035, 65 percent of Oregon's state highway bridges will be in distressed condition.

At today's current investment levels, it will take 900 years for ODOT to replace all of its bridges.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

$100 MILLION ($185 M TOTAL)

Replace and address structurally deficient bridges to prevent weight restricting bridges on key freight routes, which will save billions in economic production.

Complete Phase I of the bridge component of ODOT's Seismic Plus Plan, replacing and retrofitting bridges to be resilient to a Cascadia Subduction Zone Earthquake:

> Ensure critical transportation lifeline routes (I-5 from Portland to Eugene, I-84 to U.S. 97, down the length of U.S. 97, and connecting U.S. 97 and I-5 at Eugene) can remain operational after an earthquake. Provide access to Oregon's FEMA Incident Supply Base in Redmond, critical to getting needed supplies to other parts of the state. Help emergency vehicles to respond; and facilitate quicker economic recovery by ensuring goods and services can be brought into and across the state.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

$350 MILLION ($435 M TOTAL)

Address the backlog of deferred work and the Interstate Era bridges due for replacement over the next 25 years.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	*Additional annual increase in investment to meet total need*
CULVERTS	**$15 MILLION** Thirty percent of culverts today are in poor or critical condition. Storms cause culverts to fail, closing highways, blocking truck traffic, and isolating communities.	**$35 MILLION ($50 M TOTAL)** Address culverts on priority routes to prevent collapse of roadways from culvert failure and facilitate fish passage.	**$80 MILLION ($95 M TOTAL)** Keep culverts on state highways in current conditions. Avoid highway closures from culvert failure.
SEISMIC	**$35 MILLION ONE-TIME INFUSION*** Bridges across western Oregon that have not been replaced or retrofitted would fail and landslides would block highways. * Non-recurring funding approved by Commission in 2018-2021 STIP to seismically retrofit bridges on U.S. 97 and Oregon 58 as first component of ODOT's Seismic Plus plan.	**$20 MILLION** Address the most critical landslides on priority routes. Implement the southern Oregon Triage to provide minimal passable routes into and out of the region. Position maintenance supplies at strategic, safe coastal locations to ensure supplies needed to reopen roads are available quickly. Address key state highway bridges on local lifeline routes, helping to aid emergency response services in getting through.	**$250 MILLION** Execute all phases of work identified in the Seismic Plus Report, completing the backbone system of Lifeline Routes within 20 years (at cost of $5 billion total) in order to recover Lifeline Routes quickly, facilitating emergency response and economic recovery.

MAINTENANCE

STATUS QUO

Today's annual investment level

$200 MILLION

There is a backlog of signals, guardrails, sign repair and other overall maintenance needs, particularly outside of priority corridors.

Lack of staff coverage for major storm events to help keep routes passable.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

$50 MILLION ($250 M TOTAL)

Offset increasing maintenance costs, preventing loss in the buying power of existing funds.

Increase winter maintenance staff, materials, and equipment in typical heavy winter storm areas:

> Keeps mountain passes at Mt Hood, U.S. 97, and I-84 in eastern Oregon open more, allowing trucks and people to get where they need to go. Reduces crashes due to inclement weather. Provides 24/7 winter storm coverage on I-84 in eastern Oregon.

Expand the number of Incident Responders in high traffic areas to reduce traffic congestion and intermittent delay in Portland, Bend, and Medford, and improve safety by helping to prevent secondary crashes.

INVESTMENT SCENARIO II

Continual investment as the system ages, addressing issues early to prevent more costly fixes to the system, and keep pace with rising maintenance costs.

CONGESTION / MOBILITY

STATUS QUO

Today's annual investment level

$42 MILLION

Oregon's transportation system causes an estimated 36.9 million annual hours in delay, resulting in a loss of $928 million in annual economic output/sales.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

$100 MILLION ($142 M TOTAL)

Focusing on priority corridors, bottlenecks, and the Portland Metro region, implement ITS strategies, add auxiliary lanes and truck climbing lanes, and address safety and roadway geometry issues:

Boost economic output by millions of dollars.

Enhance travel time reliability and reduce delay for trucks, helping shippers have more predictable times to get goods to market and spend less money paying truck drivers to sit in traffic.

Help workers get to jobs on time.

Reduce starting and stopping, which means fewer rear-end crashes and reduced greenhouse gas emissions.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	
SAFETY	 **$35 MILLION**	**$35 MILLION ($70 M TOTAL)**	
	Only a limited number of the most severe safety issues can be addressed each year.	Enhance the All Roads Transportation Safety (ARTS) program, addressing the most severe safety issues across modes on all roadways (state and local) focusing on projects with the highest return on investment and on roadway departure crashes: Reduces total fatalities and serious injuries, bringing total number of these crashes closer to zero. By avoiding crashes, saves Oregon households the cost of medical bills, property damage, lost work productivity, and other impacts.	Continue investments until we meet the goal of zero fatalities and serious injuries.

Biking and Walking

For biking and walking, Investment Scenario I focuses on safe routes to school for Oregon's children through a combination of infrastructure investments around schools and programmatic investments in education. Gaps will still remain in the biking and walking system, but critical connections to school and public transportation will be made.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	*Additional annual increase in investment to meet total need*
BIKEWAYS AND WALKWAYS ON ROADWAYS 	**$20 MILLION STATE** **$20 MILLION LOCAL**	**$20 MILLION STATE/LOCAL** **($60 M TOTAL)**	**$105 MILLION STATE/LOCAL** **($145 M TOTAL)**
	Thirty percent of urban roadways lack sidewalks and bike lanes. Many kids do not have safe biking or walking routes to get to school, such as sidewalks, bike lanes, marked crossings, signs and signals. It will take over 50 years to fill gaps and complete the biking and walking system.	Fill bikeway and walkway gaps around schools and transit stops on the state and local system, completing the biking and walking system within ¼ mile of schools and transit stops in the first 10 years: Provides children with safe routes to school, focusing on Title I schools to ensuring kids who cannot afford other means of travel can get to school. Reduces peak hour school traffic by making it feasible and safe for kids to walk to school. Increases access to public transportation, enhancing Oregonians modal options, and providing alternatives to driving.	Complete critical connections beyond schools and transit, including to downtowns, shopping, businesses, and medical services. Complete the entire biking and walking system within 20 years. Bring about a safe and comfortable system.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	
OUTREACH AND EDUCATION	**$500,000**	**$6 MILLION ($6.5 M TOTAL)**	
	Less than 5 percent of students get Safe Routes to School traffic safety education.	Enhance the Safe Routes to School program, providing traffic safety education to all graduating elementary school students: Protects children through proper training on safely using the transportation system. Increases the comfort level of kids biking or walking, impacting travel choices today and into the future.	Expand the Safe Routes to School program to middle schools and high schools to influence travel choices during formative years and foster safe behavior.

Multimodal Freight

Within this document, multimodal freight refers to non-highway modes including rail, marine and air, consistent with the ConnectOregon funding program. The shipment of goods by truck is covered in the Highway section, under Congestion/Mobility. ConnectOregon is a lottery-backed bond program that has been used to fund improvements in Oregon's freight network over the last decade. Investment Scenario I would restore ConnectOregon funding to original levels of $100 million per biennium.

	STATUS QUO	INVESTMENT SCENARIO I	INVESTMENT SCENARIO II
	Today's annual investment level	*Moderate additional annual increase in investment*	*Additional annual increase in investment to meet total need*
***CONNECT* OREGON**	**$21 MILLION (ANNUAL AVERAGE OF *CONNECT*OREGON 4-6)**	**$29 MILLION ($50 M TOTAL)**	**$129 MILLION ($150 M TOTAL)**
	*Connect*Oregon has funded freight projects that help get Oregon goods to market. Requests for projects outpace available funding 2:1, showing significant unmet need.	Restore *Connect*Oregon to historic funding levels, helping to fund projects such as: Improvements to shortline rail track, bridges, and tunnels, which would allow heavier and taller trains to be used and increase the speed of the rail system. Transload facilities that allow bulk goods and containers to be transferred between modes, like truck to rail. Other projects that improve freight transportation system reliability, efficiency, mobility, access to markets and connections between modes that provide lasting economic benefit to Oregon.	Match funding levels with demand for program dollars: Improves non-highway freight modes, making shipping by rail, air, or marine more viable, taking trucks off the roadway and helping to reduce congestion.

Public Transportation

The public transportation system is primarily operated by local providers, with limited statewide intercity service and state funding for elderly and disabled. Federal and local sources fund the vast majority of today's investments, but fall far short of total need. Merely maintaining today's service levels through 2035 would take an additional $380 million per year given population increases. Total need (Scenario II), far exceeds that at over a billion dollars. Investment Scenario I is based on the need reported by the Governor's Transportation Vision Panel. At $108 million total, it is only one third of the base level need for public transportation, but should nonetheless help to sustain and improve key services in the near term, focused on intercity service, urban transit, elderly and disabled, vehicle repair, and support for small providers.

STATUS QUO

Today's annual investment level

$756 MILLION
TOTAL FOR PUBLIC TRANSIT

Approximately 3.6% of Oregon public transportation funding comes from state sources. Over 150 public transportation providers offer service using local, federal, and state funds, making it difficult to split out funds by category.

Regional & Intercity Service
Public transportation providers lack the resources or authority to make connections to neighboring communities.

Urban Transit
Weekend and night service has been cut in many areas.

Elderly and Disabled
Paratransit and dial-a-ride services often cannot keep up with demand; a Portland area provider reported turning down 35,000 rides in 2015.

Vehicle Replacement
Many buses are past their replacement age, increasing maintenance costs and impacting rider comfort.

Pooled Resources
Many small transit agencies lack staff capacity.

INVESTMENT SCENARIO I

Moderate additional annual increase in investment

$108 MILLION

Regional & Intercity Service ($40 M)
Provide new intercity service linking people to jobs, health care and services.

Sustain passenger rail in the I-5 corridor, providing alternatives to congested highways in the Willamette Valley.

Enhance existing intercity service, adding morning and evening service for connections like La Grande to Pendleton.

Urban Transit ($40 M)
Enhance service for existing routes, increasing frequency and service hours, and making access to jobs, shopping, and essential services easier.

Elderly and Disabled ($15 M)
Expand demand-response services across the state, improving access to critical medical and human services.

Vehicle Replacement ($5 M)
Replace buses, bringing up the transit fleet to a state of good repair.

Pooled Resources ($8 M)
Create statewide pooled resources to support small local providers who lack capacity or expertise to make their services more effective and efficient.

Pursue technology to save providers money, or provide benefits to riders.

INVESTMENT SCENARIO II

Additional annual increase in investment to meet total need

$1.2 BILLION ($2 B TOTAL)

Implement the Statewide Transportation Strategy and Portland Metro's Climate Smart Scenarios transit service level increases needed to help achieve Oregon GHG reduction goals.

Bring service up to higher levels in both urban and rural areas.

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Several key issues for Oregon's transportation system have been identified in statewide transportation plans and confirmed through recent efforts by the Governor's Transportation Vision Panel and the Legislature's Joint Interim Committee on Transportation Preservation and Modernization, including the inability to preserve and maintain existing highways, seismic resiliency and safety, severe congestion and underfunded public transportation and the need for transportation options.

Existing funding levels have proved insufficient to address these issues, impacting Oregon's economy and quality of life. Structurally deficient bridges can restrict freight movement. Oregon's rough roads are estimated to cost drivers statewide hundreds of millions more in vehicle operating costs than smooth roads.[1] Infrastructure remains vulnerable to a Cascadia Subduction Zone earthquake, threatening bridge stability and posing landslide hazards. In addition, bottlenecks in Portland not only inhibit traffic in the metro area but affect the rest of the state, which relies on the shipment of goods to or through Portland. Beyond the highway system, underfunded public transportation affects people's ability to get to jobs or reach medical and other critical services, especially for those who cannot drive. Also, gaps in the biking and walking system impact the ability of people to make connections between modes, access jobs and businesses, and get children safely to school.

This document lays out the funding needed (in 2016 dollars) to start to address these issues and a strategic approach for investing to maximize beneficial outcomes. Three investment scenarios are presented including the status quo, a moderate increase in investment, and the total need. The narrative focuses on priorities and strategies for a moderate increase in investment. Priorities and strategies presented in this document are longstanding principles identified in the Oregon Transportation Plan and subsequent mode and topic plans. They were developed recognizing the need to balance multiple goals and maximize beneficial outcomes Oregonians care about such as a thriving economy, improved mobility and accessibility, enhanced safety, better health, and a cleaner environment. All of the plans have been developed and adopted using a public process with extensive public and stakeholder engagement, assuring statewide support and buy-in for policies and priorities.

ODOT's statewide transportation plans strategically focus on preserving the existing system first, ensuring that infrastructure continues to function into the future. The next priority is incremental improvements to the existing system, including adding auxiliary lanes, connecting streets, and addressing gaps in sidewalks and bike lanes, with larger capacity improvements favored last. These principles and ODOT's overall approach are further articulated in this document.

Existing funding levels have proved insufficient to address key transportation issues, impacting Oregon's economy and quality of life.

PRESERVATION AND MAINTENANCE

Maintaining Oregon's roads, bridges, and assets to a state of good repair.

SEISMIC RESILIENCY & SAFETY

Preparing roadway infrastructure for a Cascadia Subduction Zone earthquake and making the multimodal transportation system safe.

SEVERE CONGESTION

Addressing bottlenecks for people and freight movement.

TRANSPORTATION OPTIONS

Meeting transit mobility needs and closing gaps in the biking and walking system.

INVESTMENT AREAS

Oregon's transportation system is a network of interconnected and interdependent modes. Although the system is multimodal, the following discussion will show needs, priorities, strategies, and outcomes by individual mode, which generally align with allowable uses of certain funding streams.

Highways

Oregon's highways carry people and goods across and through the state. Today, crashes, severe congestion, deteriorating roads, weight restricted bridges, failing culverts, and reduced winter maintenance cost the state millions in delay and other impacts. Looking ahead, these conditions are likely to worsen as Oregon's population increases and the system ages. Meanwhile construction costs continue to rise, reducing the buying power of the resources we have today. We also must prepare for natural disasters that threaten the system including landslides and impacts from an earthquake. It is critical to ensure our transportation system is safe. ODOT has recently adopted the goal of zero deaths, requiring continuing and increased commitment to making safety improvements.

To fully address all these issues would require nearly three times current funding levels, plus an additional $5 billion for seismic resilience. Since such an increase is highly unlikely, the Oregon Transportation Commission and ODOT have estimated a more feasible need with associated strategic approaches to investment in the following areas:

- Maintenance and preservation.
- Safety.
- Mobility and congestion management.

With limited resources, investment will be focused on statewide priority corridors that form the backbone of the state highway system. The location of the routes is shown on the map on the following page. The routes include lifeline and freight routes, such as U.S. 97, U.S. 26, Interstate 5, and Interstate 84, as well as select

high-volume locations and corridors that connect communities across the state. Investing in priority corridors will result in increased mobility, improved safety, and better reliability across the entire system for both people and goods. In contrast, spreading investment across all highways would result in spot improvements with little impact to the overall system and an inability to ensure that bridges on freight and economic routes do not become weight restricted, for example. With the exception of safety, highway investment scenarios cover only the state highway system. Local governments have significant needs as well and receive half of any additional State Highway Fund resources to address their needs. The amounts provided to local governments would be in addition to the funding for state highways listed in these scenarios.

Maintenance and Preservation

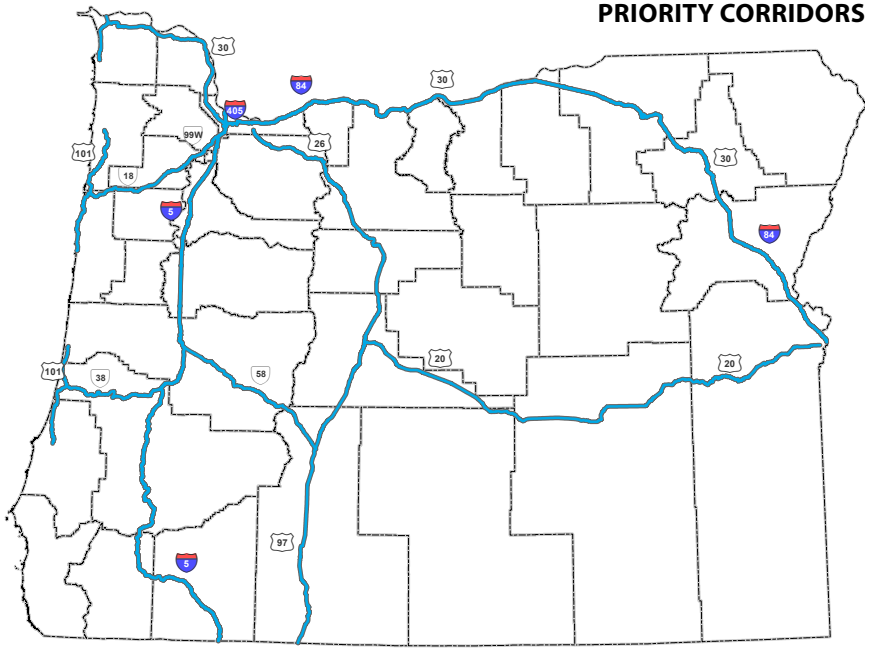
Oregon's roads and bridges are not one time investments, but rather a lifetime commitment to invest in those assets to preserve and maintain them so they remain functional. ODOT's Major Improvement Policy - Policy 1G.1 - of the Oregon Highway Plan established the priority of maintenance and preservation nearly 20 years ago and has been the foundation for investments made in the Statewide Transportation Improvement Program. The "Fix-It" program aligns with the top investment criterion of protecting the existing system. This includes maintaining pavements, bridges, and culverts, as well as ensuring the functionality of Lifeline Routes (Oregon Highway Plan, Policy 1E) to facilitate emergency service response and support rapid economic recovery after a disaster, such as a seismic event.

Pavements

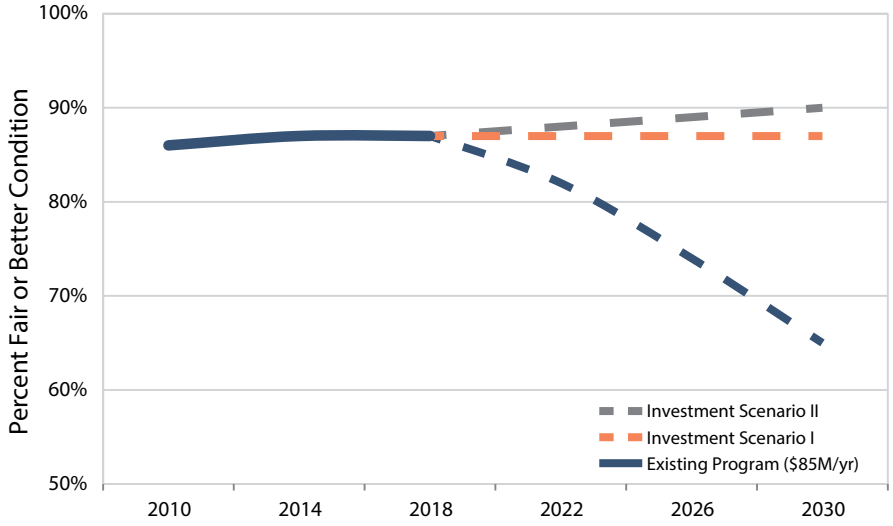
Failure to keep roads in a state of good repair has exponentially greater costs than maintaining the system properly over time. The typical cost to reconstruct a single lane mile in very poor condition can be as much as $1.5 million, while earlier intervention with preservation techniques is around $200,000 for the same lane mile. Timely maintenance and preservation are by far the most efficient way to preserve our investment. Under current funding levels of $85 million per year, ODOT estimates that by 2035 the proportion of roads in poor or worse condition will triple to 35 percent of all highways, resulting in diminished safety and higher vehicle repair costs. In order to begin to improve poor pavements, ODOT would need to spend a total of $200 million per year—a $115 million increase.

An additional investment of **$100 million per year** over the next 20 years would maintain pavement condition at 85 percent fair or better on priority corridors. This money would be focused on continued investment on priority corridors, with the ability to address some needs on lower volume and urban highways, which are often critical roads for our local communities. Consideration could be given to jurisdictional transfer for those roadways that serve a local purpose. In addition to improving pavement condition, this money would help address mobility and accessibility needs for people who use walkways, as sidewalks abutting repaving projects would be addressed to ensure compliance with the Americans with Disabilities Act (ADA).

PRIORITY CORRIDORS

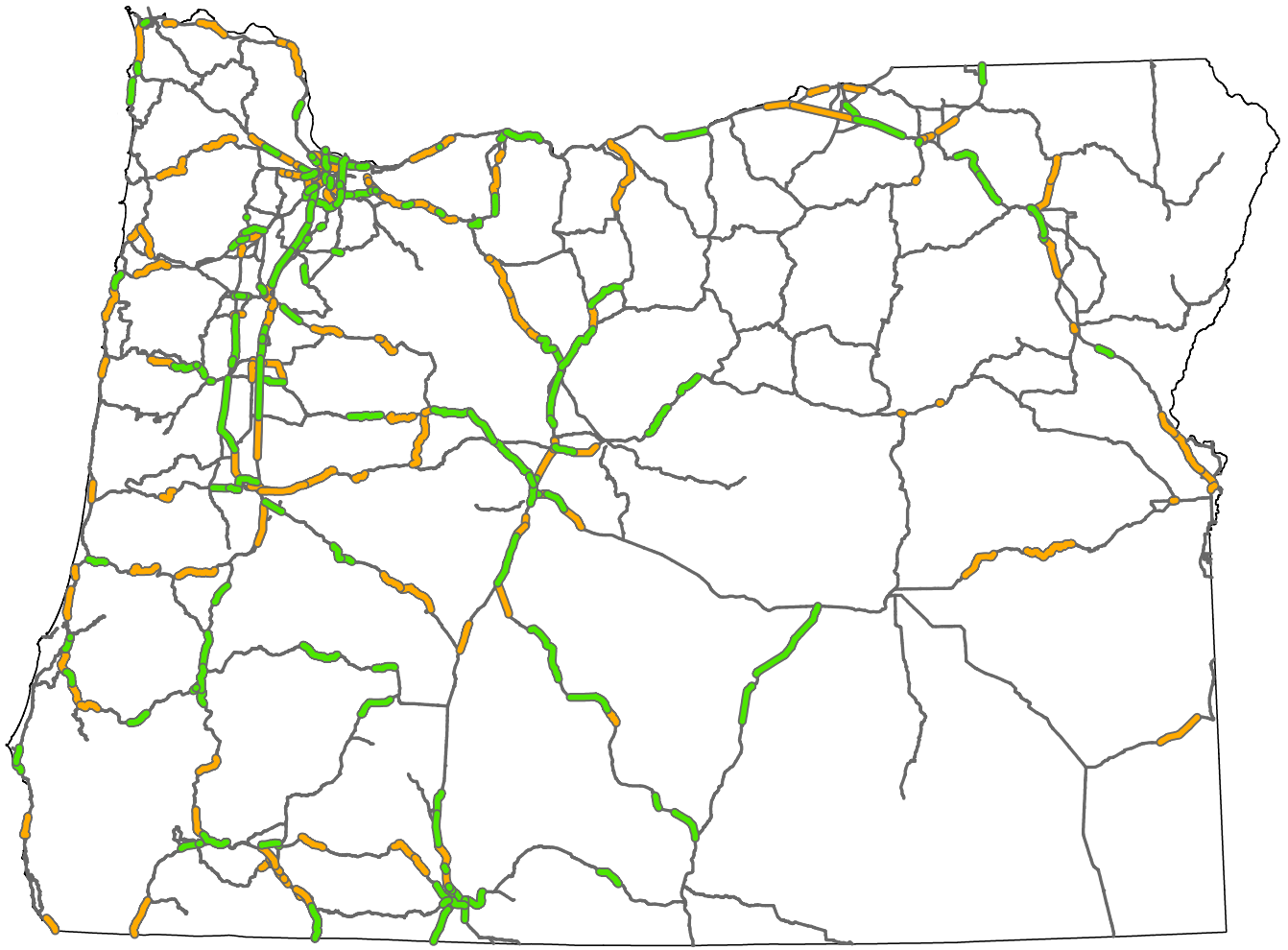


PROJECTED PAVEMENT CONDITIONS



10 YEAR PAVEMENT INVESTMENTS

For illustrative purposes, based on $100 million in additional pavement funding. Actual projects selected would be based on updated pavement condition data.



Existing Funding

Investment Scenario I

State Highways

Bridges

Despite significant investments made possible by the Oregon Transportation Investment Act (OTIA) program, about half of the 2,700 bridges on Oregon's state highways are at the end of their design life and will need to be replaced to ensure the continued use of the highway system. With current funding levels of $85 million per year, it would take 900 years to replace all of the bridges. By 2035, it is estimated that two in three bridges will be in poor condition and at risk of being weight restricted, forcing heavy trucks to detour and increasing the cost of moving the products of Oregon's farms, forests, and factories to market. ODOT's statewide transportation model estimates this will cost Oregon 100,000 jobs and $94 billion in economic production by 2035.[2] Fully addressing the backlog of unmet bridge maintenance, preservation, and replacement needs would cost $435 million a year for the next 20 years on bridge repair and replacement—an increase of $350 million over current funding levels for bridges.

An additional investment of **$100 million per year** for the next two decades targeted in priority corridors would allow ODOT to address bridge needs in these critical corridors, ensuring important freight routes remain open to economic activity. This level of investment would preserve current conditions on priority corridors, though bridges on other corridors would continue to deteriorate. This additional funding would allow ODOT to complete Phase 1 of the bridge component of ODOT's Seismic Plus Plan over the next 20 years by replacing and retrofitting bridges along key parts of I-5 and I-84 to make them resilient to a Cascadia Subduction Zone earthquake. In the long term, the revenue made available after ODOT pays off OTIA and Jobs and Transportation Act (JTA) bonds, beginning in 2035, can be reinvested in bridges to return them to a state of good repair and complete the remaining phases of the seismic program.

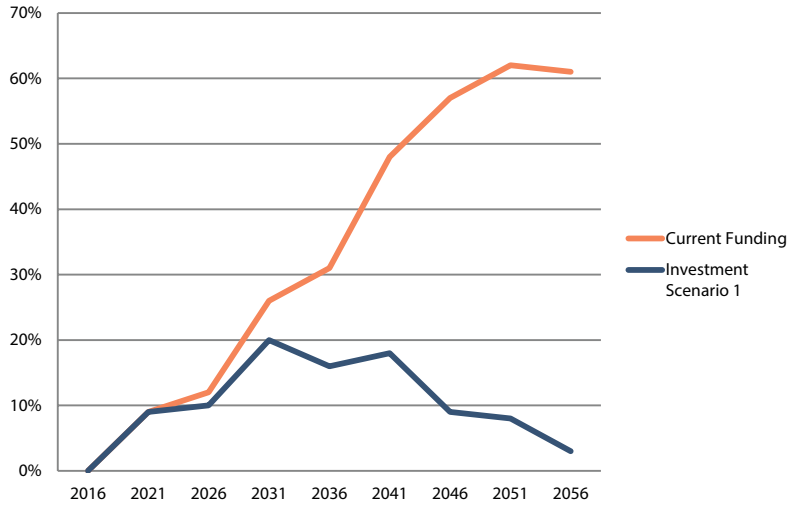
Culverts

Some 35,000 culverts carry water under Oregon's highways, supporting drainage and stream flow. Nearly one in three of these culverts are in poor condition and are vulnerable to failure, which can close highways, impede truck traffic, isolate communities, and block fish passage. An additional investment of **$35 million per year** would address 3,000 to 5,000 culverts over the next 20 years, focusing on priority corridors first. In areas of fish habitat, ODOT and the Oregon Department of Fish and Wildlife would work to extend a pilot program that saves the department 50-90 percent of typical culvert replacement costs while improving fish passage and habitat.

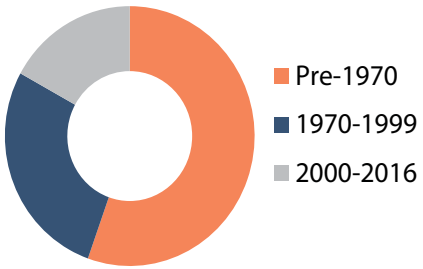
Seismic

Seismic resilience is paramount for a state that must have a functioning transportation system to recover after a Cascadia Subduction Zone earthquake. Because most bridges were built decades before modern seismic standards, many bridges in western Oregon would collapse or be unusable, and landslides would block highways. Roads would be closed for weeks to months, isolating communities, making disaster

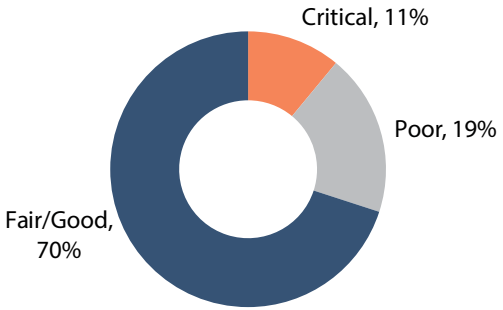
PERCENT OF BRIDGES IN POOR CONDITIONS ON FIX-IT PRIORITY CORRIDORS



AGE OF OREGON'S BRIDGES

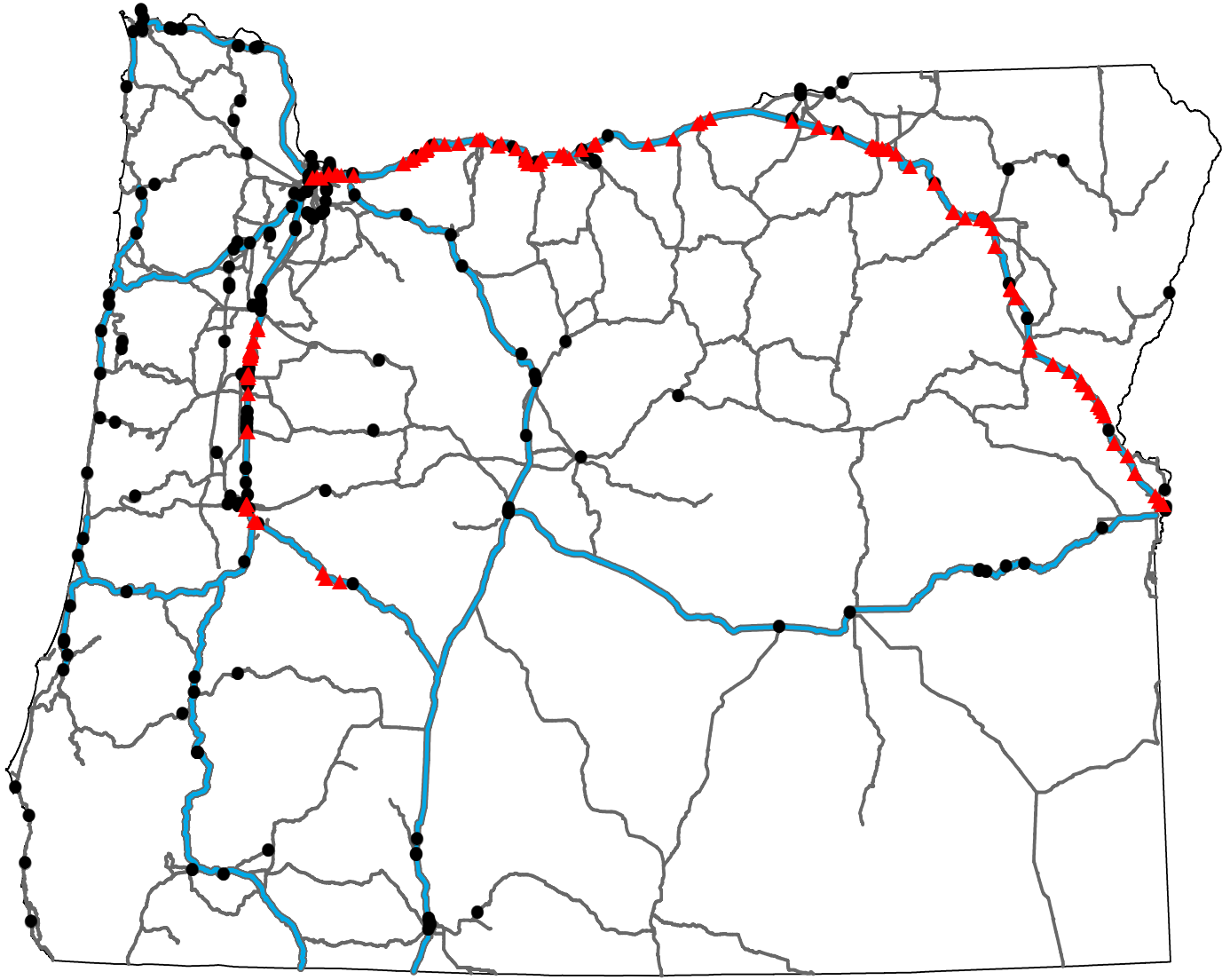


CULVERT CONDITIONS



20 YEAR BRIDGE INVESTMENTS

For illustrative purposes, based on $100 million in additional annual bridge funding. Actual projects selected would be based on updated bridge condition data. Existing funding is focused on bridge repairs; additional funding would be focused on more costly replacements.



- Existing Funding (241 bridges)
- Investment Scenario I (165 additional bridges)
- Priority Corridors
- State Highways

response difficult, and hindering the state's long-term economic recovery. An additional investment of **$20 million per year** for the next 5-10 years would allow ODOT to triage needs in three critical areas: focusing on southern Oregon Lifeline Routes to provide minimal passable routes into and out of the region; enhancing maintenance stations for coastal communities to address roadway issues in affected areas; and addressing key local Lifeline Routes on state highways. Beyond that timeframe, $20 million per year would address the most critical landslides identified in ODOT's Seismic Plus plan. Combined with the investments described above for bridges, this funding would help Oregon prepare for a Cascadia Subduction Zone earthquake by stabilizing landslides, shoring up bridges, and improving ODOT's ability to recover the transportation system more quickly after a disaster.

Maintenance

ODOT's maintenance forces restripe roads, plow snow, and respond to crashes to keep Oregon's highways open and safe. Existing resources no longer keep pace with the maintenance needs of an aging system, responding to more extreme weather events, and dealing with increasing traffic volumes. For example, the I-84 corridor in eastern Oregon has seen an increase in truck volumes as well as an increase in frequency of freezing fog and ice events. The result has been multi-vehicle crashes and lengthy closures that delay people and goods. With current resources ODOT cannot provide 24/7 coverage on the I-84 corridor. In addition, maintenance requirements for the upkeep of traffic signs, retaining walls, tunnels, variable message signs, and other infrastructure are growing. An additional investment of **$50 million per year** and 30 full time employees would address maintenance needs in freeway corridors and across key highway assets, preserving our multibillion dollar highway system and keeping our highways more reliable and safe during the winter months.

Safety

Fatalities and serious injuries are devastating to affected individuals, families, and friends; they also cost Oregonians over $2 billion per year in hospital bills, property damage, and other impacts.[3] Safety is a factor in every transportation project and an investment priority for all modes. But more could be done to reduce traffic fatalities and serious injuries, which have been on the rise in recent years.

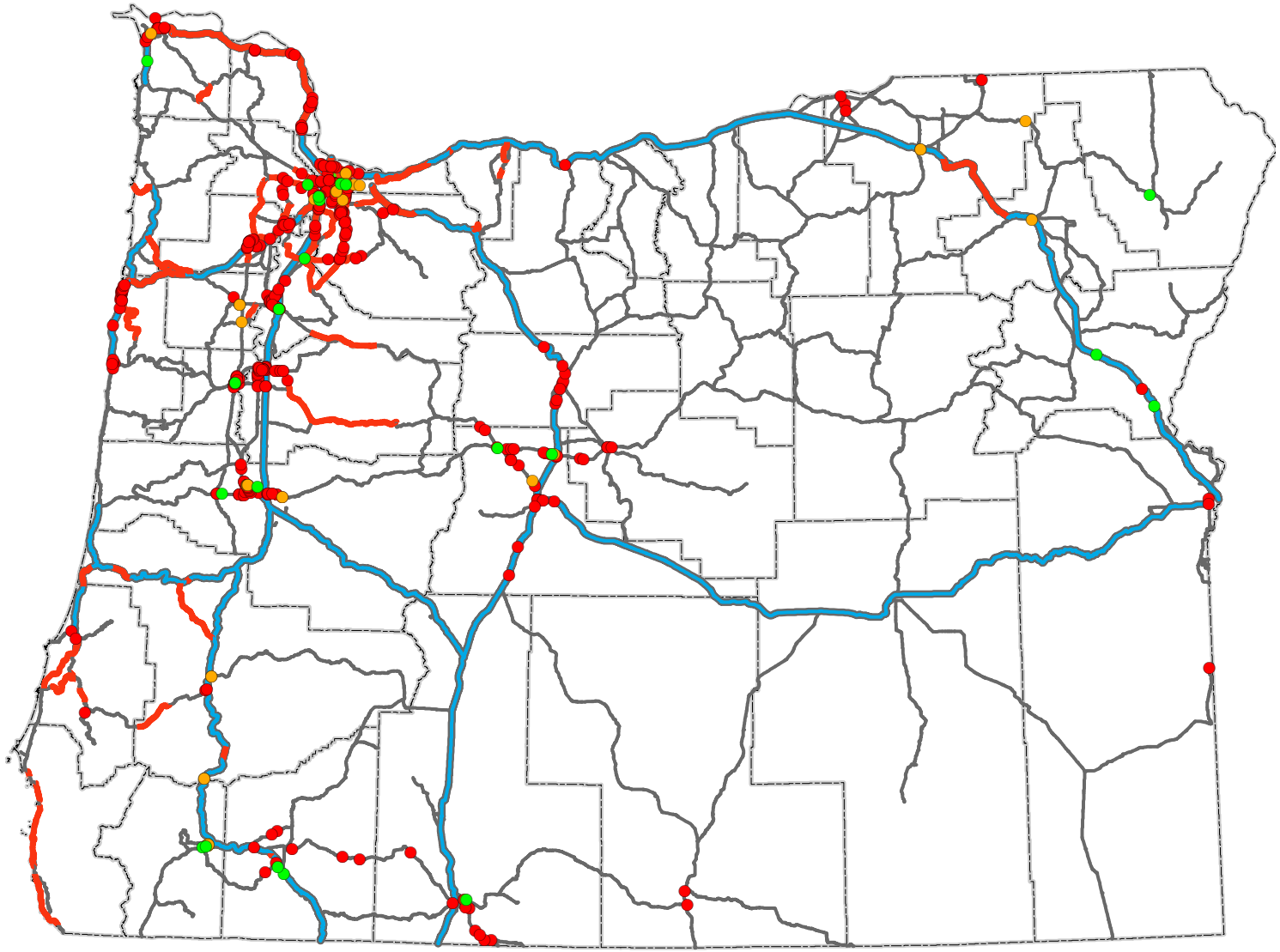
Doubling today's spending with an additional investment of **$35 million per year** for the All Roads Transportation Safety (ARTS) program would address a backlog of safety needs across the state. This program uses a data-driven prioritization process to focus on the most cost effective ways to save the most lives and avoid the worst injuries, regardless of whether they are on state or local roads, for all modes of travel. Focus would be on roadway departure crashes (55 percent of fatalities in Oregon) utilizing proven solutions with a high return on investment like rumble strips, curve warning signs, and cable barriers. For example, rumble strips along the shoulder are known to reduce all run-off-the-road crashes by 22 percent.[4] Since the funds are used on both state and local roads, this additional investment could be taken 'off the top' of the highway fund, allowing local governments to use state funding for safety

Thirty percent of culverts today are in poor or critical condition. Storms cause culverts to fail, closing highways, blocking truck traffic, and isolating communities.

Safety is a factor in every transportation project and an investment priority for all modes. But more could be done to reduce traffic fatalities and serious injuries, which have been on the rise in recent years.

SAFETY INVESTMENTS

For illustrative purposes, based on $35 million in additional annual safety funding. Actual projects selected would be based on updated crash data to determine highest-priority projects.



projects and avoiding the red tape associated with federal funding. Alternatively, if funding comes from ODOT's share of the State Highway Fund, spending would be directed toward safety projects on state highways.

Mobility and Congestion Management
The majority of goods traveling through, to, or within Oregon are shipped by truck and utilize Oregon's highways to get to market. Congested highways cost businesses millions of dollars in delay, create unreliable travel times, cause safety problems, and reduce the competitiveness of Oregon's trade-based economy. Congestion also impacts the traveling public who must use our roadways to get to work, school, daycare, and home and who also experience financial costs and reduced quality of life due to congestion.

Congestion, delay, and unreliability occur on Oregon's urban and rural highways when the volume of cars exceeds capacity, at busy interchanges, around sharp curves, and on steep hills, as well as due to bad weather and crashes. Portland experiences the most pronounced congestion in the state and has one of the highest rates of congestion in the nation; congestion has worsened in recent years as more people move to the region and the economy grows. While incremental investments have been made to help relieve area bottlenecks, they are not enough to address the issue of limited roadway capacity and growing population. Over the next 25 years an additional one million people are expected to move into the state, putting additional stress on our already crowded roadways, making congestion relief even more critical.

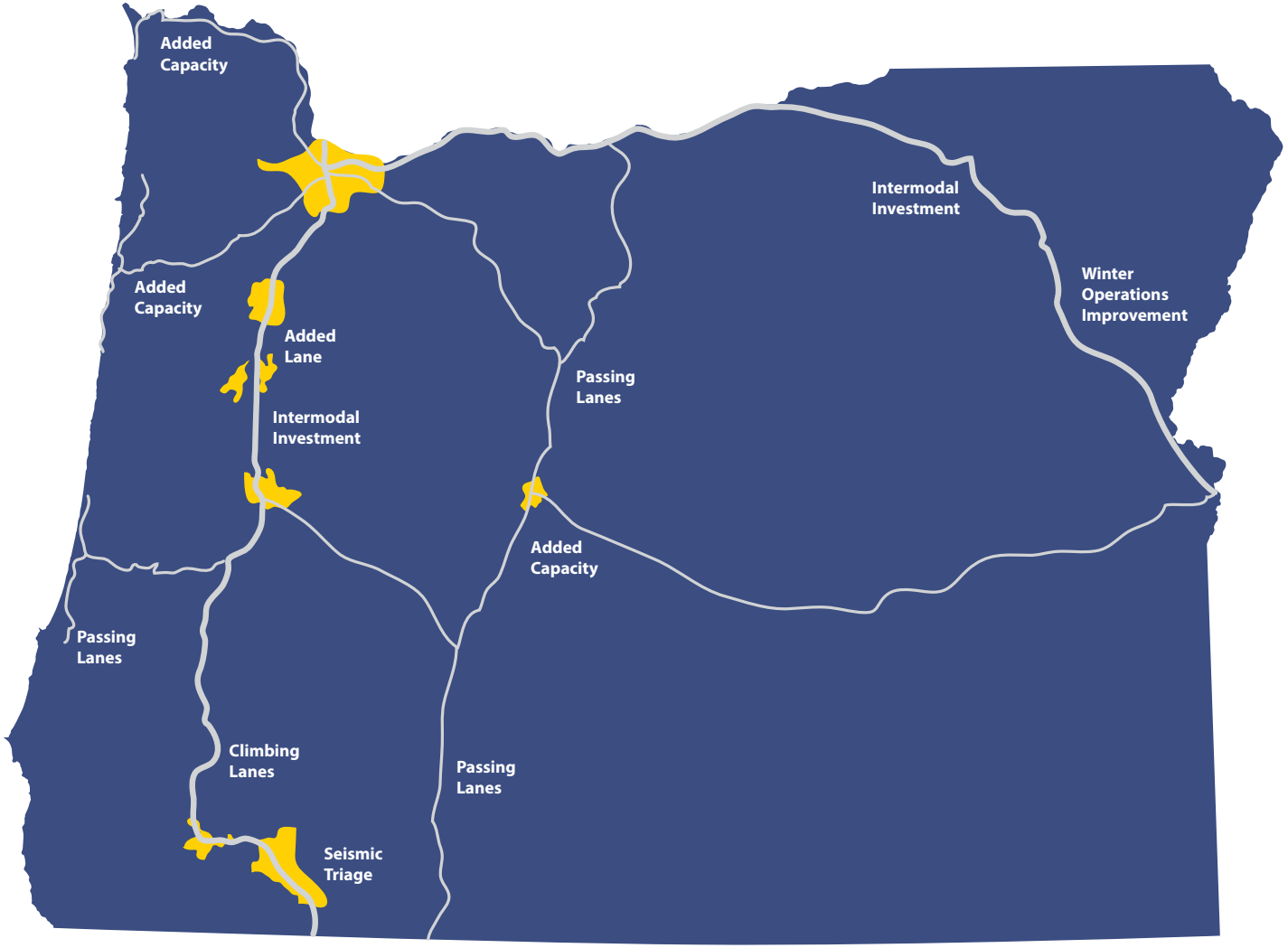
In Portland alone, adequately addressing congestion and mobility issues would require an investment of over $1 billion in highway projects, as well as additional investments in other modes that relieve pressure on the roads. Statewide, additional investments would be needed to improve mobility, such as addressing non-recurrent delay from safety issues, roadway geometry impacting speeds, and capacity issues causing congestion. An estimated 36.9 million annual hours of delay could be avoided by investing in congestion-relieving projects, generating an additional $928 million in annual economic output/sales.[5]

An additional investment of **$100 million per year** focused on priority corridors and congested areas would start to reduce delay and improve safety for some of Oregon's worst bottlenecks. Consistent with the Oregon Highway Plan, investments would be directed first at protecting the existing system, improving traffic operations through intelligent transportation systems (ITS), such as Real Time improvements (e.g. variable speed limits and ramp metering). Next, ODOT would implement efficiency and capacity improvements to the existing system, for example adding auxiliary lanes between interchanges that help traffic efficiently get on and off the freeway. Only after such capacity maximization measures have been employed or deemed insufficient, would priority shift towards major roadway improvements such as the addition of new lanes or building new roads.

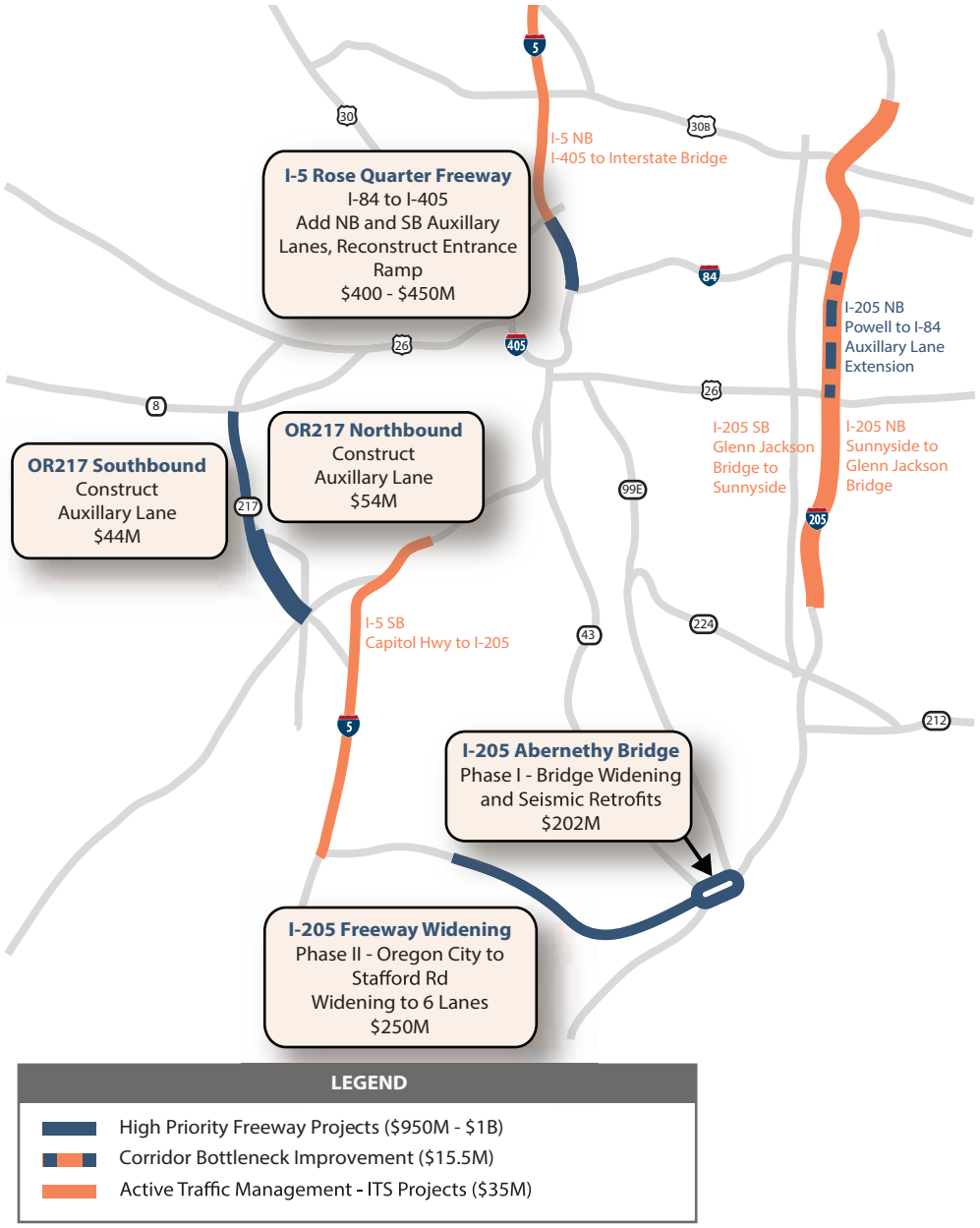
Congested highways cost businesses millions of dollars in delay, create unreliable travel times, cause safety problems, and reduce the competitiveness of Oregon's trade-based economy.

CONGESTION RELIEF AND FREIGHT MOBILITY PROJECTS

Different types of improvements are needed across the state to improve mobility of freight and people. These include added capacity on I-5 in the Willamette Valley, truck climbing lanes on I-5 in southern Oregon, and passing lanes on U.S. 97.

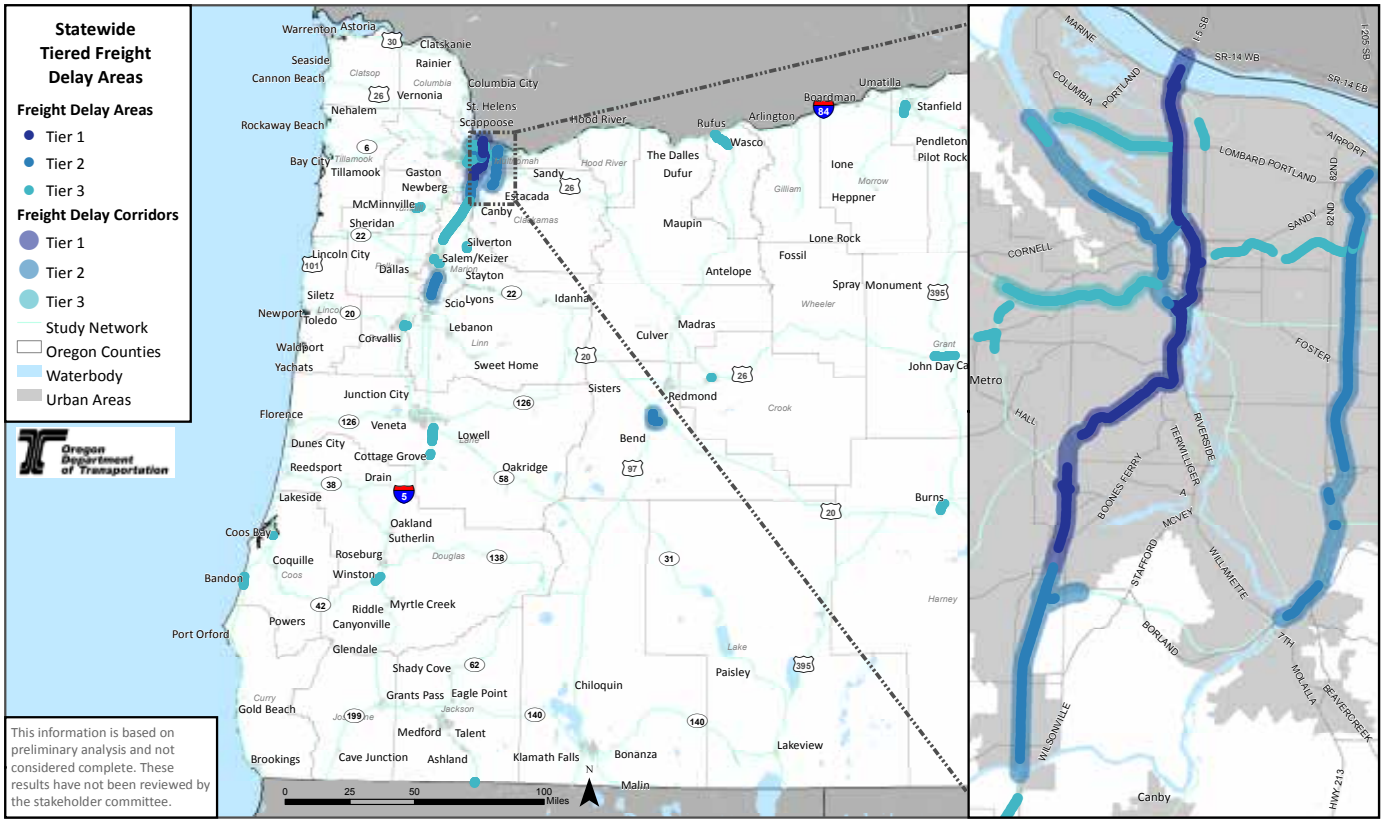


PORTLAND AREA FREEWAY PRIORITY IMPROVEMENT PROJECTS



AREAS OF FREIGHT DELAY

As it updates the Oregon Freight Plan, ODOT, in consultation with the Oregon Freight Advisory Committee and a project technical advisory committee, has developed a tiered list of state highway segments that experience delay for trucks.



REAL RESULTS OF REAL TIME IMPROVEMENTS

"Real Time" refers to a toolbox of ITS strategies that improve safety and operations.

Real time investments were made on Oregon 217 in the Portland metro area, including variable message signs, advisory speeds, and curve warnings. A before and after analysis found such improvements resulted in fewer injuries, more people getting through and a higher degree in certainty of travel time.

Specific results show:

- *21 percent reduction in crashes*
- *Up to 5 percent more throughput*
- *10 percent better travel time reliability*

ODOT is looking to deploy these cost-effective technologies in additional corridors.

Investments would be focused on high priority corridors across the state, on projects such as:

Major bottlenecks on I-5, Interstate 205, Oregon 217, and U.S. 26 in Portland, or for congested areas like U.S. 97 in Central Oregon.

Safety issues and congestion at interchanges such as the Beltline/Delta Highway in Eugene.

Traveler information and warning systems for inclement weather along I-84 in eastern Oregon.

Truck climbing lanes on I-5 and passing lanes on freight routes.

Investments would be targeted to projects that relieve congestion and improve reliability for both freight and passenger vehicles and that have high returns on investment.

Congestion will not be solved by highway investment alone. Spreading demand across modes will help to relieve overcrowding on our roadways. Additional investments are needed in public transportation, biking, and walking to make them more accessible, convenient, and safe, so more people can choose these options. Investments in moving goods by rail or water can also free up capacity on highways.

Biking and Walking

Everyone is a pedestrian, whether walking or using a mobility device for their entire trip or just to and from their car or bus stop. Businesses depend on well-connected walkways or bikeways to get workers to their jobs and consumers to their stores, and school age children often rely on these travel modes to get to class, especially where school bus service is not available.

The Oregon Bicycle and Pedestrian Plan identifies schools, transit stops, and businesses as critical connections and a top investment priority and recognizes they are not well-served by today's fragmented and disconnected biking and walking infrastructure. On the state system alone, around 30 percent of urban roads are missing walkway and bikeways. Similar issues

Businesses depend on well-connected walkways or bikeways to get workers to their jobs and consumers to their stores, and school age children often rely on these travel modes to get to class.

exist on local road networks, which represent the majority of roadway miles needing walkways and bikeways. Total needs to fill gaps across state and local roadways are estimated at more than $2 billion. At current funding levels, it will take over 50 years to fill the gaps and complete the biking and walking system, leaving residents under-served and disconnected in the meantime. As a result, many Oregonians cannot or feel they cannot walk or bike safely in their communities, forcing people to turn to cars for most trips. Filling gaps is also necessary to ensure accessibility for all users, including people with disabilities. Investments in biking and walking will be targeted to fill gaps and improve safety, especially for our kids.

Bikeways and Walkways on Roadways

Many of the most direct, convenient, and cost-effective biking and walking connections are within the right of way of Oregon's roadways. The same streets where people drive need to also connect people who walk, use a mobility device, or ride a bicycle. Oregon law requires that walkways and bikeways be constructed any time a road, street, or highway is built, rebuilt, or relocated, and directs that at least one percent of the State Highway Fund dollars be invested in projects that support biking and walking within the right of way of public roads, streets or highways.[6] Because of this, increased funding to address pavement condition will address accessibility issues and add more miles of bike lanes and sidewalks. However, a more targeted and strategic approach is essential, focused on making critical connections.

Priority will be given to adding bikeways and walkways near public transportation stops and around schools, focusing on Title I schools first in order to help close disparity gaps and make sure that kids who cannot afford other means of travel can still get to school. With an additional investment of **$20 million per year** for state and local roads, approximately 60 miles of walkways and bikeways could be added annually, and after 10 years, gaps would be closed within a quarter-mile radius of schools and public transportation stops. School traffic is estimated to represent 10-14 percent of all automobile trips made during rush hour.[7] More kids walking or biking instead of being dropped off means fewer cars on the road at the most congested times, benefiting all modes. Likewise, connecting to public transportation means more people can access alternatives to driving, reducing congestion and providing Oregonians cheaper travel options.

In the long term, once gaps around schools and transit are filled, funding should be focused on addressing other critical biking and walking connections, such as to downtowns, shopping, and to major employers.

Safe Routes to School, Outreach, and Education

Safe Routes to School is a popular and successful program that educates children about biking, walking, and other transportation options and teaches them about safety. Funding from ODOT and other sources provides in-classroom pedestrian and bicycle safety curriculum and local field grants but reaches less than 5 percent of Oregon students.[8] An additional investment of **$6 million per year** would provide

SAFE ROUTES TO SCHOOL

Assuring that bikeways and walkways connect schools on safe and accessible routes is a top priority for the state. The Oregon Bicycle and Pedestrian Plan identifies schools as "critical connection" points. Investments are needed in both infrastructure and education to support our children's needs.

Today there are known gaps around schools, leaving kids with little option in how to get where they need to go. Targeted investment is key to supporting a safe and connected system.

Bikeway and walk-way facilities within 1/4 mile of transit stops and schools

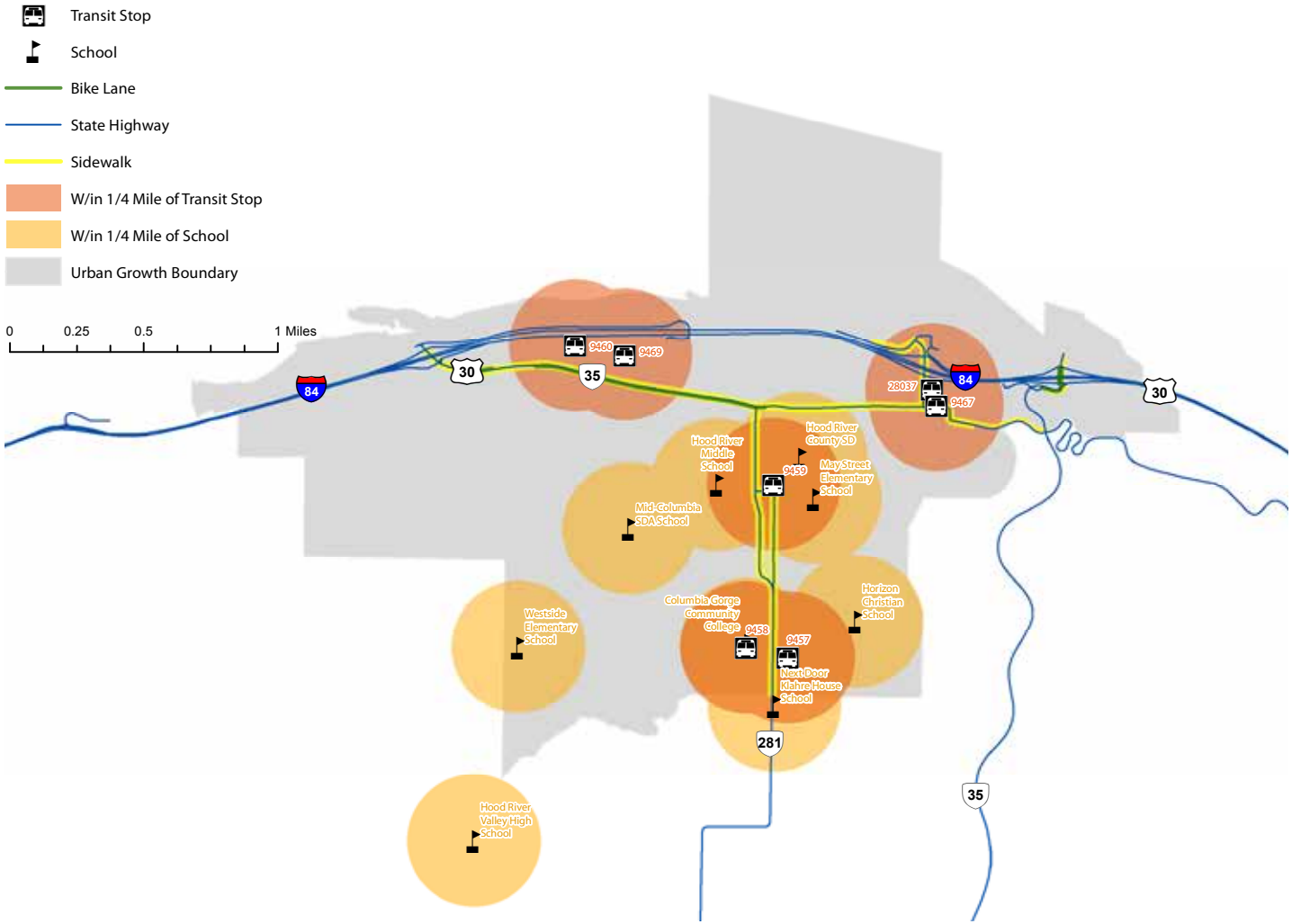
(Sample: Hood River)

Priority would be given to filling in missing sidewalks and bike lanes within 1/4 mile of schools and transit stops, as shown in this example of Hood River.

Miles of Gaps
Miles of highway within 1/4 mile of transit stop or school: 7.60

Miles of sidewalk gaps within 1/4 mile of transit stop or school: 1.46

Miles of bike lane gaps within 1/4 mile of transit stop or school: 7.03



traffic safety education for all graduating elementary school students, complementing investment in infrastructure.

Off-Road Bikeways and Walkways
Regional paths that provide options for cyclists and pedestrians off the road system are important in connecting people to jobs, services and recreational opportunities. By separating those on foot or on bike from automobile traffic, these paths provide a level of comfort and safety that is important to encouraging more people to walk and bike. These paths are also important for recreation and tourism, contributing $400 million in annual economic activity from the cycle tourism industry.[9]

While State Highway Fund resources cannot be used to construct bikeways and walkways outside of the road right of way, federal surface transportation funds and *Connect*Oregon have helped construct a number of off-system bikeways and walkways across the state such as the Bear Creek Greenway that links the cities of Ashland, Medford, Central Point, and other locations. Ensuring a continued flow of funding from federal funds and *Connect*Oregon would allow these networks to grow and connect. Priority would go towards facilities that can be used for transportation and recreation, meeting the Regional Path designation in the Oregon Bicycle and Pedestrian Plan Strategy 2.5 D, including criteria such as a continuous path connecting two or more communities that is endorsed by elected bodies along its alignment.

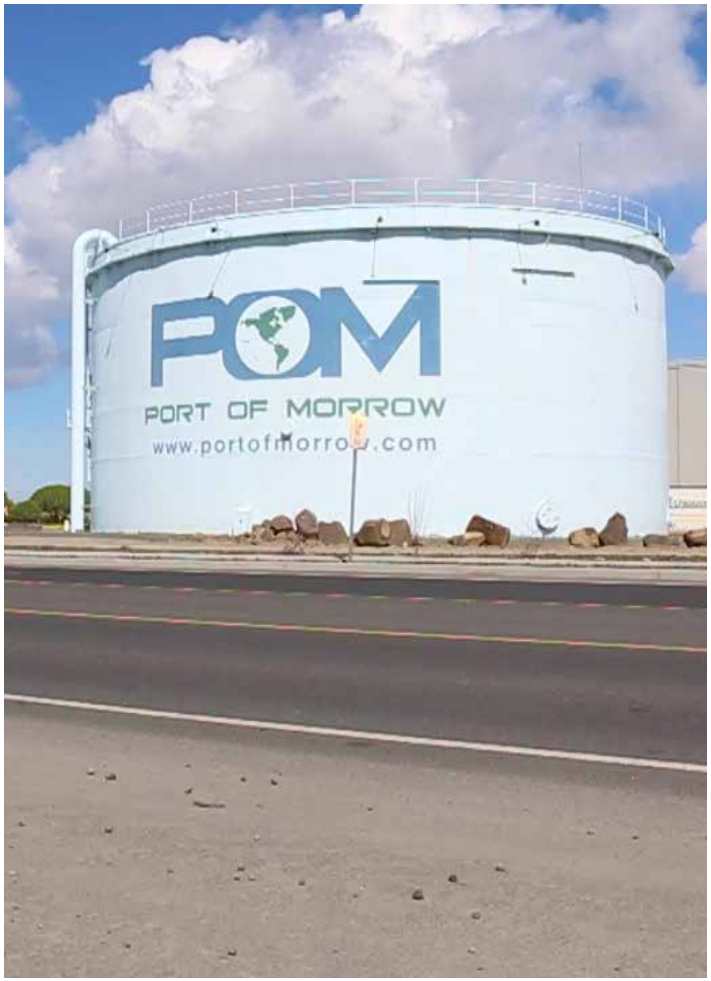
Multimodal Freight

As one of the most trade-dependent states in the nation, Oregon relies on freight movement, with around 350 million tons of freight, valued at more than $350 billion flowing through the state each year.[10] Strategic investments in Oregon's multimodal freight transportation network (rail, aviation, and marine) are important to meet access and mobility needs for key multimodal transportation corridors and industries. Oregon's freight system consists of crucial infrastructure and equipment that is privately owned (such as trucks, trains, containers, tracks, and marine terminals) in addition to the elements owned by the state and other public jurisdictions. However, all elements provide public benefits and thus can result in a good return on investment from state dollars.

Rail
Industry experts have estimated annual average need to be $32-120 million for Oregon's rail system.[11] Rail is essential for moving goods in the state and represents over $15 billion annually in commodity flow by weight. Improving the rail system results in efficiencies for the goods moved on it today but would also result in shipping more by train, helping to free capacity on Oregon's congested roadways. Failure to invest in rail can result in deteriorated infrastructure that can no longer support train service, as happened on the line to Coos Bay; service disruptions like this can force shippers to shift to higher-cost modes and leave communities isolated from econom-

Improvements to Oregon's freight transportation network over the past decade have been primarily funded through the ConnectOregon program, a lottery-backed bond program.

As one of the most trade-dependent states in the nation, freight moves the Oregon economy, with around 350 million tons of freight, valued at more than $350 billion flowing through the state each year.



PUBLIC BENEFITS OF FREIGHT INVESTMENTS

Oregon's lottery-backed bond program, ConnectOregon, has invested nearly half a billion in the state's freight network. One such investment was made at the Port of Morrow, which was awarded $22 million in ConnectOregon dollars, leveraging another $14 million in matching funds.

This investment yielded measurable benefits to Oregon's economy. A 2013 Economic Impact Analysis of the Port found that it employs around 4,000 workers, and provides an annual economic output of over $1.6 billion.

ic activity.

The Oregon State Rail Plan identifies system reliability, capacity, frequency and travel times as the primary focus for investments, preserving and enhancing rail assets and infrastructure. Investment priorities include partnering with private railroads to eliminate choke points, addressing network fluidity, and maintaining a state of good repair for the rail system. Rail investments should be targeted to specific efforts including:

Improvements to shortline track, bridges, and tunnels, which would allow heavier and taller trains to be used and increase the overall speed of the system.

New facilities, such as bulk commodity aggregation facilities, which would enable increased utilization of rail services in the state.

Marine and Aviation
The Oregon Transportation Plan estimates the needs for ports and waterways to be around $56 million annually. The needs for air are not split out between freight and air, thus the freight need is some proportion of $177 million per year for airports overall. Marine and air projects that have successfully received funding in Oregon in the past include such efforts as airport taxiway and runway improvements, air cargo storage facilities, marine mooring facilities, dock and pier improvements, and marine cargo staging facilities. Development of a state marine plan would help further understand and prioritize investment needs across the state.

Multimodal (Transload) Facilities
Across marine, aviation, and rail, transload facilities are a key component of the multimodal freight system. These connection points allow bulk goods and containers alike to be transferred between one or more modes, such as from truck to rail. Transload facilities support a variety of industries moving goods into, within, and out of Oregon. Rural parts of the state benefit from transload facilities, such as the Prineville Freight Depot, which used *Connect*Oregon dollars to convert an abandoned sawmill into a facility serving truck and rail shipments in Central and Eastern Oregon.

***Connect*Oregon**
Improvements to Oregon's freight transportation network over

Across marine, aviation, and rail, transload facilities are a key component of the multimodal freight system.

the past decade have been primarily funded through the *Connect*Oregon program, a lottery-backed bond program. Since 2005, the Legislature has approved six rounds of *Connect*Oregon totaling $427 million, enabling significant state investments in non-highway multimodal freight transportation. Requests for ConnectOregon funding typically run about two dollars for every dollar of available funding, showing significant demand and unmet need.

A continuation of *Connect*Oregon funding would address strategic investment demands across the multimodal freight system. Local governments and businesses often lack sufficient capital and technical capacity to undertake multimodal transportation projects, and public financial assistance can help support these long-term economic growth and job creation projects. An additional investment of **$29 million per year** (for a total investment of $100 million per biennium) would be targeted at the investments described above, further improving freight transportation system reliability, efficiency, mobility, access to markets, and connections between modes that provide lasting economic benefit to Oregon.

Public Transportation

Public transportation is critical for connecting workers to their jobs, people with essential services in urban and rural areas, and communities to one another. Oregon receives many benefits from public transportation, including:

Reduced transportation costs for residents – Those who take the bus and do not own a car save nearly $10,000 a year.[12]

Improved transportation safety – Nationwide, buses account for only one percent of all transportation injuries.[13]

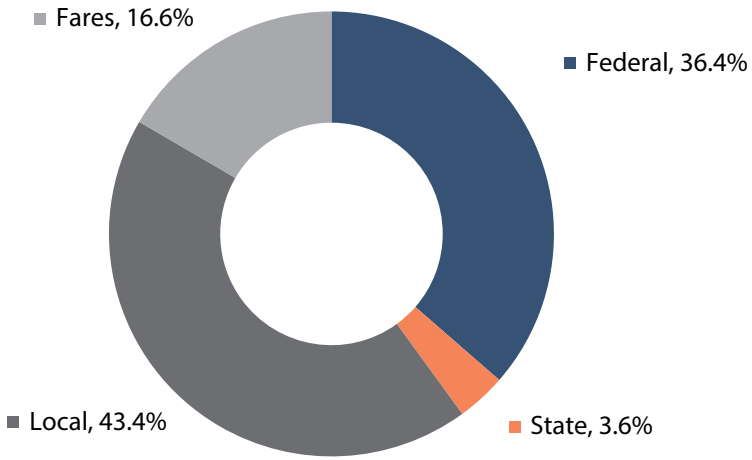
Relieving growing demand – Providing options for people to travel other than driving help keep more cars off our crowded roadways.

Increased access to services - Public transportation is a travel option for all people, including those with disabilities, low-income households, seniors, and children.

Reduced air pollution and greenhouse gas emissions – Transit is essential for reducing air pollution and GHG emissions.[14]

A wide variety of local agencies, non-profits, and the private sector operate most of Oregon's vans, buses, and passenger rail systems, while the state plays a role in some intercity services. Local public transportation providers rely heavily on federal resources and what they can generate at the local level, which is often limited. State funding represents less than five percent of today's transit investments, and is focused on service for the elderly and disabled. Since 2010, state per capita funding

ESTIMATED PERCENT OF OREGON PUBLIC TRANSPORTATION FUNDS BY SOURCE (2014)



for transit has decreased more in Oregon than in any other state.[15]
Reduced state funds in addition to reduced or flat local funding have been compounded by increased operational expenses (primarily driver wages, which represent 60-70 percent of provider budgets). Rising labor costs have forced many providers to reduce days and hours of service, and discontinue routes.

At the same time, demand for public transportation is rising. Over the past decade, ridership has increased significantly, growing twice as fast as Oregon's population.[16] Given projected population influxes and demographic trends, unmet demands on the public transportation system are likely to grow. Older adults ride at higher rates than the rest of the population, and by 2035, a quarter of Oregon's population is expected to be age 65 or older.

To sustain even today's reduced service levels given projected population growth will require a 50 percent increase in funding levels, equating to around $380 million in additional funding per year.[17] With no increase in funding, by 2035 providers could only meet one third of public transportation trips that would otherwise be taken. Beyond the base need, enhancements to the system to provide improved levels of service appropriate to the size and characteristics of each provider would cost over $1 billion more annually.

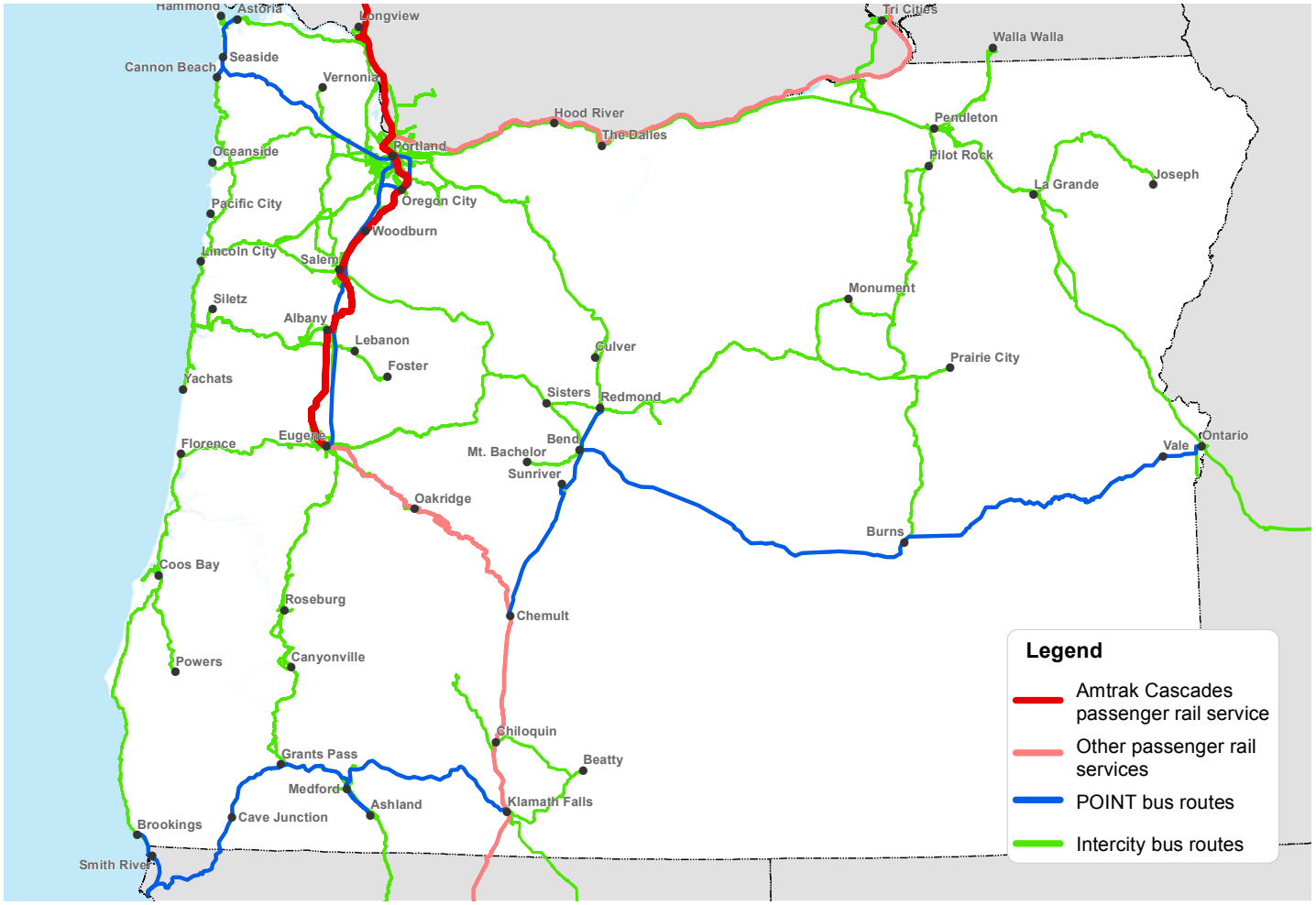
An additional investment of $108 million per year, as called for in the Governor's Transportation Vision Panel report, would start to chip away at the enormous needs for public transportation. While this is only one third of what is needed keep pace with population growth for the long term, in the near term, this amount could help to add new service to connect communities, support rides for the elderly and disabled, enhance service in urban areas, and provide technical support for rural and small providers.

Regional and Intercity Service
While public transportation often serves people within communities, links between communities are often missing. Closing these gaps with regional and intercity service would benefit the many Oregonians who must travel long distances to their jobs due to a lack of affordable housing. Improved connections between communities could also serve the growing share of older adults who are choosing to age in place and rely on regional and intercity transit connections as critical lifelines to medical services, groceries, and other essential services. New connections between communities could reduce the need for costly demand-response service. An additional investment of **$40 million per year** would make new regional and intercity connections between communities like Sisters and Bend, Tillamook and Pacific City, as well as add new morning and evening service between places like La Grande and Pendleton. Such an investment could sustain existing state passenger rail and bus service in the Willamette Valley corridor, also adding more convenient trips to serve additional riders. Overall, focus would be placed on closing gaps between communities in under-served corridors and to population clusters in rural areas.

Demand for public transportation is rising. Over the past decade, ridership has increased significantly, growing twice as fast as Oregon's population.

INTERCITY PUBLIC TRANSPORTATION ROUTES (2016)

A variety of types of intercity public transportation services connect Oregon communities, but significant gaps remain.



Enhance Urban Public Transportation
Given today's funding, many public transportation providers operate limited routes, with infrequent service, mostly during weekdays. Because of these constraints, public transportation is available to a small section of a community's population. An additional state investment of **$40 million per year** would increase frequency, add routes and service hours, in order to reduce wait times for riders, provide better coverage, and make access to jobs, shopping, and essential services easier.

Elderly and Disabled Service
Public transit services for older adults and persons with disabilities are frequently provided thorough paratransit and dial-a-ride services that pick people up and drop them off door-to-door. While the state contributes funding for these services through the Special Transportation Fund (STF), transit providers are unable to meet the current demand in both urban and rural areas. For example, Ride Connection Inc., who serves the greater Portland area, turned down 35,000 ride requests in 2015.

More than doubling today's STF funding with an additional investment of **$15 million per year**, would expand services across the state, improving access to critical medical and human services by increasing frequency of service and adding new destinations.

Keep Vehicles in a State of Good Repair
About 2,000 transit vehicles provide service across Oregon. Around half of these were purchased using funds that flow through ODOT, primarily for rural providers. Keeping buses in a state of good repair helps ensure safe and comfortable service and avoids large repair costs. Nearly half of ODOT-purchased buses have reached replacement age, and urban providers face similar needs as well. An additional **$5 million per year** would bring the public transportation vehicle fleet up to a state of good repair.

Pooled Resources for Small Transit Providers
Small public transportation providers have limited staff, sometimes only including an executive director, a support person and a handful of drivers, some of whom are volunteers. Staff often have to wear multiple hats and may not have the expertise or time required to ensure compliance with state and federal requirements, schedule routes, identify gaps or implement technological enhancements. Some technologies can be applicable on the statewide level, and resources and funding to support their implementation are needed. An additional investment of **$8 million per year** would be targeted to the creation of pooled resources for small public transportation providers including staff or consultant support to plan and schedule routes, assess safety, create and communicate travel information, and provide training. Funding would also be used to identify and pursue technology enhancements, such as a single statewide fare collection system, and trip planning software.

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APPENDIX 1

Funding and Financing Options

Over the course of a year and a half of work, the members of the Governor's Transportation Vision Panel identified a "menu of options" to fund and finance Oregon's transportation system across all modes. This menu incorporates near-term, mid-term, and long-term options for consideration by policymakers. The Vision Panel analyzed each funding option using a variety of criteria, including revenue generation, responsiveness to inflation, stability and predictability, how well it conforms to the "user pays" principle, administrative costs, and equity. Additional information about each of the following options, including descriptions and in-depth analysis, are included in Appendix A of the Vision Panel's report (available at visionpanel.files.wordpress.com/2016/05/one-oregon-final-report-appendices.pdf).

Near-term options:

- Increase state gas taxes
- Temporary gas taxes
- Increase driver and vehicle fees
- Electric vehicle registration fees
- First-time title fees on new vehicles
- A new vehicle excise tax
- State gas tax indexing
- Local gas tax and registration fees
- Studded tire tax
- Modify State Highway Fund distribution
- Bonding
- Lottery revenue
- Statewide property tax
- Employer/employee payroll tax
- General fund dedication
- Cigarette, alcohol, & cannabis tax
- Bicycle excise taxes
- Increase state and federal bicycle and pedestrian dedication
- Establish a 'next generation' revenue task force

Mid-term options:

- Roadway tolling
- Public private partnerships
- Carbon taxes
- Per-mile road user charges

Long-term options:

- Act on recommendations of a 'next generation' revenue task force
- Establish a transportation utility commission

Units of Investment

The following are some of the available funding options, along with the amount raised by a specified increment.

Existing taxes & fees	Fuel tax	Every 1-cent increase generates $28.4 million each year
	Registration fees	Every $10 increase generates $58.7 million each year
	Existing title fees	Every $10 increase generates $11.6 million each year
	Class C License fees	Every $10 increase generates $6.3 million each year
Indexing existing taxes & fees to inflation	Inflation adjusted fuel tax	$22.1 million each year
	Inflation adjusted all DMV, Motor Carrier and fuel tax	$32.1 million each year
New tax & fee options	Supplemental title fee on new vehicles	Every $10 increment generates $3.6 million each year
	Vehicle excise tax	Every 1% tax rate increment generates $127.9 million each year
	Bicycle excise tax	Every 1% tax rate increment generates $0.4 million each year

Source: Updated from GTVP Report, page 47, based on December 2016 revenue forecast.

Revenue options matrix

This matrix evaluates funding options in comparison with a series of criteria. This chart is somewhat subjective and is not intended as endorsement or rejection of any particular funding option.

Source: Updated from GTVP Report, page 46.

		Adequacy of revenue	Responsiveness to inflation	Revenue stability and predictability	Appropriateness of dedication (user pays)	Administrative costs (relative to revenue)	Equity by income group
Roadway funding options:							
1) Existing user fees	a. Increase state gas taxes	Very Good	Poor	Fair	Good	Very Good	Poor
	b. Increase other user fees (license, registration, title fees)	Good	Poor	Very Good	Fair	Very Good	Poor
2) A temporary gas tax increase		Very Good	Poor	Poor	Good	Very Good	Poor
3) New vehicle user fees	a. Electric vehicle registration fees	Poor	Poor	Fair	Good	Very Good	Fair
	b. First-time title fees on new vehicles	Fair	Poor	Poor	Fair	Very Good	Good
	c. A new vehicle excise tax	Very Good	Good	Fair	Fair	Good	Very Good
4) State gas tax indexing		Good	Very Good	Fair	Good	Very Good	Poor
5) Local funding options	a. Local gas taxes	Fair	Poor	Fair	Good	Very Good	Poor
	b. Local registration fees	Fair	Poor	Very Good	Fair	Very Good	Poor
6) Studded tire tax		Poor	Poor	Poor	Good	Good	Fair
Non-roadway funding options:							
7) A permanent *Connect*Oregon multimodal fund	a. Lottery revenue dedication	Good	Poor	Fair	Poor	Good	Poor
	b. Statewide property tax	Good	Good	Good	Fair	Fair	Good
8) Transit and passenger rail funding	a. Employer payroll taxes	Good	Good	Fair	Fair	Good	Good
	b. Employee payroll taxes	Good	Good	Fair	Fair	Good	Fair
	c. Property tax dedication	Good	Good	Good	Fair	Good	Good
9) Bicycle and pedestrian funding	a. Bicycle excise taxes	Poor	Good	Fair	Good	Good	Good
	b. Increase state and federal dedication	Good	Poor	Good	Poor	Very Good	Fair
10) Cigarette, alcohol, and cannabis taxes		Fair	Fair	Fair	Poor	Good	Poor
Mid-term and long-term funding options:							
11) Road and bridge tolling		Fair	Fair	Fair	Very Good	Poor	Poor
12) Per-mile road user charges		Very Good	Poor	Good	Very Good	Poor	Fair
13) A carbon tax		Good	Poor	Fair	Very Good	Very Good	Poor

Tolling as a Revenue Option

Tolling is charging a fee for the use of a road or bridge. While tolling has been used to finance highway projects in Oregon, it has not been used extensively in recent years.

Oregon tolling policies

Anticipating the potential for tolling various highway facilities, the Oregon Transportation Commission undertook an in-depth policy development process that culminated with laying out a statewide tolling policy framework that has been incorporated into the Oregon Highway Plan and Oregon Transportation Plan. Strategy 2.1.10 of the OTP calls on the state to consider the use of toll revenue, including time-of-day pricing revenue, from existing state highways in a manner consistent with other Oregon Transportation Commission policies, state law, and federal statutes and planning regulations. In addition, Strategy 6.1.4 sets out the policy to consider the use of tolling for financing the construction of new roads, bridges or dedicated lanes only if expected toll receipts will pay for an acceptable portion of project costs.

For more information on the Commission's policy development work around tolling, visit ODOT's tolling and pricing webpage at https://www.oregon.gov/ODOT/TD/TP/pages/tolling.aspx.

Tolling applications in Oregon

In order to be useful in raising significant revenue, tolling (including congestion pricing) must be applied to facilities that serve high traffic volumes so that it can address a large share of system needs while minimizing collection costs.

In Oregon, these facilities include:

- Interstate highways
- Other existing freeways
- Proposed freeways
- Large bridges with no nearby alternatives.

With very few exceptions, federal law does not permit tolling of interstate highways; in general, the number of free lanes on the interstate cannot be reduced, so only added lanes can be tolled. For non-interstate facilities, federal law permits toll-free federal-aid highways to be converted to toll facilities as they are reconstructed. It also permits toll-free bridges (including interstate highway bridges) to be converted to toll facilities as they are reconstructed.

Tolling's potential applicability to today's highway system is limited due to the federal restriction on tolling of the highly used interstate highway network and the extremely high level of traffic diversion that typically occurs from tolled facilities to toll-free facilities (i.e., interstate highways). As existing traffic patterns have already developed around interstate highways, new tolled facilities in the vicinity of an interstate highway are unlikely to generate enough revenue to fund a significant portion of their construction costs (as reflected in debt service payments). New tolls added to existing non-interstate facilities near an interstate highway corridor are likely to divert most traffic to the interstate highway. Opportunities to construct self-supporting toll facilities are generally limited to large bridges some distance from parallel bridges (for example, the Interstate 5 Bridge over the Columbia River), and non-interstate freeways located well away from toll-free parallel facilities.

To the extent tolling may be used as a revenue source, toll revenue is subject to Article IX, section 3a of the Oregon Constitution. This section requires the revenue from "any tax or excise levied on the ownership, operation or use of motor vehicles" to be used for public highway purposes. Oregon statutes place additional restrictions on the use of toll revenue.

Congestion Pricing

While typically the purpose of the charge has been to raise revenue, in recent decades the concept of "congestion pricing" has emerged as a viable concept. Congestion pricing is a subset of tolling where the level of a toll is used to either ration highway capacity or finance additional, needed highway capacity, or often both. Congestion pricing can take many forms, in broad terms including variable time-of-day pricing of entire facilities, charging for use of specific ("managed") lanes, charging for entry into specific areas, peak-hour charging by mileage, charging according to actu-

al congestion levels, or some combination. Each of these may have several variations. While the purpose of varying toll rates according to congestion levels is primarily to manage congestion, it can have the effect of raising additional revenue.

Public Private Partnerships

While most transportation projects involve the private sector for construction and often design, public-private partnerships (PPPs) bring in the private sector for other elements that may include financing, operating, and maintaining a facility. PPPs are a project delivery method rather than a financing tool; like any project they require a sustainable funding or financing source in the form of public money or toll revenue.

PPPs have been used as a delivery method for many large infrastructure projects, including many projects financed in part or in full by tolls. Private equity financing is typically more expensive than public sector financing through the tax exempt bond market because equity investors demand greater return on investment in exchange for greater risk. Nonetheless, PPPs are an appropriate delivery tool when a "value for money" analysis demonstrates a net benefit to the public. These benefits typically occur when the public sector can shift significant risk to the private sector or the private sector can offer innovative design or operational solutions that reduce lifecycle project costs or offer improved performance.

Typically, most highway PPPs have exceeded $1 billion in total cost. In past years, many PPPs used a toll-based "concession" model in which the private sector would design, build, finance, operate and maintain a highway for a period of years in exchange for toll revenues. In recent years, however, the private sector has shied away from assuming risk associated with uncertain traffic volumes. As a result, the market has moved to an "availability payment" model in which a firm will design, build, finance, operate and maintain a facility in exchange for a specified annual payment, which often includes penalties and bonuses based on performance.

ODOT has statutory authority to undertake public-private partnerships (ORS 367.800-824) and has explored use of PPPs for large-scale highway projects. However, to date no highway project has penciled out as a PPP. Nonetheless, ODOT supports continued ability to use this project delivery tool in the appropriate circumstances when a PPP can demonstrate a net benefit to the public.

APPENDIX 2

Transparency, Accountability and Efficiency

The Commission will implement a set of measures designed to ensure that ODOT delivers programs funded under any investment package in a transparent, accountable, and efficient manner. The Legislature may wish to include these measures in an investment package.

Project Selection
No later than December 31, 2017 the OTC will select bridge, pavement, culvert, safety, seismic resilience and congestion relief/modernization projects to be funded from the investment package for the five-year period of 2018-2022, after consulting with ACTs, statewide advisory bodies and MPOs as appropriate.

The OTC will select projects to be funded from the investment package for the 2023-2027 period during the process of developing the 2021-2024 Statewide Transportation Improvement Program (STIP).

Upon completion of each round of project selection ODOT will submit a report to the Legislature on projects selected. This report will include preliminary estimated completion dates and costs for each project.

The OTC will implement a change management process by which it will review proposals from ODOT to modify the project lists. All changes to project selections will be reported to the Legislature in an annual report.

Upon selection, all bridge, pavement, culvert, safety, seismic resilience and congestion relief/ modernization projects to be funded from the investment package will be posted to the agency's project tracking website.

Annual Report on Projects Funded from the Investment Package
The OTC will submit an annual report to the Legislature on the status of the bridge, pavement, safety and congestion relief projects funded by the investment package. For each project, the report will explain the current status and cost estimate and any changes in status and cost estimate since the previous report. At a program-wide level, the report will lay out overall metrics to date in on-time and on-budget delivery of projects in each category of the program. The report will list any projects added to or deleted from the original lists adopted by the Commission under their change management process.

Project Delivery Report
The OTC will submit an annual project delivery report to the Legislature that outlines the agency's record of delivering projects on-time and on-budget in the previous year and comparing performance over time using established key performance measures. The report will also explain improvements made to project delivery processes and any changes to state law needed for additional improvements.

Management Review Report
No later than December 31, 2017, the OTC will report to the Legislature on its efforts to address the findings of the management review of ODOT, including steps taken to date, its workplan for implementation and any legislative changes suggested by the review. The OTC will submit a followup report by December 31, 2018 describing its progress in implementation.

Efficiencies Report
Beginning January of 2019, the OTC will submit a biennial efficiencies report to the Legislature that reports on ODOT's efforts to gain efficiencies and cost-savings in administration, project delivery, and maintenance practices. The report will also suggest any areas where changes to state law would facilitate efficiency and cost savings.

APPENDIX 3

Highway Project Lists

The Oregon Transportation Commission selects highway projects through two types of processes.

Fix-it projects, including bridge, pavement, culvert, and safety projects, are recommended through data-driven processes using management systems that take into account system condition.

Enhance projects, including projects that expand highway capacity or improve other modes of transportation, are recommended through regional processes in which Area Commissions on Transportation (ACTs) made up of local leaders, primarily city and county elected officials, prioritize the most important projects based on their knowledge of regional needs.

Fix-It Project Selection
Based on the framework in this investment strategy and using its management systems and data, ODOT has developed project lists for bridges, pavement, and safety for 0-5 years and 5-10 years; for bridges projects are provided for 10-20 years as well. All project lists are based on funding levels proposed in Scenario 1 in the strategy and are focused on the priority corridors outlined in the document. Projects were included based on current data. The projects selected for funding by the Commission after enactment of a legislative funding package will be adjusted based on actual funding amounts provided by the Legislature, any direction provided in the legislation, and the latest condition data.

Enhance Project Selection
If ODOT receives additional State Highway Fund resources directed by the Legislature to congestion relief and freight mobility projects, the Oregon Transportation Commission would turn to Area Commissions on Transportation and advisory committees to help prioritize projects on the state highway system. The Commission would ask ACTs to recommend for the Commission's consideration projects that:

- Meet readiness criteria;
- Are located on a priority corridor or in a major urban area; and
- Reduce delay or unreliability for freight, reduce congestion at documented chokepoints, or improve the operational efficiency of the system (including intelligent transportation systems).

Projects that meet these criteria would also be evaluated for a range of other benefits, including the ability to:

- Create jobs
- Improve safety
- Improve seismic resilience
- Improve community livability (including improving connectivity of roads and reducing mobility barriers or congestion for non-highway modes)
- Improve environmental outcomes (including reducing air pollution or greenhouse gas emissions, benefiting water quality, or improving fish and wildlife habitat)
- Improve system condition (including rehabilitating deteriorated bridges and pavement)

This decision-making process would be modified depending on direction provided by legislation, such as specific project selection criteria, set asides for particular activities, or eligibility requirements.

For all types of projects, the Commission would be the ultimate decision-making authority. The Commission would develop selection processes for any new funding programs or integrate additional funding into existing funding programs, consistent with direction provided in legislation.

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-205 SB: BORLAND ROAD BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09738A	CLACKAMAS	3.81	BORLAND ROAD	1	2018 - 2022
I-205 SB: UPRR BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09717A	CLACKAMAS	13.76	UPRR	1	2018 - 2022
I-205 SEISMIC BRIDGE RETROFITS	RETROFIT BRIDGES: #09403, #09711, #09711A, #09717, #09734, #09737A, #09740, #09740A, #13507, #13507A, #13514I, #13531, #13537, #13541, #16055, #16302	CLACKAMAS	VAR.	VARIOUS	1	2018 - 2022
I-205: MAIN ST (OREGON CITY) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09702	CLACKAMAS	9.51	MAIN ST	1	2018 - 2022
I-205: PACIFIC HWY - ABERNETHY BRIDGE	REPAIR & RETROFIT BRIDGES # 09738, # 09735,# 09735A	CLACKAMAS	VAR.	BORLAND ROAD; WOODBINE ROAD	1	2018 - 2022
I-5 : WILLAMETTE RIVER (BOONE) BRIDGE - WOODBURN REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02254A	CLACKAMAS	283.11	WILLAMETTE RIVER	1	2018 - 2022
OR 99E: CLACKAMAS RIVER (MCLOUGHLIN) BRIDGE REPAIR	REPAIR BRIDGE # 01617	CLACKAMAS	11.20	CLACKAMAS RIVER	1	2018 - 2022
US 26 : SALMON RIVER BRIDGE REPAIR	REPAIR BRIDGE # 08522	CLACKAMAS	37.26	SALMON RIVER	1	2018 - 2022
US26: SE 282ND AVE (BORING RD) OXING BRIDGE REPAIR	REPAIR BRIDGE # 09381	CLACKAMAS	0.00	HWY 26	1	2018 - 2022
I-84 : CONN VIENTO INT BRIDGE REPLACEMENT	REPLACE BRIDGE # 08534	HOOD RIVER	56.04	CONN VIENTO INT	1	2018 - 2022
I-84 : HAZEL ST (CASCADE LOCKS) BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 08611; # 08611W	HOOD RIVER	44.40	HAZEL ST	1	2018 - 2022
I-84 : HOOD RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02444A	HOOD RIVER	64.15	HOOD RIVER	1	2018 - 2022
I-84 : JAYMAR RD (WESTCLIFF DR) BRIDGE REPLACEMENT	REPLACE BRIDGE # 07496A	HOOD RIVER	63.02	JAYMAR RD	1	2018 - 2022
I-84 : MOODY ST (CASCADE LOCKS) BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 08610; # 08610W	HOOD RIVER	43.93	MOODY ST	1	2018 - 2022
I-84: NW FOREST LANE OVER I-84 BRIDGE REPAIR	REPAIR BRIDGE # 08634	HOOD RIVER	46.35	I-84 (HWY 002)	1	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-205 NB OVER PEDESTRIAN PATH BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 13540, # 13540A	MULTNOMAH	17.43	PEDESTRIAN PATH	1	2018 - 2022
I-205 OVER CONN 2 BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 13514D	MULTNOMAH	6.64	UXING HWY 64 & CONN 2	1	2018 - 2022
I-205 SB OVER PEDESTRIAN PATH BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 13540A	MULTNOMAH	17.43	PEDESTRIAN PATH	1	2018 - 2022
I-205 SB: JOHNSON CREEK BLVD (FLAVEL ST) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 13541A	MULTNOMAH	17.22	JOHNSON CREEK BLVD	1	2018 - 2022
I-205 SB: WOODSTOCK & FOSTER RD BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 13538A, # 13538	MULTNOMAH	17.80	WOODSTOCK & FOSTER RD	1	2018 - 2022
I-205: OXING I-84 & UPRR BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 13516A	MULTNOMAH	21.57	OXING HWY 2 & UPRR	1	2018 - 2022
I-405 NB TO US 26 WB OVER I-405 CONNECTION BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09254E	MULTNOMAH	1.57	HWY 61	1	2018 - 2022
I-405: FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT	REPAIR & RETROFIT BRIDGE # 09268B, # 09268N, # 09268S, # 08958B, # 08958D, # 08958I	MULTNOMAH	VAR.	VARIOUS	1	2018 - 2022
I-405: WILLAMETTE RIVER (FREMONT) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02529	MULTNOMAH	3.32	WILLAMETTE RIVER	1	2018 - 2022
I-5 OVER 26TH AVENUE BRIDGE REPLACEMENT	REPLACE BRIDGE # 08203B	MULTNOMAH	296.04	SW 26TH AVE	1	2018 - 2022
I-5: BRIDGE DECK REHAB (MP 301.00 TO MP 302.00)	REPAIR BRIDGE # 08583	MULTNOMAH	301.99	HASSALO & HOLLADAY	1	2018 - 2022
I-5: INTERSTATE BR (NB) BRIDGE REPAIR	REPAIR BRIDGE # 01377A	MULTNOMAH	308.38	COLUMBIA RIVER	1	2018 - 2022
I-5: INTERSTATE BRIDGE - HASSALO ST	REPAIR BRIDGE # 08782A	MULTNOMAH	302.65	ELLIOT SCHOOL VIADUCT	1	2018 - 2022
I-5: SB TO BELMONT ST (MORRISON INT) BRIDGE REPAIR	REPAIR BRIDGE # 08589A	MULTNOMAH	302.20	HWY 1 I-5	1	2018 - 2022
I-5: SE BELMONT ST TO I-5 NB (MORRISON INT) BRIDGE REPAIR	REPAIR BRIDGE # 08589B	MULTNOMAH	301.10	CONN 3 TO HWY 1 NB	1	2018 - 2022
I-84 & UPRR OVER EB I-84 CONN #1 BRIDGE REPAIR	REPAIR BRIDGE # 13514H	MULTNOMAH	6.60	CONN 1 (HWY 2)	1	2018 - 2022
I-84 : CERGHINO OXG UPRR (CEREGHINO) BRIDGE REPAIR	REPAIR BRIDGE # 07498A	MULTNOMAH	13.39	CERGHINO OXG UPRR	1	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-84 : EAGLE CREEK BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02063	MULTNOMAH	41.55	EAGLE CREEK	1	2018 - 2022
I-84 : GRAHAM RD BRIDGE REPLACEMENTS	REPLACE BRIDGES # 07046, # 07046A	MULTNOMAH	17.37	NW GRAHAM RD	1	2018 - 2022
I-84 : MCCORD CREEK BRIDGE REPAIR	REPAIR BRIDGE # 18067	MULTNOMAH	37.83	MCCORD CREEK	1	2018 - 2022
I-84 : MOFFETT CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02194A	MULTNOMAH	38.98	MOFFETT CREEK	1	2018 - 2022
I-84 : OXNG I-84 CONN WB BRIDGE REPLACEMENT	REPLACE BRIDGE # 07032A	MULTNOMAH	3.55	OXNG I-84 CONN WB	1	2018 - 2022
I-84 : TANNER CREEK BRIDGE REPAIRS	REPAIR BRIDGES # 02062A, # 02062B	MULTNOMAH	40.14	TANNER CREEK	1	2018 - 2022
I-84 : US 30 & UPRR (DODSON) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 02176, # 02176A	MULTNOMAH	35.12	HWY 100 & UPRR	1	2018 - 2022
I-84 WB OVER CONNS TO I-205 BRIDGE REPAIR & RET-ROFIT	REPAIR & RETROFIT BRIDGE # 13514F	MULTNOMAH	6.94	HWY 64 CONNS	1	2018 - 2022
I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	REPAIR BRIDGES # 08588A, # 08588C	MULTNOMAH	VAR.	VARIOUS	1	2018 - 2022
OR43: ROSS ISLAND INTCHG NB CONN DECK OVERLAY	REPAIR BRIDGE # 08194	MULTNOMAH	0.09	HWY 001, HWY 061 & CONNS	1	2018 - 2022
OR99E OVER UPRR AT BALDWIN STREET BRIDGE REPAIR	REPAIR BRIDGE # 05290	MULTNOMAH	-3.86	UPRR	1	2018 - 2022
SW MULTNOMAH BLVD OVER I-5 BRIDGE REPAIR	REPAIR BRIDGE # 08437	MULTNOMAH	296.55	HWY 1 I-5	1	2018 - 2022
US 26 : OR 99E (MCLOUGHLIN BD) BRIDGE REPAIR	REPAIR # 06767A	MULTNOMAH	1.01	HWY 1E	1	2018 - 2022
OR 210 OVER OR 217 BRIDGE REPAIR	REPAIR BRIDGE # 09672	WASHINGTON	9.20	HWY 144	1	2018 - 2022
OR 99W: BARBUR BLVD NB CONNECTION BRIDGE REPAIR	REPAIR BRIDGE # 07758D	WASHINGTON	7.82	I-5 (HWY 001)	1	2018 - 2022
OR 99W: TUALATIN RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 01417N	WASHINGTON	12.18	TUALATIN RIVER	1	2018 - 2022
OR 99W: LAKE SLOUGH BRIDGE REPLACEMENT	REPLACE BRIDGE # 00394	BENTON	103.68	LAKE SLOUGH	2	2018 - 2022
US 20 : WILLAMETTE RIVER (ELLSWORTH ST) BRIDGE	RAISE BRIDGE # 01025D	BENTON	10.44	WILLAMETTE RIVER	2	2018 - 2022
OR 104: SKIPANON RIVER BRIDGE REPAIR	REPAIR BRIDGE # 01400	CLATSOP	4.62	SKIPANON RIVER	2	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
US 101B: LEWIS & CLARK RIVER BRIDGE REPAIR	REPAIR BRIDGE # 00711	CLATSOP	4.78	LEWIS & CLARK RIVER	2	2018 - 2022
US 30 : BIG CREEK BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07417	CLATSOP	82.52	BIG CREEK	2	2018 - 2022
US101: COLUMBIA R (ASTORIA-MEGLER) BR REPAIRS	REPAIR BRIDGES # 07949B, # 07949C, # 07949D	CLATSOP	0.00	COLUMBIA RIVER	2	2018 - 2022
US101: ECOLA CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 06713	CLATSOP	28.70	ECOLA CREEK	2	2018 - 2022
US101: YOUNGS BAY (NEW YOUNGS BAY) BRIDGE REPAIR	REPAIR BRIDGE # 08306	CLATSOP	4.91	YOUNGS BAY	2	2018 - 2022
OR 47: NEHALEM RIVER BRIDGE REPAIR	REPAIR BRIDGE # 02323	COLUMBIA	61.28	NEHALEM RIVER	2	2018 - 2022
US 30: CLATSKANIE RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07519	COLUMBIA	61.21	CLATSKANIE RIVER	2	2018 - 2022
I-105 EB OVER I-5 & CONNS #2 & #4 BRIDGE REPLACEMENT	REPLACE BRIDGE # 08689E	LANE	3.48	I-5 (HWY 1)	2	2018 - 2022
I-105 OVER FUTURE OR126 BRIDGE	REMOVE BRIDGE # 09572 AND REPLACE WITH EMBANKMENT	LANE	0.63	FUTURE HWY 62	2	2018 - 2022
I-105 WB OVER I-5 & CONNS #2 & #4 BRIDGE REPAIR	REPAIR BRIDGE # 08689D	LANE	3.48	I-5 (HWY 1)	2	2018 - 2022
I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS	REPAIR BRIDGES # 09600E, # 09600W, # 08966, # 08966R	LANE	VAR.	VARIOUS	2	2018 - 2022
I-105: GARDEN WAY & CONN 2 (EUGENE) BRIDGE REPAIR	REPAIR BRIDGE # 08689B	LANE	3.36	GARDEN WAY & CONN 2	2	2018 - 2022
I-105: GARDEN WAY (EUGENE) BRIDGE REPAIR	REPAIR BRIDGE # 08689C	LANE	3.35	GARDEN WAY	2	2018 - 2022
I-105: GARDEN WAY (EUGENE) BRIDGE REPLACEMENT	REPLACE BRIDGE # 08689A	LANE	3.37	GARDEN WAY	2	2018 - 2022
I-5 CONN OVER CORP BRIDGE REPAIR	REPAIR BRIDGE # 07832	LANE	174.74	CORP	2	2018 - 2022
OR 126 WB OVER OR 126 CONN #3 BRIDGE REPLACEMENT	REPLACE BRIDGE # 08689F	LANE	3.65	HWY 227 CONN #3	2	2018 - 2022
OR 126: WILLAMETTE RIVER WB BRIDGE REPAIR	REPAIR BRIDGE # 01223	LANE	1.33	WILLAMETTE RIVER	2	2018 - 2022
OR 36: INDIAN CREEK BRIDGE REPAIR	REPAIR BRIDGE # 01403	LANE	10.55	INDIAN CREEK	2	2018 - 2022
OR 569 OVER UPRR & NORTHWEST EXPRESSWAY BRIDGE REPAIR	REPAIR BRIDGE # 08864A	LANE	7.06	UPRR & NW EXPRESSWAY	2	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
OR 569: SCS CANAL & UPRR BRIDGE REPAIR	REPAIR BRIDGE # 09460	LANE	3.92	UPRR	2	2018 - 2022
OR 58: COAST FK WILLAMETTE O'FLOW BRIDGE RE-PLACEMENT	REPLACE BRIDGE # 09653	LANE	0.89	COAST FK WILLAMETTE OFLO	2	2018 - 2022
OR 58: DECEPTION CREEK BRIDGE REPAIR	REPAIR BRIDGE # 03994A	LANE	30.76	DECEPTION CREEK	2	2018 - 2022
OR 58: US-97 TO I-5	REPLACE BRIDGES # 05286, # 02071A; RETROFIT BRIDGES # 07894, # 02073C, # 01519A	LANE	VAR.	VARIOUS	2	2018 - 2022
OR 58: WILLAMETTE R RELIEF OPNG BRIDGE REPLACE-MENT	REPLACE BRIDGE # 05285A	LANE	1.96	WILLAMETTE R RELIEF OPNG	2	2018 - 2022
US101: BIG CREEK BRIDGE REPAIR	REPAIRBRIDGE # 01180	LANE	175.02	BIG CREEK	2	2018 - 2022
OR 229: SILETZ RIVER (FULLER) BRIDGE REPAIR	REPAIR BRIDGE # 00851A	LINCOLN	23.10	SILETZ RIVER	2	2018 - 2022
OR 229: SILETZ RIVER (OJALLA) BRIDGE REPAIR	REPAIR BRIDGE # 00852A	LINCOLN	20.66	SILETZ RIVER	2	2018 - 2022
OR 34: ALSEA RIVER BRIDGE REPAIR	REPAIR BRIDGE # 02652	LINCOLN	7.06	ALSEA RIVER	2	2018 - 2022
OR 34: MCKINNEY SLOUGH BRIDGE REPLACEMENT	REPLACE BRIDGE # 04167	LINCOLN	1.62	MCKINNEY SLOUGH	2	2018 - 2022
US101: DEPOE BAY BRIDGE REPAIR	REPAIR BRIDGE # 02459	LINCOLN	127.61	DEPOE BAY	2	2018 - 2022
US101: YAQUINA BAY BRIDGE (NEWPORT) PAINTING	PAINT BRIDGE # 01820	LINCOLN	141.68	YAQUINA BAY	2	2018 - 2022
US101:DEVILS LK OUTLET, SCHOONER CR & SILTCOOS R BRS REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 00922A, # 00924A, # 00982	LINCOLN	VAR.	VARIOUS	2	2018 - 2022
I-5 NB: COX CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08222N, # 08222S	LINN	233.65	COX CREEK	2	2018 - 2022
I-5 NB: OR 99E NB (NORTH ALBANY INTCHG) BRIDGE REPLACEMENT	REPLACE BRIDGE # 08221B	LINN	234.16	OR 99E (HWY 058) NB	2	2018 - 2022
I-5: A&E RR (TALLMAN BRANCH) BRIDGES REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGES # 08226N, # 08226N	LINN	230.86	A&E RR	2	2018 - 2022
I-5: KNOX BUTTE ROAD (NORTH ALBANY INTCHG) BRIDGE REPLACEMENTS	REPLACE BRIDGE # 08221A, # 08221C	LINN	234.23	KNOX BUTTE ROAD	2	2018 - 2022
I-5: MURDER CREEK ROAD BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08218A, # 08218B	LINN	235.67	MURDER CREEK ROAD	2	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-5: SANTIAM O'FLOW NO. 4 BRIDGE REPAIRS	REPAIR BRIDGES # 17342, # 08124	LINN	240.42	SANTIAM O'FLOW NO. 4	2	2018 - 2022
OR 228: COURTNEY CREEK BRIDGE REPAIR	REPAIR BRIDGE # 04289A	LINN	2.64	COURTNEY CREEK	2	2018 - 2022
OR 34 OVER I-5 BRIDGE REPAIR	REPAIR BRIDGE # 08229B	LINN	10.03	I-5 (HWY 1)	2	2018 - 2022
OR 99E: COX CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02515A	LINN	0.69	COX CREEK	2	2018 - 2022
OR 99E: WILLAMETTE R (HARRISBURG) BRIDGE REPAIR	REPAIR BRIDGE # 00583E	LINN	29.09	WILLAMETTE RIVER	2	2018 - 2022
US 20 : SHEEP CREEK BRIDGE REPAIR	REPAIR BRIDGE # 02025	LINN	56.60	SHEEP CREEK	2	2018 - 2022
I-5 NB: SANTIAM RIVER BRIDGE REPAIR	REPAIR BRIDGE # 17318	MARION	240.69	SANTIAM RIVER	2	2018 - 2022
I-5 SB: OR 99E (COMMERCIAL ST SE) BRIDGE REPLACEMENT	REPLACE BRIDGE # 07524B	MARION	249.38	HWY 1E	2	2018 - 2022
I-5: COMMERCIAL STREET SE BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGE # 16161	MARION	249.35	COMMERCIAL STREET SE	2	2018 - 2022
I-5: SALEM AREA BRIDGE END PANEL RAISING	REPAIR BRIDGE # 17319, # 17320, # 17487, # 18267	MARION	VAR.	VARIOUS	2	2018 - 2022
I-5: SANTIAM OFLOW NO. 2 BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 17351, # 08121	MARION	241.35	SANTIAM OFLOW NO. 2	2	2018 - 2022
I-5: SANTIAM OFLOW NO. 3 BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 17352, # 08122	MARION	241.12	SANTIAM OFLOW NO. 3	2	2018 - 2022
OR 164 OVER I-5 BRIDGE REPLACEMENT	REPLACE BRIDGE # 07941	MARION	0.25	I-5	2	2018 - 2022
OR 219: WILLAMETTE RIVER OFLOW BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08157, # 08158	MARION	23.66	WILLAMETTE RIVER OFLOW	2	2018 - 2022
OR 22: TUMBLE CREEK BRIDGE REPAIR	REPAIR BRIDGE # 07295	MARION	47.69	TUMBLE CREEK	2	2018 - 2022
OR 22: WILLAMETTE RIVER EB (CENTER ST) BRIDGE DECK OVERLAY	REPAIR BRIDGE # 00123K	MARION	25.88	WILLAMETTE RIVER	2	2018 - 2022
OR 99W: ASH SWALE & PLUM CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 00417, # 00403A	POLK	VAR.	VARIOUS	2	2018 - 2022
OR 99W: LUCKIAMUTE RIVER BRIDGE REPAIR	REPAIR BRIDGE # 06653A	POLK	68.13	LUCKIAMUTE RIVER	2	2018 - 2022
OR 6 : WILSON RIVER (MILLS) BRIDGE REPAIR	REPAIR BRIDGE # 01868	TILLAMOOK	5.78	WILSON RIVER	2	2018 - 2022
US101: FARMER CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 04659	TILLAMOOK	82.92	FARMER CREEK	2	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
US101: TRASK RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07147	TILLAMOOK	67.98	TRASK RIVER	2	2018 - 2022
US30: WONDERLY - SWEDETOWN & GNAT CREEK-BURN-SIDE LP	REPAIR & RETROFIT BRIDGES # 00146A, # 07722, # 07715, # 09543, # 09544, # 09546	VARIOUS	VAR.	VARIOUS	2	2018 - 2022
OR 47: BEAVER CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 04950	WASHINGTON	69.79	BEAVER CREEK	2	2018 - 2022
OR 47: W FORK DAIRY CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02303	WASHINGTON	82.65	DAIRY CREEK W FK	2	2018 - 2022
OR 153: SALT CREEK (ASH SWALE) BRIDGE REPLACE-MENT	REPLACE BRIDGE # 05041	YAMHILL	5.88	SALT CREEK	2	2018 - 2022
OR 18: YAMHILL RIVER - MCDOUGAL JUNCTION BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 08003, # 08492	YAMHILL	45.76	VARIOUS	2	2018 - 2022
OR 219 HESS CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 08155	YAMHILL	23.08	HESS CREEK	2	2018 - 2022
OR 99W: SB NORTH YAMHILL RIVER BRIDGE REPAIR	REPAIR BRIDGE # 00441	YAMHILL	34.96	N YAMHILL RIVER	2	2018 - 2022
OR 241: ISTHMUS SLOUGH (EASTSIDE) BRIDGE REPAIR	REPAIR BRIDGE # 01132F	COOS	0.42	ISTHMUS SLOUGH	3	2018 - 2022
OR 42: BRIDGE OVER US 101 REPLACEMENT	REPLACE BRIDGE # 08281	COOS	0.07	US 101 NB (HWY 009)	3	2018 - 2022
US101: MCCULLOUGH BRIDGE (COOS BAY) BRIDGE PAINTING	PAINT BRIDGE # 01823	COOS	233.99	COOS BAY (MCCULLOUGH BR)	3	2018 - 2022
US101: OVER COOS BAY RAIL (N. BEND) BRIDGE REHAB	REPAIR & RETROFIT BRIDGE # 01950	COOS	234.76	CBRL	3	2018 - 2022
US101: GARRISON SLOUGH BRIDGE REPAIR	REPAIR BRIDGE # 16231	CURRY	300.00	GARRISON SLOUGH	3	2018 - 2022
US101: ROGUE RIVER (GOLD BEACH) BRIDGE REPAIR	REPAIR BRIDGE # 01172	CURRY	327.70	ROGUE RIVER (WEDDER-BURN)	3	2018 - 2022
US101: THOMAS CR & REINHART CR BRIDGE PAINTING & REHABILITATION	PAINT AND REPAIR BRIDGES # 07514 & # 08459	CURRY	VAR.	VARIOUS	3	2018 - 2022
I-5: N UMPQUA RIVER & CORP (WINCHESTER SB) BR REPAIR	REPAIR & RETROFIT BRIDGE # 07663A	DOUGLAS	128.92	N UMPQUA, CORP,CR,& CORP	3	2018 - 2022
I-5: S UMPQUA RIVER (FORDS) & YOKUM RD BRIDGES REPAIRS	REPAIR BRIDGES # 19142, # 19143, # 19144	DOUGLAS	VAR.	VARIOUS	3	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-5: S. UMPQUA RIVER (VETS) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07404	DOUGLAS	124.54	S UMPQUA R (VETS BR)	3	2018 - 2022
OR 38: UMPQUA RIVER (SCOTTSBURG) BRIDGE REPLACEMENT	REPLACE BRIDGE # 01318	DOUGLAS	16.43	UMPQUA RIVER@ SCOTTSBURG	3	2018 - 2022
OR 42: LOWER LOOKINGGLASS S CREEK BRIDGE REPAIR	REPAIR BRIDGE # 00805C	DOUGLAS	72.52	LOWER LOOKINGGLASS CRK	3	2018 - 2022
I-5: NB ROGUE RIVER (HOMESTEAD) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08381N	JACKSON	45.61	ROGUE RIVER (HOMESTEAD)	3	2018 - 2022
US 199 SB: ROGUE RIVER (6TH ST, CAVEMAN) BRIDGE REPAIR	REPAIR BRIDGE # 01418	JOSEPHINE	-0.14	ROGUE RIVER	3	2018 - 2022
OR138: LONE ROCK (GLIDE) BR & OR234: DODGE BR REPAIR	REPAIR BRIDGE # 01245B, # 02496	VARIOUS	VAR.	VARIOUS	3	2018 - 2022
US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 00949A, # 01602	VARIOUS	VAR.	VARIOUS	3	2018 - 2022
US 97 NB: FRANKLIN AVENUE (BEND PKWY) BRIDGE REPAIR	REPAIR BRIDGE # 17324N	DESCHUTES	137.98	FRANKLIN AVENUE	4	2018 - 2022
US 97 SB: GREENWOOD AVE (BEND PKWY) BRIDGE REPAIR	REPAIR BRIDGE # 16532	DESCHUTES	137.66	GREENWOOD AVE	4	2018 - 2022
US 97: BNSF SPUR AND ACCESS RD BRIDGE REPAIR	REPAIR BRIDGE # 18173	DESCHUTES	138.34	BNSF SPUR AND ACCESS RD	4	2018 - 2022
I-84 : BLALOCK CANYON RD BRIDGE REPAIR	REPAIR BRIDGE # 08945	GILLIAM	129.43	BLALOCK CANYON RD	4	2018 - 2022
I-84 : JOHN DAY RIVER BRIDGE REPAIR	REPAIR BRIDGE # 00108B	GILLIAM	114.60	JOHN DAY RIVER	4	2018 - 2022
I-84 : WILLOW CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 07520A, # 09197	GILLIAM	148.60	WILLOW CREEK	4	2018 - 2022
OR 74 OVER I-84 BRIDGE REPAIR	REPAIR BRIDGE # 09198	GILLIAM	0.31	I-84 (HWY 002)	4	2018 - 2022
US 26 : DESCHUTES RIVER BRIDGE REPAIR	REPAIR BRIDGE # 01910	JEFFERSON	105.24	DESCHUTES RIVER	4	2018 - 2022
US 97: FORD LANE - PETER S. OGDEN STATE PARK BRIDGE REPAIR	REPAIR BRIDGE # 18211	JEFFERSON	112.63	CROOKED R CANYON HIGH BR	4	2018 - 2022
OR 140: BUCK CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 03853	KLAMATH	22.23	BUCK CREEK	4	2018 - 2022
OR 39 OVER PEDESTRIAN BRIDGE REPAIR	REPAIR BRIDGE # 08347R	KLAMATH	-0.07	PEDESTRIAN	4	2018 - 2022
US 97: CALIFORNIA AVE (KLAMATH FALLS) BRIDGE REPAIR	REPAIR BRIDGE # 19940	KLAMATH	274.73	CALIFORNIA AVE	4	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
US 97: NEVADA AVE (KLAMATH FALLS) BRIDGE RE-PLACEMENT	REPLACE BRIDGE # 08344	KLAMATH	273.62	NEVADA AVE	4	2018 - 2022
US 97: OR 58 - CALIFORNIA BORDER	REPLACE BRIDGE # 06886, REPAIR & RETROFIT BRIDGES # 02474B, # 09694, Retrofit Bridges # 08345, # 08347, # 08352, # 01895A	KLAMATH	247.54	VARIOUS	4	2018 - 2022
I-84 : SCOTT CANYON BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09232, # 09232A	SHERMAN	109.78	SCOTT CANYON EAST AND WEST	4	2018 - 2022
US97: SPANISH HOLLOW CREEK & TROUT CREEK BRIDGES	REPLACE BRIDGES # 00815A, # 08855, REPAIR BRIDGES # 08893, # 08894, # 08895, # 08896, # 08897, # 08898	VARIOUS	VAR.	VARIOUS	4	2018 - 2022
I-84 : BNSF (W CELILO JUNCTION) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08933	WASCO	96.04	BNSF	4	2018 - 2022
I-84 : CHENOWETH CREEK BRIDGE REPAIR	REPAIR BRIDGE # 07553	WASCO	81.89	CHENOWETH CREEK	4	2018 - 2022
I-84 : HOSTELLER WAY BRIDGE REPLACEMENT	REPLACE BRIDGE # 08276	WASCO	82.62	HOSTELLER WAY	4	2018 - 2022
I-84 : UPRR (BIG EDDY WB) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08924	WASCO	89.89	UPRR	4	2018 - 2022
I-84 : UPRR (WB CELILO) BRIDGE REPLACEMENT	REPLACE BRIDGE # 08923	WASCO	95.76	UPRR	4	2018 - 2022
US 197: COLUMBIA RIVER (THE DALLES) BRIDGE REPAIR	REPAIR BRIDGE # 06635Q	WASCO	0.00	COLUMBIA RIVER	4	2018 - 2022
US 26 : CLEAR CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02204	WASCO	69.07	CLEAR CREEK	4	2018 - 2022
US30: MOSIER CR & DRY CANYON CR & CHENOWETH CR BRIDGES	REPLACE BRIDGE # 00506, REPAIR BRIDGE # 00498, # 00524	WASCO	VAR.	VARIOUS	4	2018 - 2022
US 26 : BRIDGE CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 07489	WHEELER	65.03	BRIDGE CREEK	4	2018 - 2022
I-84 : ALDER CR RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 08423E	BAKER	315.29	ALDER CR RD	5	2018 - 2022
I-84 : ALDER CRK AND UPRR (HILL CREEK) BRIDGE REPAIR	REPAIR BRIDGE # 08941E, # 08941W	BAKER	321.23	ALDER CRK AND UPRR	5	2018 - 2022
I-84 : BURNT RIVER (CHIMNEY CREEK) BRIDGE REPAIR	REPAIR BRIDGE # 01783A	BAKER	338.99	BURNT RIVER (CHIMNEY CR)	5	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-84 : BURNT RIVER (JORDAN CREEK) BRIDGE REPAIR	REPAIR BRIDGE # 02203A	BAKER	337.63	BURNT RIVER (JORDAN CR)	5	2018 - 2022
I-84 : BURNT RIVER (RR TUNNEL) BRIDGE REPAIR	REPAIR BRIDGE # 01781A	BAKER	337.27	BURNT RIVER (RR TUNNEL)	5	2018 - 2022
I-84 : DURKEE INT EB BRIDGE REPAIR	REPAIR BRIDGE # 09044A	BAKER	327.43	DURKEE INT EB	5	2018 - 2022
I-84 : DURKEE INT WB BRIDGE REPLACEMENT	REPLACE BRIDGE # 09044	BAKER	327.43	DURKEE INT WB	5	2018 - 2022
I-84 : HOOKER RANCH RD. BRIDGE REPAIRS	REPAIR BRIDGES # 09475, # 09475A	BAKER	326.24	HOOKER RANCH RD.	5	2018 - 2022
I-84 : N HUNTINGTON INTERCHANGE BRIDGE REPAIR	REPAIR BRIDGE # 09123	BAKER	345.83	N HUNTINGTON I/C	5	2018 - 2022
I-84 : NELSON POINT BRIDGE REPAIRS	REPAIR BRIDGES # 08528A, # 08528	BAKER	330.67	NELSON POINT INT	5	2018 - 2022
I-84 : POWDER RIVER BRIDGE REPAIRS	REPAIR BRIDGES # 09801, # 09801A	BAKER	289.17	POWDER RIVER	5	2018 - 2022
I-84 : WEATHERBY INTERCHANGE BRIDGE REPAIR	REPAIR BRIDGE # 09332	BAKER	335.76	WEATHERBY INTERCHANGE	5	2018 - 2022
US 20 : SILVER CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 03505A	HARNEY	104.23	SILVER CREEK	5	2018 - 2022
US 20 : SILVIES RIVER BRIDGE REPAIR	REPAIR BRIDGE # 18464	HARNEY	132.51	SILVIES RIVER	5	2018 - 2022
I-84 : DOMAN ROAD BRIDGE REPAIR	REPAIR BRIDGE # 07971A	MALHEUR	372.18	DOMAN ROAD	5	2018 - 2022
I-84 : MALHEUR RIVER BRIDGE REPAIR	REPAIR BRIDGE # 07935B	MALHEUR	374.08	MALHEUR RIVER	5	2018 - 2022
I-84 : OLDS FERRY INTERCHANGE BRIDGE REPAIR	REPAIR BRIDGE # 08083A	MALHEUR	356.17	OLDS FERRY INTERCHANGE	5	2018 - 2022
I-84 : SNAKE RIVER BRIDGES DECK REPAIRS	REPAIR BRIDGES # 08107E, # 08107W	MALHEUR	378.01	SNAKE RIVER	5	2018 - 2022
OR 52: SNAKE RIVER (PAYETTE) BRIDGE REPAIR	REPAIR BRIDGE # 04335A	MALHEUR	21.30	SNAKE RIVER (PAYETTE)	5	2018 - 2022
US 20 SB: CHIMNEY CREEK (9TH XING) (KINGSBURY GULCH) BRIDGE REPAIR	REPAIR BRIDGE # 02180A	MALHEUR	185.62	CHIMNEY CREEK (9TH XING)	5	2018 - 2022
US 20 : BLACK CANYON CREEK BRIDGE REPAIR	REPAIR BRIDGE # 04347A	MALHEUR	203.28	BLACK CANYON CREEK	5	2018 - 2022
US 30 : SNAKE RIVER (ONTARIO) BRIDGE REPAIR	REPAIR BRIDGE # 01000B	MALHEUR	28.39	SNAKE R. (HWY 493)	5	2018 - 2022
I-82 : COLUMBIA RIVER (UMATILLA) WB BRIDGE REPAIR	REPAIR BRIDGE # 02230A	UMATILLA	0.39	COLUMBIA RIVER	5	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-82: BRIDGE END PANEL REPLACEMENTS	REPAIR BRIDGES # 16443, # 16444, # 16450, # 16451	UMATILLA	VAR.	VARIOUS	5	2018 - 2022
I-84 : NOLAN ROAD BRIDGE REPAIRS	REPAIR BRIDGES # 09578A, # 09578	UMATILLA	195.16	NOLAN ROAD	5	2018 - 2022
I-84 : UPRR & MEACHAM CRK (MEACHAM) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08498E, # 08498W	UMATILLA	237.95	UPRR & MEACHAM CRK	5	2018 - 2022
I-84 : UPRR & REITH HWY BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09520, # 09520A	UMATILLA	207.88	UPRR & REITH HWY	5	2018 - 2022
I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR BRIDGE REPLACEMENT	REPLACE BRIDGE # 00447	UMATILLA	239.45	UPRR AND MEACHAM CRK	5	2018 - 2022
OR 37 OVER UPRR (COLD SPRINGS) BRIDGE REPAIR	REPAIR BRIDGE # 07368	UMATILLA	1.20	UPRR (COLD SPRINGS HWY)	5	2018 - 2022
US 395: I-84 (STANFIELD JCT INTCHG) BRIDGE REPLACEMENT	REPLACE BRIDGE # 09314	UMATILLA	12.56	I-84 (HWY 6)	5	2018 - 2022
US 730: JUNIPER CANYON CREEK BRIDGE REPAIR	REPAIR BRIDGE # 01630A	UMATILLA	199.03	JUNIPER CANYON CREEK	5	2018 - 2022
I-84 : NORTH POWDER RIVER BRIDGE REPAIRS	REPAIR BRIDGES # 07293A, # 07293A	UNION	286.20	NORTH POWDER RIVER	5	2018 - 2022
I-84 : OR 203, UPRR (UNION JCT INTCHG) BRIDGE REPAIR	REPAIR BRIDGE # 09635A	UNION	264.92	HWY 66, UPRR	5	2018 - 2022
I-84 : OR 82 AND UPRR (WALLOWA LAKE INTCHG) BRIDGE REPAIR	REPAIR BRIDGE # 09632	UNION	261.85	HWY 10 AND UPRR	5	2018 - 2022
I-84 : UPRR & FRONTAGE RD (GLOVER) BRIDGE REPLACEMENT	REPLACE BRIDGE # 00449A	UNION	248.55	UPRR & FRONTAGE RD	5	2018 - 2022
I-84 : UPRR (NORTH POWDER) BRIDGE REPAIRS	REPAIR BRIDGES # 07292A, # 07292B	UNION	285.84	UPRR	5	2018 - 2022
I-84: GRANDE RONDE RIVER (2ND ST) UNDERCROSSING BR REPAIR	REPAIR BRIDGE # 09630B	UNION	VAR.	GR RONDE R, HWY 6 260.29	5	2018 - 2022
OR 82: GRANDE RONDE RIVER (SOUTH ELGIN) BR REPAIR	REPAIR BRIDGE # 00800A	UNION	19.20	GRANDE RONDE R (S ELGIN)	5	2018 - 2022
US 30 : UPRR & GRANDE RONDE R (ORO DELL) BRIDGE REPAIR	REPAIR BRIDGE # 08431	UNION	0.23	UPRR & GRANDE RONDE R	5	2018 - 2022
I-84: WOLF CREEK & BALDOCK SLOUGH BRIDGE REPAIRS	REPAIR BRIDGES # 07291C, # 07291D,# 09507, # 09507A	VARIOUS	VAR.	VARIOUS	5	2018 - 2022
OR 82: WALLOWA RIVER (BEAR CREEK) BRIDGE REPAIR	REPAIR BRIDGE # 02184	WALLOWA	45.83	WALLOWA RIVER	5	2018 - 2022

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-205 NB: CLACKAMAS RIVER (PARKPLACE) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # N8837B	CLACKAMAS	10.72	CLACKAMAS RIVER	1	2023 - 2027
I-5 SB: WILSONVILLE ROAD BRIDGE REPAIR	REPAIR BRIDGE # 17996	CLACKAMAS	283.88	WILSONVILLE ROAD	1	2023 - 2027
I-84 : UPRR BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02443	HOOD RIVER	63.41	UPRR	1	2023 - 2027
I-84 : WYETH INTCHG BRIDGE REPLACEMENT	REPLACE BRIDGE # 08604	HOOD RIVER	50.99	CONN WYETH INT	1	2023 - 2027
I-84 OVER US 30 EB BRIDGE REPLACEMENT	REPLACE BRIDGE # 08609	HOOD RIVER	43.66	O'XING EB HWY 100	1	2023 - 2027
I-205 SB: COLUMBIA SL & ALDERWOOD BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 16055A	MULTNOMAH	24.27	COLUMBIA SL & ALDER-WOOD	1	2023 - 2027
I-205: COLUMBIA R./SO. CHANNEL BRIDGE REPAIR	REPAIR BRIDGE # 16188	MULTNOMAH	25.16	COLUMBIA R./SO. CHANNEL	1	2023 - 2027
I-205: COLUMBIA RIVER NO CHANN (GLENN JACKSON) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09555	MULTNOMAH	26.32	COLUMBIA RIVER NO CHANN	1	2023 - 2027
I-84 : SANDY RIVER BRIDGE REPAIR	REPAIR BRIDGE # 20879	MULTNOMAH	17.68	SANDY RIVER	1	2023 - 2027
US 26 : WILLAMETTE RIVER/OPR (ROSS ISLAND) BRIDGE REPAIR	REPAIR BRIDGE # 05054	MULTNOMAH	0.77	WILLAMETTE RIVER/ OPR	1	2023 - 2027
I-5 SEISMIC BRIDGE RETROFITS (WASHINGTON TO I-205)	RETROFIT BRIDGES: #09743, #09743A	WASHINGTON	VAR.	VARIOUS	1	2023 - 2027
I-5: BEAVER DAM CREEK (NYBERG CREEK) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 07494C & #07494B TO AD-DRESS SEISMIC STABILITY	WASHINGTON	289.38	BEAVER DAM CREEK	1	2023 - 2027
I-5 NB: BUTTE CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08232N, # 08232S	LINN	222.42	BUTTE CREEK	2	2023 - 2027
I-5 NB: OAK CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08227N, # 08227S	LINN	230.48	OAK CREEK	2	2023 - 2027
I-5: CALAPOOIA RIVER BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08236N, # 08236S	LINN	218.79	CALAPOOIA RIVER	2	2023 - 2027
I-5: COURTNEY CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08241N, # 08241S	LINN	216.97	COURTNEY CREEK	2	2023 - 2027
I-5: SODOM DITCH OFLOW BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08234N, # 08234S	LINN	220.37	SODOM DITCH OFLOW	2	2023 - 2027

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-5 : TURNER SUNNYSIDE RD BRIDGE REPAIR	REPAIR BRIDGE # 17477	MARION	248.41	TURNER SUNNYSIDE RD	2	2023 - 2027
US 97: BNSF BRIDGE REPLACEMENT	REPLACE BRIDGE # 08887B	DESCHUTES	136.62	BNSF	4	2023 - 2027
I-84 : THREE MILE CANYON WEST BRIDGE REPAIR	REPAIR BRIDGE # 09307	MORROW	151.79	THREE MILE CANYON WEST	4	2023 - 2027
I-84 : UPRR BRIDGE REPLACEMENT	REPLACE BRIDGE # 09213	SHERMAN	109.02	UPRR	4	2023 - 2027
I-84 : UPRR (SHOGREN) BRIDGE REPAIR	REPAIR BRIDGE # 18408	WASCO	71.16	UPRR	4	2023 - 2027
I-84 : UPRR BRIDGE REPLACEMENT	REPLACE BRIDGE # 08603W	WASCO	84.28	UPRR	4	2023 - 2027
I-84 : BENSON CREEK RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 09121A	BAKER	350.20	BENSON CREEK RD	5	2023 - 2027
I-84 : BURNT RIVER (DIXIE CREEK) BRIDGE REPAIR	REPAIR BRIDGE # 01786A	BAKER	340.58	BURNT RIVER (DIXIE CR)	5	2023 - 2027
US 20 : MALHEUR R (GWYNN) BRIDGE REPAIR	REPAIR BRIDGE # 19910	MALHEUR	195.13	MALHEUR R (GWYNN)	5	2023 - 2027
US 20 : MALHEUR RIVER (HOPE) BRIDGE REPLACEMENT	REPLACE BRIDGE # 01407A	MALHEUR	238.66	MALHEUR RIVER (HOPE)	5	2023 - 2027
I-84 : THREE MILE CANYON EAST BRIDGE REPAIR	REPAIR BRIDGE # 09307A	MORROW	151.75	THREE MILE CANYON EAST	5	2023 - 2027
I-84 EB OVER I-82 EB BRIDGE REPAIR	REPAIR BRIDGE # 16454	UMATILLA	179.45	I-82-HWY (70)	5	2023 - 2027
I-84 : GRANDE RONDE RIVER BRIDGE REPAIR	REPAIR BRIDGE # 09630A	UNION	260.29	GRANDE RONDE RIVER	5	2023 - 2027
I-5 SEISMIC BRIDGE RETROFITS (I-205 TO SALEM)	RETROFIT BRIDGES: #07795A, #07795B, #07796A, #07796B, #07799A, #07799B, #07854C, #07855D, #16086, #09743C	VARIOUS	VAR.	VARIOUS	VAR.	2023 - 2027
I-205 NB: 10TH STREET (WEST LINN) BRIDGE REPLACEMENT	REPLACE BRIDGE # 09728	CLACKAMAS	6.40	10TH STREET	1	2028 - 2037
I-205 NB: TUALATIN RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09737	CLACKAMAS	4.10	TUALATIN RIVER	1	2028 - 2037
I-205 SB: 10TH STREET (WEST LINN) BRIDGE REPLACEMENT	REPLACE BRIDGE # 09728A	CLACKAMAS	6.42	10TH STREET	1	2028 - 2037
I-205 SB: BLANKENSHIP ROAD BRIDGE REPLACEMENT	REPLACE BRIDGE # 09734A	CLACKAMAS	5.90	BLANKENSHIP ROAD	1	2028 - 2037
I-205 SB: CLACKAMAS RIVER (PARKPLACE) BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # S8837A	CLACKAMAS	10.72	CLACKAMAS RIVER	1	2028 - 2037

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
OR 35: OVER US 26 (WARM SPRINGS) BRIDGE REPAIR	REPAIR BRIDGE # 16136	CLACKAMAS	57.58	WARM SPRINGS HWY 53	1	2028 - 2037
I-84 : CONN HERMAN CREEK BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08623	HOOD RIVER	47.31	CONN HERMAN CREEK	1	2028 - 2037
I-84 : HOOD RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 02444	HOOD RIVER	64.15	HOOD RIVER	1	2028 - 2037
I-84 : UPRR BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08662	HOOD RIVER	63.41	UPRR	1	2028 - 2037
US 30 OVER I-84 BRIDGE REPLACEMENT	REPLACE BRIDGE # 09017	HOOD RIVER	48.95	HWY 2	1	2028 - 2037
I-5 SB: COLUMBIA RIVER (INTERSTATE) BRIDGE REPAIR	REPAIR BRIDGE # 07333	MULTNOMAH	308.38	COLUMBIA RIVER	1	2028 - 2037
I-84 : 148TH AVE BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07044A	MULTNOMAH	11.43	148TH AVE	1	2028 - 2037
I-84 : 162ND AVE BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07088A	MULTNOMAH	12.13	162ND AVE	1	2028 - 2037
I-84 : DOERNBECHER ACC RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 07981A	MULTNOMAH	1.82	DOERNBECHER ACC RD	1	2028 - 2037
I-84 : MCCORD CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02193B	MULTNOMAH	37.83	MCCORD CREEK	1	2028 - 2037
I-84 : UPRR & RUCKEL CREEK BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 09377	MULTNOMAH	41.96	UPRR & RUCKEL CREEK	1	2028 - 2037
I-84: JORDAN ROAD OXING BRIDGE REPLACEMENTS	REPLACE BRIDGES #06945, #06945A TO ADDRESS SEISMIC STABILITY	MULTNOMAH	17.82	CONN 2 JORDAN RD	1	2028 - 2037
US101: COLUMBIA R (ASTORIA-MEGLER) BR REPAIR A	REPAIR BRIDGE # 07949A	CLATSOP	VAR.	COLUMBIA RIVER	2	2028 - 2037
I-5 SB: MUDDY CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 08171S	LANE	200.50	MUDDY CREEK	2	2028 - 2037
I-5 OVER MCVAY ACCESS SEISMIC RETROFIT	RETROFIT BRIDGE: #08870	LANE	190.76	MCVAY ACCESS	2	2028 - 2037
I-5: MCKENZIE OFLOW BRIDGE REPLACEMENTS	REPLACE BRIDGE # 08178N, # 08178S	LANE	196.69	MCKENZIE OFLOW	2	2028 - 2037
OR 126: OR 99 NB & UPRR (FRANKLIN BLVD) BRIDGE REPLACEMENT	REPLACE BRIDGE # E6099C, # W6099C	LANE	0.09	OR 99 (01W) NB & UPRR	2	2028 - 2037
OR 58: SALT CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 01519A	LANE	38.25	SALT CREEK	2	2028 - 2037

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
OR 58: WILLAMETTE RIVER (BARNARD) BRIDGE REPAIR	REPAIR BRIDGE # 07894	LANE	33.24	WILLAMETTE RIVER	2	2028 - 2037
I-5 NB: MURDER CREEK BRIDGE REPAIR	REPAIR BRIDGE # 18346	LINN	235.71	MURDER CREEK	2	2028 - 2037
I-5 NB: SANTIAM OFLOW NO. 10 BRIDGE REPAIR	REPAIR BRIDGE # 18351	LINN	240.03	SANTIAM OFLOW NO. 10	2	2028 - 2037
I-5 NB: SANTIAM OFLOW NO. 5 BRIDGE REPAIR	REPAIR BRIDGE # 18352	LINN	240.20	SANTIAM OFLOW NO. 5	2	2028 - 2037
I-5 NB: SANTIAM OFLOW NO. 6 BRIDGE REPAIR	REPAIR BRIDGE # 18350	LINN	239.85	SANTIAM OFLOW NO. 6	2	2028 - 2037
I-5 NB: SANTIAM OFLOW NO. 7 BRIDGE REPAIR	REPAIR BRIDGE # 18348	LINN	239.35	SANTIAM OFLOW NO. 7	2	2028 - 2037
I-5: CALAPOOIA OFLOW BRIDGE REPAIRS & RETROFITS	REPAIR & RETROFIT BRIDGES # 08235N, # 08235S	LINN	220.04	CALAPOOIA OFLOW	2	2028 - 2037
I-5: CALAPOOIA OFLOW BRIDGE REPLACEMENTS	REPLACES BRIDGE # 08238N, # 08238S	LINN	217.85	CALAPOOIA OFLOW	2	2028 - 2037
I-5: SMALL CREEK BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08251N, # 08251S	LINN	205.34	SMALL CREEK	2	2028 - 2037
I-5: SODOM DITCH O'FLOW BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08239N, # 08239S	LINN	217.39	SODOM DITCH OFLOW	2	2028 - 2037
OR 228 OVER I-5 BRIDGE REPLACEMENT	REPLACE BRIDGE # 08252	LINN	2.40	I-5 (HWY 1)	2	2028 - 2037
OR 99E NB: KNOX BUTTE ROAD (N ALBANY INT) BRIDGE REPLACEMENT	REPLACE BRIDGE # 08221E	LINN	0.46	KNOX BUTTE ROAD	2	2028 - 2037
US 20 OVER I-5 & CONNS BRIDGE REPLACEMENT	REPLACE BRIDGE # 08223	LINN	1.06	I-5 (HWY 1)	2	2028 - 2037
I-5 NB OVER OR 99E BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 07855C	MARION	259.95	HWY 72	2	2028 - 2037
I-5 NB: SANTIAM OFLOW NO. 1 BRIDGE REPAIR	REPAIR BRIDGE # 18353	MARION	241.70	SANTIAM OFLOW NO. 1	2	2028 - 2037
I-5 SB: LABISH BOTTOM BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 16086A	MARION	261.12	LABISH BOTTOM	2	2028 - 2037
OR 22: WILLAMETTE RIVER (MARION ST) BRIDGE REPAIR	REPAIR BRIDGE # 07253B	MARION	25.91	WILLAMETTE RIVER	2	2028 - 2037

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-5 SEISMIC BRIDGE RETROFITS (SALEM TO EUGENE)	RETROFIT BRIDGES: #08123D, #08171N, #08180N, #08180S, #08217, #08221D, #08225N, #08225S, #08240N, #08240S, #08245N, #08245S, #08246N, #08246S	VARIOUS	VAR.	VARIOUS	2	2028 - 2037
US 97 SB: FRANKLIN AVENUE (BEND PKWY) BRIDGE REPAIR	REPAIR BRIDGE # 17324	DESCHUTES	137.94	FRANKLIN AVENUE	4	2028 - 2037
I-84 : ARLINGTON VIADUCT BRIDGE REPAIR	REPAIR BRIDGE # 08820	GILLIAM	137.91	ARLINGTON VIADUCT	4	2028 - 2037
US 26 : N UNIT CANAL BRIDGE REPLACEMENT	REPLACE BRIDGE # 07074	JEFFERSON	115.58	N UNIT CANAL	4	2028 - 2037
US 97 SB: WILLOW CREEK BRIDGE REPAIR	REPAIR BRIDGE # 00971B	JEFFERSON	92.13	WILLOW CREEK	4	2028 - 2037
OR 140: LINK RIVER BRIDGE REPLACEMENT	REPLACE BRIDGE # 01579	KLAMATH	VAR.	LINK RIVER	4	2028 - 2037
US 97: OLD ALIGN & BNSF BRIDGE REPAIR	REPAIR BRIDGE # 19941	KLAMATH	275.74	OLD ALIGN & BNSF	4	2028 - 2037
US 97: UPRR (LOBERT) BRIDGE REPAIR	REPAIR BRIDGE # 02474B	KLAMATH	252.52	UPRR LOBERT	4	2028 - 2037
US 97: USBR CANAL BRIDGE REPLACEMENT	REPLACE BRIDGE # 08345	KLAMATH	273.71	USBR CANAL	4	2028 - 2037
US 97: WILLIAMSON RIVER BRIDGE REPAIR	REPAIR BRIDGE # 02475A	KLAMATH	252.21	WILLIAMSON RIVER	4	2028 - 2037
I-84 : DESCHUTES RIVER BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 00332C	SHERMAN	99.85	DESCHUTES RIVER	4	2028 - 2037
I-84 : RUFUS CONN BRIDGE REPLACEMENT	REPLACE BRIDGE # 09225A	SHERMAN	109.95	RUFUS CONN	4	2028 - 2037
I-84 : SPANISH HOLLOW CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 02133A	SHERMAN	104.76	SPANISH HOLLOW CREEK	4	2028 - 2037
I-84 : UPRR BRIDGE REPLACEMENT	REPLACE BRIDGE # 09213A	SHERMAN	109.02	UPRR	4	2028 - 2037
I-84 SEISMIC BRIDGE RETROFITS (THE DALLES TO BOARDMAN)	RETROFIT BRIDGES: #01750B, #W1750B	SHERMAN	VAR.	VARIOUS	4	2028 - 2037
US 97: COLUMBIA RIVER (BIGGS) SEISMIC RETROFIT	RETROFIT BRIDGE # 00849A	SHERMAN	-0.43	COLUMBIA R. BIGGS	4	2028 - 2037
I-84 : ROCK CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 07392	WASCO	69.62	ROCK CREEK	4	2028 - 2037

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-84 : ROWENA CONN BRIDGE REPLACEMENT	REPLACE BRIDGE # 07552A	WASCO	76.64	ROWENA CONN	4	2028 - 2037
I-84 : TAYLOR-FRANTZ RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 07550	WASCO	80.79	TAYLOR-FRANTZ RD	4	2028 - 2037
I-84 : THE DALLES DAM ACC BRIDGE REPLACEMENT	REPLACE BRIDGE # 07771	WASCO	88.83	THE DALLES DAM ACC	4	2028 - 2037
I-84 : UPRR BRIDGE REPAIR & RETROFIT	REPAIR & RETROFIT BRIDGE # 08831	WASCO	97.45	UPRR	4	2028 - 2037
I-84 : UPRR BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08603, # 08776	WASCO	VAR.	UPRR	4	2028 - 2037
I-84 OVER OR 206 BRIDGE REPLACEMENT	REPLACE BRIDGE # 08934	WASCO	97.14	OR 206 (HWY 301)	4	2028 - 2037
I-84 OVER US 30 BRIDGE REPLACEMENT	REPLACE BRIDGE # 08775	WASCO	84.15	HWY 292 O-XING	4	2028 - 2037
I-84 : ALDER CR RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 08423W	BAKER	315.29	ALDER CR RD	5	2028 - 2037
I-84 : BENSON CREEK RD BRIDGE REPLACEMENT	REPLACE BRIDGE # 09121	BAKER	350.20	BENSON CREEK RD	5	2028 - 2037
I-84 : SOUTH BAKER INTCHG BRIDGE REPAIR	REPAIR BRIDGE # 09516	BAKER	306.53	SOUTH BAKER I/C	5	2028 - 2037
I-84 WB OVER OR7 (CAMPBELL ST INTCHG) BRIDGE REPAIR	REPAIR BRIDGE # 09515	BAKER	304.13	HWY 12 (CAMPBELL ST I/C)	5	2028 - 2037
OR 86: SNAKE RIVER (OXBOW) BRIDGE REPAIR	REPAIR BRIDGE # 08979	BAKER	70.80	SNAKE RIVER(OXBOW)	5	2028 - 2037
I-84 : GRIGG ROAD BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08398W, # 08398W	MALHEUR	376.00	GRIGG ROAD	5	2028 - 2037
I-84 : MALHEUR RIVER BRIDGE REPAIR	REPAIR BRIDGE # 07935A	MALHEUR	374.07	MALHEUR RIVER	5	2028 - 2037
I-84 : MOORES HOLLOW INT (MOORES HOLLOW IN-TCHG) BRIDGE REPAIRS	REPAIR BRIDGES # 09838A, # 09838	MALHEUR	362.15	MOORES HOLLOW INT	5	2028 - 2037
I-84 : UPRR (ORE-IDA) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 08397E, # 08397W	MALHEUR	375.80	UPRR (ORE-IDA)	5	2028 - 2037
US 20 : CHIMNEY CREEK (6TH XING) (KINGSBURY GULCH) BRIDGE REPLACEMENT	REPLACE BRIDGE # 01851A	MALHEUR	182.75	CHIMNEY CREEK(6TH XING)	5	2028 - 2037
US 20 : CHIMNEY CREEK (7TH XING) BRIDGE REPLACE-MENT	REPLACE BRIDGE # 01852A	MALHEUR	183.05	CHIMNEY CREEK (7TH XING)	5	2028 - 2037
I-82 : COLUMBIA RIVER (UMATILLA) BRIDGE REPAIR	REPAIR BRIDGE # 16424	UMATILLA	0.40	COLUMBIA RIVER	5	2028 - 2037

Project Name	Project Description	County	MP	Feature Crossed	Reg	Year Group
I-84 : EMIGRANT HILL INT WB (EMIGRANT HILL INTCHG) BRIDGE REPAIR	REPAIR BRIDGE # 09649	UMATILLA	224.05	EMIGRANT HILL INT WB	5	2028 - 2037
I-84 : OR 11 (S PENDLETON INTCHG) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09523, # 09523A	UMATILLA	210.96	OR 11 (HWY 8)	5	2028 - 2037
I-84 : UMATILLA R(PENDLETON) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09521A, # 09521	UMATILLA	208.97	UMATILLA R (PENDLETON) EB	5	2028 - 2037
I-84 : UMATILLA R/UPRR/USRS CAN BRIDGE REPLACEMENT	REPLACE BRIDGE # 05209A	UMATILLA	188.42	UMATILLA R/ UPRR/USRS CAN	5	2028 - 2037
I-84 : US 395 (EMIGRANT AVE INTCHG) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09522, # 09522A	UMATILLA	209.54	US 395 (HWY 028)	5	2028 - 2037
I-84 OVER US 30 (E PENDLETON INTCHG) BRIDGE REPLACEMENTS	REPLACE BRIDGES # 09525, # 09525A	UMATILLA	213.06	HWY 67 EB CONN	5	2028 - 2037
OR 331 OVER I-84 (MISSION ROAD INTCHG) BRIDGE REPAIR	REPAIR BRIDGE # 09567	UMATILLA	4.52	I-84 (HWY 006)	5	2028 - 2037
US 30 OVER I-84 (W PENDLETON INTCHG) BRIDGE REPLACEMENT	REPLACE BRIDGE # 09636	UMATILLA	0.41	I-84 (HWY 6)	5	2028 - 2037
US 395: TUTUILLA CREEK BRIDGE REPLACEMENT	REPLACE BRIDGE # 09522B	UMATILLA	1.74	TUTUILLA CREEK	5	2028 - 2037
I-84 : FIVE POINTS CRK BRIDGE REPLACEMENT	REPLACE BRIDGE # 08504	UNION	253.42	FIVE POINTS CRK	5	2028 - 2037
I-84 : GLOVER I/C (SPRING CR) (GLOVER INTCHG) BRIDGE REPLACEMENT	REPLACE BRIDGE # 08048	UNION	248.94	GLOVER I/C (SPRING CR)	5	2028 - 2037
I-84 : GRANDE RONDE RIVER BRIDGE REPAIR	REPAIR BRIDGE # 09630	UNION	260.29	GRANDE RONDE RIVER	5	2028 - 2037
I-84 : LADD CREEK INTCH BRIDGE REPAIR	REPAIR BRIDGE # 09686	UNION	270.87	LADD CREEK INTCH	5	2028 - 2037
I-84 : N SPRUCE ST (LA GRANDE) BRIDGE REPAIRS	REPAIR BRIDGES # 09631, # 09631A	UNION	260.93	N SPRUCE ST	5	2028 - 2037
I-84 : NORTH POWDER INT (NORTH POWDER INTCHG) BRIDGE REPAIRS	REPAIR BRIDGES # 09499, # 09499A	UNION	285.68	NORTH POWDER INT	5	2028 - 2037
US 30 : UPRR & GRANDE RONDE R (ORO DELL) BRIDGE REPAIR	REPAIR BRIDGE # 08431A	UNION	0.12	UPRR & GRANDE RONDE R	5	2028 - 2037
I-84 SEISMIC BRIDGE RETROFITS (PORTLAND TO THE DALLES)	RETROFIT BRIDGES: #06924, #07043A, #07089A, #07403A, #07496, #08692, #09382	VARIOUS	VAR.	VARIOUS	VAR.	2028 - 2037

Pavement Preservation Projects

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
OR-43	OR-43: BANCROFT STREET - SELLWOOD BRIDGE	0.24	2.50	2018-2022
OR-43	OR-43: BANCROFT STREET - SELLWOOD BRIDGE	0.00	0.76	2018-2022
OR-35	OR-35: US-26 - WHITE RIVER	57.20	61.70	2018-2022
OR-35	OR-35: ROBIN HOOD BRIDGE - POLALLIE CREEK	68.23	73.71	2018-2022
OR-8	OR-8: SUNSET HWY - HOCKEN AVE	0.05	4.02	2018-2022
OR-8	OR-8: SUNSET HWY - HOCKEN AVE	-0.22	0.22	2018-2022
OR-8	OR-8: SUNSET HWY - HOCKEN AVE	2.81	3.18	2018-2022
OR-213	OR-213: SE DIVISION - FLAVEL ST	4.24	6.73	2018-2022
OR-99E	OR-99E: S PINE ST - SW BERG PARKWAY(CANBY)	20.60	21.86	2018-2022
OR-99W	OR-99W: SW MCDONALD ST - TUALATIN R.	10.36	12.20	2018-2022
OR-99W	OR-99W: SW MCDONALD ST - TUALATIN R.	10.30	12.20	2018-2022
US-30BY	US-30BY: ST JOHNS BRIDGE APPROACHES	0.00	0.57	2018-2022
US-30BY	US-30BY: ST JOHNS BRIDGE APPROACHES	0.00	0.42	2018-2022
US-30BY	US-30BY: MLK JR BLVD - NE 60TH AVE	6.15	9.20	2018-2022
OR-211	OR-211: OR-213 - MATHIAS RD	11.31	13.43	2018-2022
OR-281	OR-281: NIX DR - WINDMASTER CORNER	0.78	3.13	2018-2022
OR-281	OR-281: NIX DR - WINDMASTER CORNER	0.33	0.78	2018-2022
US-101	US-101: OTIS JCT - SE 23RD ST	110.75	116.00	2018-2022
US-20	US-20: CASCADIA BR - UPPER SODA	41.41	52.40	2018-2022
OR-58	OR-58: M. FK. WILLAMETTE R. - FISH HATCHERY RD	33.24	36.90	2018-2022
OR-47	OR-47: MAIN ST (CARLTON)	37.86	37.99	2018-2022
US-20	US-20: PHILOMATH COUPLET	49.87	50.79	2018-2022
US-20	US-20: PHILOMATH COUPLET	49.87	50.79	2018-2022
OR-18	OR-18: OLDSVILLE RD - S. MCMINNVILLE INTCH	40.44	43.79	2018-2022
OR-18	OR-18: S. MCMINNVILLE INTCH - E. MCMINNVILLE INTCH	43.79	46.20	2018-2022
OR-18	OR-18: S. MCMINNVILLE INTCH - E. MCMINNVILLE INTCH	43.79	44.26	2018-2022
OR-99W	OR-99W: MARYS R - JCT OR-99	84.31	108.76	2018-2022
US-30	US-30: LAUREL ST - BENNETT RD	21.05	25.81	2018-2022
OR-214	OR-214: MOUNT ANGEL - SILVERTON	45.50	50.24	2018-2022
OR-34	OR-34: PACIFIC HWY INTCH - US-20	10.06	18.13	2018-2022
US-101	US-101: ADAMS LN - DAVIS SLOUGH	240.04	244.82	2018-2022
US-101	US-101: ADAMS LN - DAVIS SLOUGH	240.38	240.71	2018-2022

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
US-101	US-101: ADAMS LN - DAVIS SLOUGH	241.49	241.96	2018-2022
US-101	US-101: ADAMS LN - DAVIS SLOUGH	243.20	244.56	2018-2022
US-101	US-101: PORT ORFORD - ROCKY POINT	299.94	303.70	2018-2022
OR-42	OR-42: SLATER CREEK - HARD CASH LN	45.90	52.66	2018-2022
OR-42	OR-42: GLENHART AVE - PACIFIC HWY	73.18	76.65	2018-2022
OR-42	OR-42: GLENHART AVE - PACIFIC HWY	74.39	74.61	2018-2022
OR-138	OR-138: STEAMBOAT CREEK - BOULDER FLAT CAMP	38.98	52.78	2018-2022
OR-138	OR-138: MOWICH LOOP RD - WINDIGO PASS RD	67.14	73.70	2018-2022
OR-230	OR-230: ROCK MEADOW RD - USFS 3703	9.00	20.75	2018-2022
OR-140	OR-140: AVENUE G - OR62	-1.16	0.00	2018-2022
US-97	US-97: PSO SCENIC WAYSIDE - NW WIMP WAY	111.91	114.25	2018-2022
US-20	US-20: 3RD ST - PURCELL BLVD	0.51	2.29	2018-2022
OR-31	OR-31: FOREST BDRY - MP 39.8	19.31	39.80	2018-2022
OR-31	OR-31: SILVER CREEK - WEAVER LN	46.85	60.70	2018-2022
OR-31	OR-31: EAGLE RD - CLOVER FLAT RD	100.00	104.00	2018-2022
OR-31	OR-31: THE NARROWS BRIDGE - VALLEY FALLS	109.27	120.57	2018-2022
OR-140	OR-140: JCT HWY 050 - MILE 15	5.54	15.30	2018-2022
OR-140	OR-140: MP 64 - DREWS CREEK	64.00	71.73	2018-2022
OR-66	OR-66: WEYERHAEUSER RD - JCT OR-140	56.62	59.05	2018-2022
OR126	OR-126: REDMOND - POWELL BUTTE	0.22	6.75	2018-2022
US-26	US-26: MARKS CREEK - RUSH CREEK RD	34.03	45.37	2018-2022
US-26	US-26: MP 52 - MP 60	52.00	60.30	2018-2022
US-395	US-395: RILEY - LAKE CO LINE	0.01	30.00	2018-2022
US-395	US-395: HARNEY CO. LINE - MP 47	35.16	47.00	2018-2022
OR-39	OR-39: NORTH WOCUS ROAD - SOUTH 6TH ST. (KLAMATH FALLS)	-6.87	-2.24	2018-2022
OR-39	OR-39: JCT HWY 004-JCT HWY 020 (RW2-WB)	-6.81	-5.40	2018-2022
OR-140	OR-140: RUNNING Y RANCH - OR-140	62.40	68.76	2018-2022
I-84	I-84: STANFIELD-PENDLETON PAVEMENT PRESERVATION	188.04	203.65	2018-2022
I-84	I-84: STANFIELD-PENDLETON PAVEMENT PRESERVATION	188.04	203.65	2018-2022
I-84	I-84 PAVEMENT: MEACHAM-KAMELA	238.00	248.50	2018-2022
I-84	I-84 PAVEMENT: MEACHAM-KAMELA	238.00	246.00	2018-2022
OR-11	OR-11: MILTON FREEWATER - WASH STATE LINE	29.92	35.32	2018-2022
US-395	US-395: JCT I-84 TO PENDLETON SOUTH CITY LIMITS	1.70	2.74	2018-2022
OR-43	OR-43: TERWILLIGER BLVD - I-205	5.79	11.29	2023-2027

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
US-26	US-26: WCL SANDY - SE WEBBER RD	22.49	30.43	2023-2027
US-26	US-26: WCL SANDY - SE WEBBER RD	23.87	24.63	2023-2027
US-26	US-26: E. CHERRYVILLE DR - SALMON R.	32.47	37.26	2023-2027
US-26	US-26: RHODODENDRON - MP 49.1	44.15	49.10	2023-2027
OR-35	OR-35: POLALLIE CREEK - JCT HWY 281	73.80	85.09	2023-2027
OR-35	OR-35: NEAL CREEK RD - WILLOW FLAT RD	91.55	94.17	2023-2027
OR-8	OR-8: SW HOCKEN AVE - MINTER BRIDGE RD	4.02	11.28	2023-2027
OR-8	OR-8: SW HOCKEN AVE - MINTER BRIDGE RD	8.81	9.06	2023-2027
OR-10	OR-10: BEAVERTON/TIGARD HWY-MULT./WASH. CO. LINE	0.97	3.41	2023-2027
OR-213	OR-213: NE WEBSTER ST - SE DIVISION	0.44	4.24	2023-2027
OR-99E	OR-99E: PACIFIC HWY - NE LOMBARD ST	-6.09	-3.75	2023-2027
OR-120	OR-99E: PACIFIC HWY - NE LOMBARD ST	2.49	2.71	2023-2027
OR-99W	OR-99W: SHERIDAN ST - I-5	1.24	7.42	2023-2027
OR-99W	OR-99W: SHERIDAN ST - I-5	1.24	2.26	2023-2027
OR-99W	OR-99W: SHERIDAN ST - I-5	3.72	4.45	2023-2027
US-30	US-30: CASCADE LOCKS SECTION	30.36	31.28	2023-2027
US-30BY	US-30BY: ST JOHNS BRIDGE - PACIFIC HWY	1.31	5.38	2023-2027
US-30BY	US-30BY: I-205 - NE 122ND	11.25	12.43	2023-2027
US-30BY	US-30BY: NE 141ST - GRESHAM CITY LIMITS	13.54	14.76	2023-2027
OR-141	OR-141: BEGIN STATE JURIS - DURHAM RD	2.57	7.07	2023-2027
US-101	US-101: NEPTUNE DR - DOOLEY BR	6.83	22.48	2023-2027
US-101	US-101: MP 76 - BROOTEN RD	85.01	90.33	2023-2027
US-101	US-101: 35TH ST - DEPOE BAY BRIDGE	116.90	127.64	2023-2027
US-101	US-101: SUTTON CREEK - OR-126	184.72	190.16	2023-2027
OR126B	OR-126B: MCVAY HWY JCT - DEERHORN	1.23	15.61	2023-2027
OR126B	OR-126B: MCVAY HWY JCT - DEERHORN	1.22	2.95	2023-2027
OR126	OR-126: DEERHORN - VIDA BR	15.61	26.52	2023-2027
OR126	OR-126: MAPLE CREEK - FINN ROCK	34.23	38.52	2023-2027
OR126	OR-126: JCT US-20 - OLD MACKENZIE HWY	0.00	19.81	2023-2027
US-20	ALBANY PAVING PROJECT	-0.03	2.00	2023-2027
US-20	ALBANY PAVING PROJECT	-0.04	0.12	2023-2027
US-20	ALBANY PAVING PROJECT	10.33	11.28	2023-2027
US-20	ALBANY PAVING PROJECT	10.29	11.19	2023-2027
OR-99E	ALBANY PAVING PROJECT	0.42	2.93	2023-2027

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
OR-99E	ALBANY PAVING PROJECT	1.30	2.14	2023-2027
US-20	US-20: SHEEP CREEK RD - LOST PRAIRIE	56.90	67.25	2023-2027
US-20	US-20: CLEAR LAKE JCT - SANTIAM JCT	71.52	74.50	2023-2027
OR-58	OR-58: EAGLE CREEK - SALT CREEK TUNNEL	48.30	56.01	2023-2027
OR-58	OR-58: SALT CREEK TUNNEL - DISTRICT BOUNDARY	56.18	70.00	2023-2027
OR-22	OR-22: US-101 - DOLPH	0.00	10.66	2023-2027
OR-6	OR-6: MP 4.4 - JORDAN CREEK	4.40	18.03	2023-2027
OR-6	OR-6: SOUTH FK. RD - TIMBER RD	27.80	38.95	2023-2027
OR-18	OR-18: SLICK ROCK RD - MURPHY HILL	5.50	17.77	2023-2027
OR-51	MONMOUTH - INDEPENDENCE PAVING	0.00	2.35	2023-2027
OR-194	MONMOUTH - INDEPENDENCE PAVING	6.44	7.56	2023-2027
OR-99E	OR-99E: CALAPOOIA ST - OR-34	2.93	7.90	2023-2027
OR-99E	OR-99E: SCL ALBANY - JCT HWY 210	5.98	7.90	2023-2027
OR 99EB	SALEM PARKWAY PAVING	0.00	8.48	2023-2027
OR 99EB	SALEM PARKWAY PAVING	0.00	0.65	2023-2027
OR 99EB	SALEM PARKWAY PAVING	3.34	6.34	2023-2027
OR-99W	OR-99W: 15TH ST - BOOTH BEND RD	37.06	39.05	2023-2027
OR-99W	OR-99W: 15TH ST - BOOTH BEND RD	37.06	38.22	2023-2027
OR-99W	OR-99W: BOOTH BEND RD - AMITY	39.05	44.15	2023-2027
US-30	US-30: RAINIER PAVING	46.70	47.34	2023-2027
OR-22	OR-22: MP 17 - BIG CLIFF DAM	16.94	25.90	2023-2027
OR-22	OR-22: MP 17 - BIG CLIFF DAM	38.50	39.59	2023-2027
US-101	US-101: NESIKA BCH - ROGUE R.	320.50	327.51	2023-2027
US-101	US-101: CHETCO R. - CALIF STATE LINE	358.09	363.11	2023-2027
US-199	US-199: ILLINOIS R. - CALIF STATE LINE	29.44	41.69	2023-2027
OR-42	OR-42: GLEN AIKEN CREEK - CARLISLE LN	15.20	21.84	2023-2027
OR-42	OR-42: GUERIN LN - BRIDGE	23.11	30.59	2023-2027
OR-99	OR-99: BEGIN STATE JURIS - OR-238	3.60	5.48	2023-2027
OR-66	OR-66: RR BRIDGE - DEAD INDIAN MEM. RD	0.73	2.00	2023-2027
OR-42	OR-42: DAVIS SLOUGH - DELMAR LN	0.00	2.70	2023-2027
OR-42	OR-42: DAVIS SLOUGH - DELMAR LN	0.00	2.47	2023-2027
OR-38	OR-38: UMPQUA R. - MP 26.6	16.52	26.60	2023-2027
OR-99	OR-99: CHARLOTTE ANN DR - COLVER RD	8.81	13.63	2023-2027
OR-99	OR-99: CHARLOTTE ANN DR - COLVER RD	11.37	11.96	2023-2027

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
OR-99	OR-99: N MAIN ST - BEGIN CITY JURIS	17.88	19.46	2023-2027
OR-99	OR-99: N MAIN ST - BEGIN CITY JURIS	19.00	19.46	2023-2027
OR-140	OR-140: BROWNSBORO - N. FK. LITTLE BUTTE	8.20	16.04	2023-2027
OR-238	OR-238: NCL JACKSONVILLE - I-5	34.03	38.75	2023-2027
OR-238	OR-238: NCL JACKSONVILLE - I-5	38.09	38.75	2023-2027
OR-62	OR-238: NCL JACKSONVILLE - I-5	0.05	0.41	2023-2027
OR-62	OR-238: NCL JACKSONVILLE - I-5	0.05	0.36	2023-2027
US-97	US-97: MADRAS - MADRAS/PRINEVILLE HWY	92.08	93.12	2023-2027
US-97	US-97: MADRAS - MADRAS/PRINEVILLE HWY	96.04	97.55	2023-2027
US-97	US-97: MADRAS - MADRAS/PRINEVILLE HWY	92.08	93.13	2023-2027
US-97	US-97: REDMOND SECTION	118.96	119.14	2023-2027
US-97	US-97: REDMOND SECTION	119.14	121.98	2023-2027
US-97	US-97: VETERANS WAY - WICKIUP AVE	121.98	123.17	2023-2027
US-97	US-97: MODOC POINT - ALGOMA	257.50	265.65	2023-2027
US-97	US-97: BIGGS - MORO	0.39	18.91	2023-2027
US-20	US-20: PURCELL BLVD - POWELL BUTTE HWY	2.29	5.00	2023-2027
OR-31	OR-31: US-97 - MP 10.5	0.00	10.50	2023-2027
OR-31	OR-31: WEAVER LN - MP 66.4	60.70	66.40	2023-2027
OR126	OR-126: POWELL BUTTE - MP 14.7	6.75	14.68	2023-2027
US-26	US-26: WARM SPRINGS R. - MP 99	85.25	99.00	2023-2027
OR-140	OR-140: GREYLOCK WY - ASPEN LAKE RD	41.68	50.80	2023-2027
OR-140	OR-140: ASPEN LAKE RD - BOAT LANDING	50.80	57.00	2023-2027
I-84	I-84: HUNTINGTON O'XING - FAREWELL BEND	345.80	353.20	2023-2027
I-84	I-84: HUNTINGTON O'XING - FAREWELL BEND	345.80	353.20	2023-2027
I-84	I-84: N. FK. JACOBSEN GULCH - MALHEUR RIVER	368.16	374.08	2023-2027
US-730	US-730: CANAL RD - HARBOR LITE DR	174.30	179.88	2023-2027
US-730	US-730: MCNARY DAM - JCT HWY 333	186.00	191.63	2023-2027
US-26	US-26: JOHN DAY SECTION	161.51	162.57	2023-2027
US-26	US-26: PRAIRIE CITY SECTION	174.89	175.65	2023-2027
US-26	US-20 & US-26: VALE SECTION	277.88	278.21	2023-2027
US-20	US-20 & US-26: VALE SECTION	245.49	246.82	2023-2027
US-20	US-20 & US-26: VALE SECTION	245.71	246.82	2023-2027
OR-11	OR-11: PENDLETON - ADAMS	-1.54	2.00	2023-2027
OR-11	OR-11: PENDLETON - ADAMS	4.42	11.00	2023-2027

ROUTE	PROJECT NAME	BEG MP	END MP	YEAR GROUP
OR-82	OR-82: COVE HWY - IMBLER	2.41	11.98	2023-2027
OR-82	OR-82: IMBLER - ELGIN	12.50	20.62	2023-2027
	EMIGRANT / FRAZER COUPLET (PENDLETON)	0.05	1.70	2023-2027
	EMIGRANT / FRAZER COUPLET (PENDLETON)	0.03	1.69	2023-2027
US-395	US-395: PILOT ROCK SECTION	15.02	16.19	2023-2027
US-30	US-30: POCAHONTAS RD - JCT HWY 012	49.85	51.79	2023-2027
OR-201	OR-201: WASHINGTON AVE - SW 6TH AVE	25.75	27.90	2023-2027
US-95	US-95: JORDAN CREEK - MP 40	25.62	40.00	2023-2027

2018-2022 STIP

Highway:	PACIFIC HWY	City:	PORTLAND
Route:	I-5	County:	MULTNOMAH
Mile Points:	303.27-308.63	REGION:	1
Length:	5.36	MPO:	METRO
Description:	VARIABLE SPEED LIMIT SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY	City:	VARIOUS
Route:	I-5	County:	VARIOUS
Mile Points:	283.2-290.8	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY	City:	
Route:	I-5	County:	VARIOUS
Mile Points:	283.0-308.0	REGION:	1
Length:	23.75	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	COLUMBIA RIVER	City:	
Route:	I-84	County:	VARIOUS
Mile Points:	0-12.4	REGION:	1
Length:	11.78	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OSWEGO	City:	VARIOUS
Route:	OR 43	County:	VARIOUS
Mile Points:	1.23-11.70	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	2.73	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND RAPID RECTANGULAR FLASHING BEACONS	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	2.9	County:	MULTNOMAH
Mile Points:	4.50-4.52	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	4.50-4.52	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	1.27-5.70	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	7.38	REGION:	1
Length:		MPO:	METRO
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	MT. HOOD	City:	
Route:	US 26	County:	VARIOUS
Mile Points:	14.2-32.4	REGION:	1
Length:	17.6	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	MT. HOOD	City:	
Route:	US 26	County:	HOOD RIVER
Mile Points:	85.0-91.5	REGION:	1
Length:	6.2	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	TUALATIN VALLEY	City:	HILLSBORO
Route:	OR 8	County:	WASHINGTON
Mile Points:	11.30	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	TUALATIN VALLEY	City:	HILLSBORO
Route:	OR 8	County:	WASHINGTON
Mile Points:	13.30	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL REBUILD AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	TUALATIN VALLEY	City:	HILLSBORO
Route:	OR 8	County:	WASHINGTON
Mile Points:	13.0-17.9	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	TUALATIN VALLEY	City:	
Route:	OR 47	County:	WASHINGTON
Mile Points:	4.0-12.0, 14.0-16.0	REGION:	1
Length:	9	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	SUNSET	City:	
Route:	US 26	County:	WASHINGTON
Mile Points:	61.0-73.0	REGION:	1
Length:	1.9	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	SUNSET	City:	VARIOUS
Route:	US 26	County:	VARIOUS
Mile Points:	62.5-74.05	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS AND RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	STADIUM FREEWAY	City:	PORTLAND
Route:	I-405	County:	MULTNOMAH
Mile Points:	0-2.5	REGION:	1
Length:	2.25	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	EAST PORTLAND FREEWAY	City:	VARIOUS
Route:	I-205	County:	VARIOUS
Mile Points:	17.8-19.6	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	EAST PORTLAND FREEWAY	City:	VARIOUS
Route:	I-205	County:	VARIOUS
Mile Points:	0-24.9	REGION:	1
Length:	23.65	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CASCADE HWY NORTH	City:	PORTLAND
Route:	OR 213	County:	VARIOUS
Mile Points:	7.26-9.40	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY NORTH	City:	PORTLAND
Route:	OR 213	County:	MULTNOMAH
Mile Points:		REGION:	1
Length:		MPO:	METRO
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	VARIOUS
Route:	OR 99E	County:	VARIOUS
Mile Points:	2.70-12.56	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	VARIOUS
Route:	OR 99E	County:	CLACKAMAS
Mile Points:	13.70-22.89	REGION:	1
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	PORTLAND
Route:	OR 99E	County:	MULTNOMAH
Mile Points:	-6.1 to -3.9	REGION:	1
Length:	2.1	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	VARIOUS
Route:	OR 99E	County:	VARIOUS
Mile Points:	4.2-22.0	REGION:	1
Length:	16.0	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	VARIOUS
Route:	OR 99E	County:	VARIOUS
Mile Points:	9.51	REGION:	1
Length:		MPO:	METRO
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	PORTLAND
Route:	OR 99W	County:	MULTNOMAH
Mile Points:	4.80	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION RECONFIGURATION AND NEW SIGNAL	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	PORTLAND
Route:	OR 99W	County:	MULTNOMAH
Mile Points:	4.1-7.9	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	VARIOUS
Route:	OR 99W	County:	VARIOUS
Mile Points:	10.5-16.7	REGION:	1
Length:	8.1	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	PORTLAND
Route:	US 30	County:	MULTNOMAH
Mile Points:	1.96	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND ADVANCE QUEUE WARNING	Work Type:	SAFETY HOTSPOT

Highway:	LOWER COLUMBIA RIVER	City:	
Route:	US 30	County:	MULTNOMAH
Mile Points:	1.0-7.0	REGION:	1
Length:	6.0	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	HISTORIC COLUMBIA RIVER	City:	
Route:	US 30	County:	MULTNOMAH
Mile Points:	0-36.0	REGION:	1
Length:	34.2	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	NORTHEAST PORTLAND	City:	PORTLAND
Route:	US 30B	County:	MULTNOMAH
Mile Points:	4.4-4.5	REGION:	1
Length:	0.1	MPO:	METRO
Description:	ROAD DIET, SIGNAL REBUILD, AND CROSSWALK IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	NORTHEAST PORTLAND	City:	PORTLAND
Route:	US 30B	County:	MULTNOMAH
Mile Points:	5.15	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS, ILLUMINATION AND TRAFFIC SEPARATOR	Work Type:	SAFETY HOTSPOT

Highway:	NORTHEAST PORTLAND	City:	PORTLAND
Route:	US 30B	County:	MULTNOMAH
Mile Points:	6.15	REGION:	1
Length:		MPO:	METRO
Description:	ILLUMINATION AND TRAFFIC SEPARATORS	Work Type:	SAFETY HOTSPOT

Highway:	NORTHEAST PORTLAND	City:	PORTLAND
Route:	US 30B	County:	MULTNOMAH
Mile Points:	1.57-7.04	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	NORTHEAST PORTLAND	City:	PORTLAND
Route:	US 30B	County:	MULTNOMAH
Mile Points:	6.4-14.8	REGION:	1
Length:	7.6	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	HILLSBORO-SILVERTON	City:	HILLSBORO
Route:	OR 219	County:	WASHINGTON
Mile Points:	0.18	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	HILLSBORO-SILVERTON	City:	
Route:	OR 219	County:	WASHINGTON
Mile Points:	3.85, 5.45	REGION:	1
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	HILLSBORO-SILVERTON	City:	
Route:	OR 219	County:	VARIOUS
Mile Points:	28.40-50.72	REGION:	1
Length:	27.2	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	BEAVERTON-TUALATIN	City:	WILSONVILLE
Route:	OR 141	County:	WASHINGTON
Mile Points:	12.7-12.9	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	FARMINGTON	City:	ALOHA
Route:	OR 142	County:	WASHINGTON
Mile Points:	6.69	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SCHOLLS	City:	ALOHA
Route:	OR 143	County:	WASHINGTON
Mile Points:	9.1-9.5	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	BEAVERTON-TIGARD	City:	
Route:	OR 217	County:	WASHINGTON
Mile Points:	0-7.8	REGION:	1
Length:	7.0	MPO:	METRO
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	MOLALLA
Route:	OR 213	County:	CLACKAMAS
Mile Points:	15.70	REGION:	1
Length:		MPO:	
Description:	ROUNDABOUT	Work Type:	SAFETY HOTSPOT

Highway:	CASCADE HWY SOUTH	City:	OREGON CITY
Route:	OR 213	County:	CLACKAMAS
Mile Points:	0.15-3.60	REGION:	1
Length:		MPO:	METRO
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	
Route:	OR 213	County:	CLACKAMAS
Mile Points:	5.73	REGION:	1
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	
Route:	OR 213	County:	CLACKAMAS
Mile Points:	7.12-15.08	REGION:	1
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	MOLALLA
Route:	OR 213	County:	CLACKAMAS
Mile Points:	16.10	REGION:	1
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	
Route:	OR 213	County:	CLACKAMAS
Mile Points:	0-6.0	REGION:	1
Length:	5.7	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	
Route:	OR 213	County:	CLACKAMAS
Mile Points:	9.0-13.0	REGION:	1
Length:	3.8	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	WOODBURN-ESTACADA	City:	
Route:	OR 211	County:	CLACKAMAS
Mile Points:	17.79-19.78	REGION:	1
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	WOODBURN-ESTACADA	City:	
Route:	OR 211	County:	CLACKAMAS
Mile Points:	11.3-21.7	REGION:	1
Length:	9.9	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CLACKAMAS	City:	
Route:	OR 224	County:	CLACKAMAS
Mile Points:	0-4.0	REGION:	1
Length:	3.8	MPO:	

Highway:	EAGLE CREEK-SANDY	City:	
Route:	OR 211	County:	CLACKAMAS
Mile Points:	1.55-5.39	REGION:	1
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	EAGLE CREEK-SANDY	City:	
Route:	OR 211	County:	CLACKAMAS
Mile Points:	0-5.9	REGION:	1
Length:	5.6	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	TIMBERLINE	City:	
Route:	OR 173	County:	CLACKAMAS
Mile Points:	0.5-5.5	REGION:	1
Length:	5.0	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CLACKAMAS-BORING	City:	
Route:	OR 212	County:	CLACKAMAS
Mile Points:	0-8.9	REGION:	1
Length:	8.5	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	HOOD RIVER	City:	
Route:	OR 281	County:	HOOD RIVER
Mile Points:	0-5.7	REGION:	1
Length:	5.4	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	ODELL	City:	
Route:	OR 282	County:	HOOD RIVER
Mile Points:	0-3.5	REGION:	1
Length:	3.3	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	VARIOUS
Route:	US 101	County:	CLATSOP
Mile Points:	3.96-8.04	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OREGON COAST	City:	
Route:	US 101	County:	CLATSOP
Mile Points:	9.50	REGION:	2
Length:		MPO:	
Description:	MEDIAN U-TURN AND LEFT-TURN LANE	Work Type:	SAFETY HOTSPOT

Highway:	OREGON COAST	City:	LINCOLN CITY
Route:	US 101	County:	LINCOLN
Mile Points:	112.35-121.44	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OREGON COAST	City:	DEPOE BAY
Route:	US 101	County:	LINCOLN
Mile Points:	127.55	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OREGON COAST	City:	NEWPORT
Route:	US 101	County:	LINCOLN
Mile Points:	139.11-142.23	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MCKENZIE	City:	SPRINGFIELD
Route:	OR 126B	County:	LANE
Mile Points:	6.00	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	LEFT-TURN LANES AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	ALBANY
Route:	US 20	County:	LINN
Mile Points:	0.00	REGION:	2
Length:		MPO:	ALBANY
Description:	GUIDE SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	ALBANY
Route:	US 20	County:	LINN
Mile Points:	0.15-1.16	REGION:	2
Length:		MPO:	ALBANY
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SANTIAM	City:	ALBANY
Route:	US 20	County:	LINN
Mile Points:	0.29	REGION:	2
Length:		MPO:	ALBANY
Description:	LEFT-TURN LANES	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	ALBANY
Route:	US 20	County:	LINN
Mile Points:	0.49	REGION:	2
Length:		MPO:	ALBANY
Description:	LEFT-TURN LANE AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	
Route:	US 20	County:	LINN
Mile Points:	6.45	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	
Route:	US 20	County:	LINN
Mile Points:	6.55	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	TUALATIN VALLEY	City:	
Route:	OR 47	County:	VARIOUS
Mile Points:	19.38-42.46	REGION:	2
Length:	21.9	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	WILLAMINA-SALEM	City:	
Route:	OR 22	County:	POLK
Mile Points:	12.70	REGION:	2
Length:		MPO:	
Description:	INTERSECTION RECONFIGURATION	Work Type:	SAFETY HOTSPOT

Highway:	ALBANY-CORVALLIS	City:	
Route:	US 20	County:	BENTON
Mile Points:	3.95	REGION:	2
Length:		MPO:	CORVALLIS
Description:	LEFT-TURN LANE	Work Type:	SAFETY HOTSPOT

Highway:	ALBANY-CORVALLIS	City:	
Route:	US 20	County:	BENTON
Mile Points:	5.00	REGION:	2
Length:		MPO:	
Description:	GUARDRAIL AND SHOULDER WIDENING	Work Type:	SAFETY HOTSPOT

Highway:	ALBANY-CORVALLIS	City:	
Route:	US 20	County:	BENTON
Mile Points:	5.60	REGION:	2
Length:		MPO:	
Description:	MEDIAN ACCELERATION LANE	Work Type:	SAFETY HOTSPOT

Highway:	ALBANY-CORVALLIS	City:	ALBANY
Route:	US 20	County:	LINN
Mile Points:	0-11.01	REGION:	2
Length:		MPO:	ALBANY
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	THREE RIVERS	City:	
Route:	OR 22	County:	VARIOUS
Mile Points:	0-24.97	REGION:	2
Length:	24.97	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CORVALLIS-NEWPORT	City:	
Route:	US 20	County:	LINCOLN
Mile Points:	4.60	REGION:	2
Length:		MPO:	
Description:	GUARDRAIL, SHOULDER WIDENING, AND SAFETY EDGE	Work Type:	SAFETY HOTSPOT

Highway:	CORVALLIS-NEWPORT	City:	
Route:	US 20	County:	LINCOLN
Mile Points:	0-56.8	REGION:	2
Length:		MPO:	
Description:	CURVE WARNING SIGNS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CORVALLIS-NEWPORT	City:	NEWPORT
Route:	US 20	County:	LINCOLN
Mile Points:	0.51	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SALMON RIVER	City:	MCMINNVILLE
Route:	OR 18	County:	YAMHILL
Mile Points:	44.31-47.39	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SALMON RIVER	City:	MCMINNVILLE
Route:	OR 18	County:	YAMHILL
Mile Points:	48.59	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SALMON RIVER	City:	
Route:	OR 18	County:	VARIOUS
Mile Points:	-0.22-21.28	REGION:	2
Length:	20.4	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	WILSONVILLE-HUBBARD	City:	
Route:	OR 551	County:	VARIOUS
Mile Points:	0.04-5.63	REGION:	2
Length:	5.32	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	WILSONVILLE-HUBBARD	City:	
Route:	OR 551	County:	MARION
Mile Points:	1.47	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	ALBANY-JUNCTION CITY	City:	ALBANY
Route:	OR 99E	County:	LINN
Mile Points:	0-7.90	REGION:	2
Length:		MPO:	ALBANY
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	ALBANY-JUNCTION CITY	City:	ALBANY
Route:	OR 99E	County:	LINN
Mile Points:	0.45	REGION:	2
Length:		MPO:	ALBANY
Description:	LEFT-TURN LANE, MICROWAVE DETECTION, AND SIGNAL PHASING CHANGE	Work Type:	SAFETY HOTSPOT

Highway:	FLORENCE-EUGENE	City:	VENETA
Route:	OR 126	County:	LANE
Mile Points:	46.78	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	BELTLINE	City:	EUGENE
Route:	OR 126	County:	LANE
Mile Points:	1.28-4.24	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SALEM	City:	SALEM
Route:	OR 22	County:	MARION
Mile Points:	1.54-8.26	REGION:	2
Length:		MPO:	SALEM/KEIZER
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	ALBANY
Route:	OR 99E	County:	LINN
Mile Points:	6.30	REGION:	2
Length:		MPO:	ALBANY
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	
Route:	OR 99E	County:	MARION
Mile Points:	41.24	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	
Route:	OR 99E	County:	MARION
Mile Points:	25.8-30.87	REGION:	2
Length:	4.8	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	PACIFIC HWY EAST	City:	WOODBURN
Route:	OR 99E	County:	MARION
Mile Points:		REGION:	2
Length:		MPO:	
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	NEWBERG
Route:	OR 99W	County:	YAMHILL
Mile Points:	21.46-23.76	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	DUNDEE
Route:	OR 99W	County:	YAMHILL
Mile Points:	25.83	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	
Route:	OR 99W	County:	YAMHILL
Mile Points:	29.80	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	MCMINNVILLE
Route:	OR 99W	County:	YAMHILL
Mile Points:	35.48-39.06	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	CORVALLIS
Route:	OR 99W	County:	BENTON
Mile Points:	81.19-84.93	REGION:	2
Length:		MPO:	CORVALLIS
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	CORVALLIS
Route:	OR 99W	County:	BENTON
Mile Points:	81.80	REGION:	2
Length:		MPO:	CORVALLIS
Description:	MICROWAVE DETECTION AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	JUNCTION CITY
Route:	OR 99W	County:	LANE
Mile Points:	111.28-112.77	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	
Route:	OR 99W	County:	LANE
Mile Points:	117.04-118.54	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	EUGENE
Route:	OR 99W	County:	LANE
Mile Points:	119.11-121.14	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC HWY WEST	City:	
Route:	OR 99W	County:	YAMHILL
Mile Points:	26.46-44.11	REGION:	2
Length:	16.75	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	SCAPPOOSE
Route:	US 30	County:	COLUMBIA
Mile Points:	19.80-21.28	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	ST. HELENS
Route:	US 30	County:	COLUMBIA
Mile Points:	27.69-29.42	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	COLUMBIA CITY
Route:	US 30	County:	COLUMBIA
Mile Points:	31.02	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	RAINIER
Route:	US 30	County:	COLUMBIA
Mile Points:	47.10-48.40	REGION:	2
Length:		MPO:	LONGVIEW/KELSO/RAINIER
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	CLATSKANIE
Route:	US 30	County:	COLUMBIA
Mile Points:	61.30-61.40	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	ASTORIA
Route:	US 30	County:	COLUMBIA
Mile Points:	97.00-99.34	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LOWER COLUMBIA RIVER	City:	
Route:	US 30	County:	VARIOUS
Mile Points:	18.37-99.34	REGION:	2
Length:	65.25	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	LITTLE NESTUCCA	City:	
Route:	OR 103	County:	TILLAMOOK
Mile Points:	0-9.02	REGION:	2
Length:		MPO:	
Description:	CURVE WARNING SIGNS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	NETARTS	City:	
Route:	OR 131	County:	TILLAMOOK
Mile Points:	0-9.08	REGION:	2
Length:		MPO:	
Description:	CURVE WARNING SIGNS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	HILLSBORO-SILVERTON	City:	NEWBERG
Route:	OR 219	County:	YAMHILL
Mile Points:	19.02-21.60	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	HILLSBORO-SILVERTON	City:	
Route:	OR 214	County:	VARIOUS
Mile Points:	10.05-18.35	REGION:	2
Length:	7.5	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	SALEM-DAYTON	City:	SALEM
Route:	OR 221	County:	POLK
Mile Points:	18.33-20.76	REGION:	2
Length:		MPO:	SALEM/KEIZER
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CASCADE HWY SOUTH	City:	
Route:	OR 213	County:	VARIOUS
Mile Points:	16.10-28.56	REGION:	2
Length:	11.21	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	WOODBURN-ESTACADA	City:	
Route:	OR 211	County:	VARIOUS
Mile Points:	7.60	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	WOODBURN-ESTACADA	City:	
Route:	OR 211	County:	CLACKAMAS
Mile Points:	0.31-11.31	REGION:	2
Length:	10.45	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	NORTH SANTIAM	City:	
Route:	OR 22	County:	MARION
Mile Points:	13.90-36.50	REGION:	2
Length:	20.35	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	SILETZ	City:	
Route:	OR 229	County:	LINN
Mile Points:	-0.21-21.24	REGION:	2
Length:	19.2	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	INDEPENDENCE	City:	
Route:	OR 51	County:	POLK
Mile Points:	0-4.88	REGION:	2
Length:	4.4	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CORVALLIS-LEBANON	City:	CORVALLIS
Route:	OR 34	County:	BENTON
Mile Points:	0.10-0.15	REGION:	2
Length:		MPO:	CORVALLIS
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CORVALLIS-LEBANON	City:	
Route:	OR 34	County:	BENTON
Mile Points:	1.19	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CORVALLIS-LEBANON	City:	
Route:	OR 34	County:	BENTON
Mile Points:	9.86-10.06	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	EUGENE-SPRINGFIELD	City:	EUGENE
Route:	I-105	County:	LANE
Mile Points:	1.80	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	EUGENE-SPRINGFIELD	City:	SPRINGFIELD
Route:	I-105	County:	LANE
Mile Points:	4.75-7.56	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS AT VARIOUS RAMP TERMINALS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SPRINGFIELD	City:	SPRINGFIELD
Route:	OR 528	County:	LANE
Mile Points:	0.18-0.64	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SPRINGFIELD	City:	SPRINGFIELD
Route:	OR 528	County:	LANE
Mile Points:	0.50	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC	City:	
Route:	I-5	County:	JACKSON
Mile Points:	40.90	REGION:	3
Length:		MPO:	
Description:	ILLUMINATION AND SIGHT DISTANCE IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC	City:	
Route:	I-5	County:	DOUGLAS
Mile Points:	90.60-94.87	REGION:	3
Length:	4.27	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	REEDSPORT
Route:	US 101	County:	DOUGLAS
Mile Points:		REGION:	3
Length:		MPO:	
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	OREGON COAST	City:	COOS BAY
Route:	US 101	County:	COOS COUNTY
Mile Points:	239.00	REGION:	3
Length:		MPO:	
Description:	LEFT-TURN LANE, MEDIAN U-TURN, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	OREGON COAST	City:	
Route:	US 101	County:	DOUGLAS
Mile Points:	213.06-221.32	REGION:	3
Length:	7.45	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	
Route:	US 101	County:	COOS
Mile Points:	240.07-261.27	REGION:	3
Length:	19.1	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	
Route:	US 101	County:	CURRY
Mile Points:	302.19-360.00	REGION:	3
Length:	40.1	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	GOLD BEACH
Route:	US 101	County:	CURRY
Mile Points:	328.50-329.01	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OREGON COAST	City:	BROOKINGS
Route:	US 101	County:	CURRY
Mile Points:	356.90-357.75	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	REDWOOD	City:	REEDSPORT
Route:	US 199	County:	DOUGLAS
Mile Points:	1.20	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	COOS BAY-ROSEBURG	City:	
Route:	OR 42	County:	DOUGLAS
Mile Points:	75.70	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	COOS BAY-ROSEBURG	City:	
Route:	OR 42	County:	DOUGLAS
Mile Points:	76.20	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	COOS BAY-ROSEBURG	City:	
Route:	OR 42	County:	COOS
Mile Points:	7.70-9.50, 15.20-20.38	REGION:	3
Length:	6.50	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	COOS BAY-ROSEBURG	City:	
Route:	OR 42	County:	DOUGLAS
Mile Points:	45.95-60.00	REGION:	3
Length:	13.50	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	UMPQUA	City:	
Route:	OR 38	County:	DOUGLAS
Mile Points:	5.90-12.50, 38.55-39.99	REGION:	3
Length:	7.65	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	ROGUE VALLEY	City:	
Route:	OR 99	County:	JACKSON
Mile Points:	0.42-1.64	REGION:	3
Length:		MPO:	
Description:	ROAD DIET AND NEW TRAFFIC SIGNAL	Work Type:	SAFETY HOTSPOT

Highway:	ROGUE VALLEY	City:	MEDFORD
Route:	OR 99	County:	JACKSON
Mile Points:	4.00	REGION:	3
Length:		MPO:	MEDFORD
Description:	RIGHT-TURN LANE, INTERSECTION IMPROVEMENTS, AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	ROGUE VALLEY	City:	MEDFORD
Route:	OR 99	County:	JACKSON
Mile Points:	4.03-4.82	REGION:	3
Length:		MPO:	MEDFORD
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	ROGUE VALLEY	City:	ASHLAND
Route:	OR 99	County:	JACKSON
Mile Points:		REGION:	3
Length:		MPO:	
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	ELKTON-SUTHERLIN	City:	
Route:	OR 138W	County:	DOUGLAS
Mile Points:	0-23.67	REGION:	3
Length:	22.50	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	CAPE ARGO	City:	NORTH BEND
Route:	OR 540	County:	COOS
Mile Points:	1.80	REGION:	3
Length:		MPO:	
Description:	ROAD DIET, BIKE LANE, LEFT-TURN LANE, AND MEDIAN TRAFFIC SEPARATOR	Work Type:	SAFETY HOTSPOT

Highway:	COQUILLE-BANDON	City:	
Route:	OR 42S	County:	COOS
Mile Points:	2.58-16.54	REGION:	3
Length:	12.90	MPO:	
Description:	RUMBLE STRIPS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	LAKE OF THE WOODS	City:	
Route:	OR 140	County:	JACKSON
Mile Points:	2.30	REGION:	3
Length:		MPO:	MEDFORD
Description:	ROUNDABOUT AND RAISED MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	SAMS VALLEY	City:	
Route:	OR 234	County:	JACKSON
Mile Points:	10.70	REGION:	3
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	SAMS VALLEY	City:	
Route:	OR 234	County:	JACKSON
Mile Points:	12.60	REGION:	3
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	JACKSONVILLE	City:	JACKSONVILLE
Route:	OR 238	County:	JACKSON
Mile Points:	33.16	REGION:	3
Length:		MPO:	MEDFORD
Description:	ROUNDABOUT AND RAISED MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	NORTH UMPQUA HWY EAST	City:	ROSEBURG
Route:	OR 138	County:	DOUGLAS
Mile Points:	-0.3-1.1	REGION:	3
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	THE DALLES-CALIFORNIA	City:	THE DALLES
Route:	US 97	County:	WASCO
Mile Points:	0.57	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS, ILLUMINATION, AND RAISED MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	THE DALLES-CALIFORNIA	City:	
Route:	US 97	County:	JEFFERSON
Mile Points:	97.29-98.37	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	THE DALLES-CALIFORNIA	City:	
Route:	US 97	County:	JEFFERSON
Mile Points:	105.75	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	THE DALLES-CALIFORNIA	City:	REDMOND
Route:	US 97	County:	DESCHUTES
Mile Points:	121.98	REGION:	4
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS, ILLUMINATION, AND GREEN BIKE LANE	Work Type:	SAFETY HOTSPOT

Highway:	THE DALLES-CALIFORNIA	City:	BEND
Route:	US 97	County:	DESCHUTES
Mile Points:	139.97	REGION:	4
Length:		MPO:	BEND
Description:	RIGHT-TURN LANE, INTERSECTION IMPROVEMENTS AND WARNINGS	Work Type:	SAFETY HOTSPOT

Highway:	THE DALLES-CALIFORNIA	City:	
Route:	US 97	County:	DESCHUTES
Mile Points:	155.50	REGION:	4
Length:		MPO:	
Description:	INCREASE PAVEMENT FRICTION, INTERSECTION IMPROVEMENTS AND WARNINGS	Work Type:	SAFETY HOTSPOT

Highway:	THE DALLES-CALIFORNIA	City:	LA PINE
Route:	US 97	County:	DESCHUTES
Mile Points:	165.03	REGION:	4
Length:		MPO:	
Description:	INTERSECTION WARNING AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	CENTRAL OREGON	City:	BEND
Route:	US 20	County:	DESCHUTES
Mile Points:	0.6-2.55	REGION:	4
Length:		MPO:	BEND
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CENTRAL OREGON	City:	
Route:	US 20	County:	DESCHUTES
Mile Points:	6.18	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CENTRAL OREGON	City:	BEND
Route:	US 395	County:	DESCHUTES
Mile Points:	0.52-0.93	REGION:	4
Length:		MPO:	BEND
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	MCKENZIE	City:	
Route:	OR 126	County:	DESCHUTES
Mile Points:	95.09	REGION:	4
Length:		MPO:	
Description:	INCREASE PAVEMENT FRICTION, RURAL VARIABLE SPEED LIMIT SIGNS, AND INCREASE SIGHT DISTANCE	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE	City:	
Route:	OR 126	County:	DESCHUTES
Mile Points:	96.5-109.7	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	SANTIAM	City:	
Route:	US 20	County:	DESCHUTES
Mile Points:	90.9-99.8	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MCKENZIE-BEND	City:	
Route:	US 20	County:	DESCHUTES
Mile Points:	4.77-7.86	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MCKENZIE-BEND	City:	
Route:	US 20	County:	DESCHUTES
Mile Points:	16.74	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS/WARNINGS, MEDIAN ACCELERATION LANE, AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE-BEND	City:	BEND
Route:	US 20	County:	DESCHUTES
Mile Points:	20.19-20.48	REGION:	4
Length:		MPO:	BEND
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	FREEMONT	City:	
Route:	US 395	County:	LAKE
Mile Points:	138.3, 143.2	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	KLAMATH FALLS-LAKEVIEW	City:	
Route:	OR 39	County:	KLAMATH
Mile Points:	3.49	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	KLAMATH FALLS-LAKEVIEW	City:	
Route:	US 97B	County:	KLAMATH
Mile Points:	3.21-4.26	REGION:	4
Length:		MPO:	
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	GREEN SPRINGS	City:	KLAMATH FALLS
Route:	OR 66	County:	KLAMATH
Mile Points:	58.94	REGION:	4
Length:		MPO:	
Description:	NEW TRAFFIC SIGNAL AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	OCHOCO	City:	
Route:	OR 126	County:	CROOK
Mile Points:	7.8, 8.9	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OCHOCO	City:	PRINEVILLE
Route:	OR 126	County:	CROOK
Mile Points:	18.35-19.75	REGION:	4
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	KLAMATH FALLS-MALIN	City:	
Route:	OR 39	County:	KLAMATH
Mile Points:	1.8-16.1	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	WARM SPRINGS	City:	
Route:	US 26	County:	JEFFERSON
Mile Points:	103.3-117.4	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	LAKE OF THE WOODS	City:	
Route:	OR 140	County:	KLAMATH
Mile Points:	21.1, 27.1, 46.9	REGION:	4
Length:		MPO:	
Description:	IMPROVE CLEAR ZONE	Work Type:	SAFETY HOTSPOT

Highway:	SOUTH KLAMATH FALLS	City:	
Route:	OR 140	County:	KLAMATH
Mile Points:	4.63	REGION:	4
Length:		MPO:	
Description:	NEW TRAFFIC SIGNAL	Work Type:	SAFETY HOTSPOT

Highway:	COLUMBIA RIVER	City:	UMATILLA
Route:	US 395	County:	UMATILLA
Mile Points:	184.10	REGION:	5
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	OLD OREGON TRAIL	City:	
Route:	I-84	County:	VARIOUS
Mile Points:	218-252	REGION:	5
Length:	34	MPO:	
Description:	VARIABLE SPEED LIMIT SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	OLD OREGON TRAIL	City:	
Route:	I-84	County:	BAKER
Mile Points:	332.20	REGION:	5
Length:		MPO:	
Description:	DYNAMIC CURVE WARNING SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	CENTRAL OREGON	City:	
Route:	US 20	County:	MALHEUR
Mile Points:	258.20	REGION:	5
Length:		MPO:	
Description:	ROUNDABOUT	Work Type:	SAFETY HOTSPOT

Highway:	OREGON-WASHINGTON	City:	
Route:	OR 11	County:	UMATILLA
Mile Points:	33.90	REGION:	5
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AND INCREASE CLEAR ZONE	Work Type:	SAFETY HOTSPOT

Highway:	UMATILLA-STANFIELD	City:	
Route:	US 395	County:	UMATILLA
Mile Points:	2.78	REGION:	5
Length:		MPO:	
Description:	RIGHT-TURN LANE	Work Type:	SAFETY HOTSPOT

Highway:	UMATILLA-STANFIELD	City:	
Route:	US 395	County:	UMATILLA
Mile Points:	4.85	REGION:	5
Length:		MPO:	
Description:	LEFT-TURN LANE AND INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	OLDS FERRY-ONTARIO	City:	
Route:	OR 201	County:	MALHEUR
Mile Points:	30.30	REGION:	5
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	I.O.N.	City:	
Route:	US 95	County:	MALHEUR
Mile Points:	1.80	REGION:	5
Length:		MPO:	
Description:	CURVE WARNING SIGNS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	VARIOUS	City:	
Route:	VARIOUS	County:	VARIOUS
Mile Points:		REGION:	5
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS- DISTRICT 12	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	VARIOUS	City:	
Route:	VARIOUS	County:	VARIOUS
Mile Points:		REGION:	5
Length:		MPO:	
Description:	CURVE WARNING SIGNS- REGION WIDE	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

2023-2027 STIP

Highway:	PACIFIC HWY	City:	PORTLAND
Route:	I-5	County:	MULTNOMAH
Mile Points:	302.1-302.3	REGION:	1
Length:		MPO:	METRO
Description:	RAMP TERMINAL IMPROVEMENTS AND GUIDE SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	3.45	REGION:	1
Length:		MPO:	METRO
Description:	LEFT-TURN LANES, ILLUMINATION, AND INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	5.10	REGION:	1
Length:		MPO:	METRO
Description:	RAISED MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	7.90	REGION:	1
Length:		MPO:	METRO
Description:	LEFT-TURN LANES, ILLUMINATION, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	MT. HOOD	City:	PORTLAND
Route:	US 26	County:	MULTNOMAH
Mile Points:	9.87	REGION:	1
Length:		MPO:	METRO
Description:	RIGHT-TURN LANE, RAISED MEDIAN, ILLUMINATION, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	TUALATIN VALLEY	City:	BEAVERTON
Route:	OR 8	County:	WASHINGTON
Mile Points:	4.58	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS AND MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	CASCADE HWY NORTH	City:	PORTLAND
Route:	OR 213	County:	MULTNOMAH
Mile Points:	1.25	REGION:	1
Length:		MPO:	METRO
Description:	RIGHT-TURN LANE, ILLUMINATION, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	CASCADE HWY NORTH	City:	PORTLAND
Route:	OR 213	County:	MULTNOMAH
Mile Points:	4.47	REGION:	1
Length:		MPO:	METRO
Description:	LEFT-TURN LANES, ILLUMINATION, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY EAST	City:	PORTLAND
Route:	OR 99E	County:	CLACKAMAS
Mile Points:	4.40	REGION:	1
Length:		MPO:	METRO
Description:	RIGHT-TURN ACCELERATION LANE	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	TIGARD
Route:	OR 99W	County:	WASHINGTON
Mile Points:	8.04	REGION:	1
Length:		MPO:	METRO
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	PORTLAND
Route:	OR 99W	County:	MULTNOMAH
Mile Points:	9.65	REGION:	1
Length:		MPO:	METRO
Description:	LEFT-TURN LANE AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	BEAVERTON-TIGARD	City:	TIGARD
Route:	OR 217	County:	WASHINGTON
Mile Points:	7.20	REGION:	1
Length:		MPO:	METRO
Description:	IMPROVEMENTS OF BOTH RAMP TERMINALS	Work Type:	SAFETY HOTSPOT

Highway:	CLACKAMAS	City:	
Route:	OR 224	County:	CLACKAMAS
Mile Points:	3.20	REGION:	1
Length:		MPO:	METRO
Description:	LEFT-TURN LANE AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	VARIOUS	City:	
Route:	VARIOUS	County:	VARIOUS
Mile Points:		REGION:	1
Length:		MPO:	
Description:	HIGH FRICTION SURFACE TREATMENTS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	OREGON COAST	City:	WARRENTON
Route:	US 101	County:	CLATSOP
Mile Points:	6.50	REGION:	2
Length:		MPO:	
Description:	MEDIAN, SIGNAL IMPROVEMENTS AND WARNINGS	Work Type:	SAFETY HOTSPOT

Highway:	OREGON COAST	City:	GEARHART
Route:	US 101	County:	CLATSOP
Mile Points:	18.00	REGION:	2
Length:		MPO:	
Description:	MEDIAN U-TURN	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE	City:	SPRINGFIELD
Route:	OR 126B	County:	LANE
Mile Points:	6.20	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	RAISED MEDIAN	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE	City:	SPRINGFIELD
Route:	OR 126B	County:	LANE
Mile Points:	2.96-4.85	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	ALBANY-JUNCTION CITY	City:	ALBANY
Route:	OR 99E	County:	LINN
Mile Points:	0.42-4.25	REGION:	2
Length:		MPO:	ALBANY
Description:	PEDESTRIAN AND BICYCLE IMPROVEMENTS	Work Type:	SAFETY PED/BIKE SYSTEMIC

Highway:	FLORENCE-EUGENE	City:	VENETA
Route:	OR 126	County:	LANE
Mile Points:	48.40	REGION:	2
Length:		MPO:	
Description:	RIGHT-TURN LANE, ILLUMINATION, AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	BELTLINE	City:	
Route:	OR 569	County:	LANE
Mile Points:	7.10	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	VARIABLE SPEED LIMIT SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	BELTLINE	City:	EUGENE
Route:	OR 569	County:	LANE
Mile Points:	10.30	REGION:	2
Length:		MPO:	EUGENE/SPRINGFIELD
Description:	INCREASE PAVEMENT FRICTION, INTERSECTION IMPROVEMENTS AND WARNING	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	MONMOUTH
Route:	OR 99W	County:	POLK
Mile Points:	63.40	REGION:	2
Length:		MPO:	
Description:	LEFT-TURN LANE AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	PACIFIC HWY WEST	City:	CORVALLIS
Route:	OR 99W	County:	BENTON
Mile Points:	83.85	REGION:	2
Length:		MPO:	CORVALLIS
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	WOODBURN-ESTACADA	City:	WOODBURN
Route:	OR 211	County:	MARION
Mile Points:	0.00	REGION:	2
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	NORTH SANTIAM	City:	WOODBURN
Route:	OR 22	County:	MARION
Mile Points:	1.50	REGION:	2
Length:		MPO:	
Description:	NORTHBOUND RAMP IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	DALLAS-RICKREAL	City:	
Route:	OR 223	County:	POLK
Mile Points:	3.30	REGION:	2
Length:		MPO:	
Description:	MEDIAN ACCELERATION LANE AND INTERSECTION WARNINGS	Work Type:	SAFETY HOTSPOT

Highway:	GOSHEN-DIVIDE	City:	COTTAGE GROVE
Route:	OR 226	County:	LANE
Mile Points:	14.33-15.36	REGION:	2
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	PACIFIC	City:	
Route:	I-5	County:	JOSEPHINE
Mile Points:	80.10	REGION:	3
Length:		MPO:	
Description:	VARIABLE SPEED LIMIT AND DYNAMIC CURVE WARNING SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	REDWOOD	City:	GRANTS PASS
Route:	US 199	County:	JOSEPHINE
Mile Points:	-0.40	REGION:	3
Length:		MPO:	MIDDLE ROGUE
Description:	LEFT-TURN LANES AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	REDWOOD	City:	GRANTS PASS
Route:	US 199	County:	JOSEPHINE
Mile Points:	0.00	REGION:	3
Length:		MPO:	MIDDLE ROGUE
Description:	ROAD DIET AND TRAFFIC SIGNAL	Work Type:	SAFETY HOTSPOT

Highway:	REDWOOD	City:	GRANTS PASS
Route:	US 199	County:	JOSEPHINE
Mile Points:	0.90	REGION:	3
Length:		MPO:	MIDDLE ROGUE
Description:	INTERSECTION WARNINGS AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	REDWOOD	City:	GRANTS PASS
Route:	US 199	County:	JOSEPHINE
Mile Points:	2.00	REGION:	3
Length:		MPO:	MIDDLE ROGUE
Description:	MICROWAVE DETECTION AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	ROGUE VALLEY	City:	MEDFORD
Route:	OR 99	County:	JACKSON
Mile Points:	8.60	REGION:	3
Length:		MPO:	MEDFORD
Description:	MICROWAVE DETECTION AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	NORTH UMPQUA HWY EAST	City:	ROSEBURG
Route:	OR 138	County:	DOUGLAS
Mile Points:	-0.30	REGION:	3
Length:		MPO:	ROSEBURG
Description:	INTERSECTION IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	LAKE OF THE WOODS	City:	
Route:	OR 140	County:	JACKSON
Mile Points:	-8.29-16.04	REGION:	3
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	COOS RIVER	City:	
Route:	OR 241	County:	COOS
Mile Points:	0-19.15	REGION:	3
Length:		MPO:	
Description:	DELINEATORS	Work Type:	SAFETY ROADWAY DEPARTURE SYSTEMIC

Highway:	JACKSONVILLE	City:	JACKSONVILLE
Route:	OR 238	County:	JACKSON
Mile Points:	38.10	REGION:	3
Length:		MPO:	MEDFORD
Description:	INTERSECTION WARNINGS AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	JACKSONVILLE	City:	
Route:	OR 238	County:	JACKSON
Mile Points:	0-38.93	REGION:	3
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	MCKENZIE	City:	REDMOND
Route:	OR 126	County:	DESCHUTES
Mile Points:	110.20	REGION:	4
Length:		MPO:	
Description:	LEFT-TURN LANES, RIGHT-TURN LANE, AND INTERSECTION WARNINGS	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE	City:	REDMOND
Route:	OR 126	County:	DESCHUTES
Mile Points:	110.90	REGION:	4
Length:		MPO:	
Description:	ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	SANTIAM	City:	SISTERS
Route:	US 20	County:	DESCHUTES
Mile Points:	99.90	REGION:	4
Length:		MPO:	
Description:	ROUNDABOUT	Work Type:	SAFETY HOTSPOT

Highway:	MCKENZIE-BEND	City:	
Route:	US 20	County:	DESCHUTES
Mile Points:	110.90	REGION:	4
Length:		MPO:	
Description:	INTERSECTION RECONFIGURATION AND IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	KLAMATH FALLS-LAKEVIEW	City:	
Route:	OR 39	County:	KLAMATH
Mile Points:	4.00	REGION:	4
Length:		MPO:	
Description:	LEFT-TURN LANE, RAISED MEDIAN, AND ILLUMINATION	Work Type:	SAFETY HOTSPOT

Highway:	KLAMATH FALLS-LAKEVIEW	City:	KLAMATH FALLS
Route:	OR 39	County:	KLAMATH
Mile Points:	4.00	REGION:	4
Length:		MPO:	
Description:	INTERSECTION WARNINGS AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	CRATER LAKE	City:	KLAMATH FALLS
Route:	OR 62	County:	KLAMATH
Mile Points:	98.6, 102.5	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	CULVER	City:	
Route:	OR 361	County:	JEFFERSON
Mile Points:	2.90, 8.3, 10.8	REGION:	4
Length:		MPO:	
Description:	INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	OLD OREGON TRAIL	City:	
Route:	I-84	County:	BAKER
Mile Points:	313.50	REGION:	5
Length:		MPO:	
Description:	ILLUMINATION ON BOTH RAMPS	Work Type:	SAFETY HOTSPOT

Highway:	OLD OREGON TRAIL	City:	
Route:	I-84	County:	BAKER
Mile Points:	340.00	REGION:	5
Length:		MPO:	
Description:	DYNAMIC CURVE WARNING SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	WALLOWA LAKE	City:	LA GRANDE
Route:	OR 82	County:	UNION
Mile Points:	0.20	REGION:	5
Length:		MPO:	
Description:	RIGHT-TURN LANE AND SIGNAL IMPROVEMENTS	Work Type:	SAFETY HOTSPOT

Highway:	WALLOWA LAKE	City:	
Route:	OR 82	County:	WALLOWA
Mile Points:	63.50	REGION:	5
Length:		MPO:	
Description:	LEFT-TURN LANE	Work Type:	SAFETY HOTSPOT

Highway:	PENDLETON-JOHN DAY	City:	PENDLETON
Route:	OR 37	County:	UMATILLA
Mile Points:	1.40	REGION:	5
Length:		MPO:	
Description:	RIGHT-TURN LANE	Work Type:	SAFETY HOTSPOT

Highway:	WESTON-ELGIN	City:	
Route:	OR 204	County:	UMATILLA
Mile Points:	18.80	REGION:	5
Length:		MPO:	
Description:	CURVE WARNING SIGNS	Work Type:	SAFETY HOTSPOT

Highway:	VARIOUS	City:	
Route:	VARIOUS	County:	VARIOUS
Mile Points:		REGION:	5
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS- DISTRICT 13	Work Type:	SAFETY INTERSECTION SYSTEMIC

Highway:	VARIOUS	City:	
Route:	VARIOUS	County:	VARIOUS
Mile Points:		REGION:	5
Length:		MPO:	
Description:	SIGNAL IMPROVEMENTS AT VARIOUS INTERSECTIONS- DISTRICT 14	Work Type:	SAFETY INTERSECTION SYSTEMIC