

Federal Lands Access in Oregon: Existing Transportation Needs

TECHNICAL MEMORANDUM #1

**Oregon Federal Lands Access Program (FLAP)
Statewide Needs Assessment**

April 2023

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PURPOSE AND BACKGROUND

Since 2013, the Federal Highway Administration’s (FHWA) Federal Lands Access Program (FLAP) has provided funds to state and local transportation system owners for projects that provide access to, are adjacent to, or are located within Federal lands. FLAP supplements state and local resources for public roads, transit systems, and other multimodal transportation facilities, with an emphasis on high-use recreation sites and economic generators. From 2013 to 2021, Oregon has received approximately \$371 million in FLAP distributions; the most recent 2022 Oregon FLAP Request for Proposals estimates \$35.7 million annually for projects that will be programmed in 2025 and 2026. Due to state values for recreation visits, Federal land area (Figure 1), and public road miles and bridges, Oregon benefits from a larger allocation of FLAP funding each cycle when compared to other states.

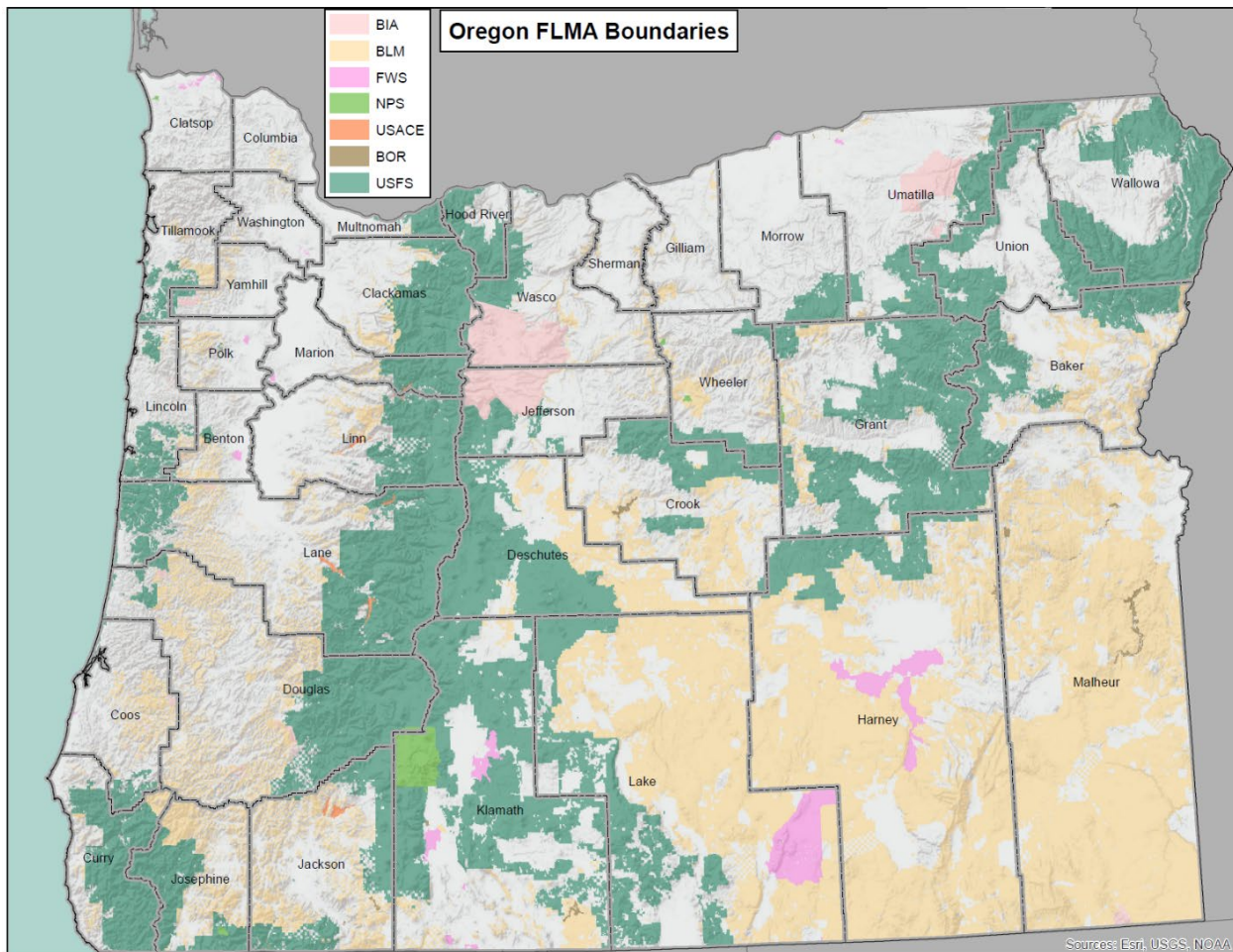


Figure 1: Oregon Federal Land Management Agency (FLMA) Boundaries

Currently, projects funded by FLAP are identified through a competitive process where non-federal applicants propose projects, these projects are evaluated against a set of ranking criteria, and final selections are determined collaboratively by the state’s Programming Decisions Committee. Many of Oregon’s FLAP funds go towards necessary maintenance and capital construction projects in rural counties, with local agencies historically receiving the majority of funds and project awards. While the FLAP Request for Proposals process has advanced critical transportation improvements across the state, a more strategic approach to identifying unmet Federal access needs would help ensure limited

program funds are directed towards projects that will measurably improve access and provide the greatest benefit to all partners. A “pipeline of projects” will provide decisionmakers with a tool to better understand and anticipate Federal lands access needs in Oregon, for FLAP funding and beyond.

The FHWA Western Federal Lands Highway Division (WFLHD) is leading an Oregon FLAP Statewide Needs Assessment to begin identifying and prioritizing unmet Federal lands access needs to be considered during future funding cycles. The final deliverable will include a FLAP Strategic Investment Plan that articulates prioritized Federal lands access needs and transportation improvement options. While this effort is focused on FLAP-eligible project needs, the composite list of federal lands access needs can also be integrated into state and local transportation planning processes. An early task of the Oregon FLAP Statewide Needs Assessment is to identify existing and unmet transportation needs across the state and local transportation system. This memorandum summarizes both the process used to identify potential existing Federal lands access needs and specific transportation needs, organized by region.

PROCESS FOR IDENTIFYING EXISTING FEDERAL LANDS ACCESS NEEDS

The current status of statewide Federal lands access needs was determined through the following methods:

- Reviewing unfunded FLAP proposals submitted between 2013 and 2021;
- Scanning existing plans and studies that have Federal lands access needs identified; and
- Creating a statewide Federal lands access network layer to understand tribal, state, and local transportation connections to the Federal estate.

The following sections provide an overview of each method, with specific Federal lands access needs detailed in the following sections.

Summary of Oregon FLAP Proposals (2013 to Present)

The Oregon FLAP has received 324 project proposals between 2013 and 2021, with 156 projects receiving funding from the program. To date, state and local applicants have requested over \$818 million in Oregon FLAP support. The program has funded approximately \$376 million in Federal lands access improvements (shown in Table 1). While \$376 million is a significant amount of Federal funding for one state, it is still not enough to address all of the access needs that exist.

Table 1: Summary of Oregon FLAP Proposals Received and Awarded (2013 to 2021)

Funding Cycle	Proposals Received	FLAP Funds Requested	Projects Awarded	FLAP Funds Awarded
2013	50	\$ 122,052,647	22	\$ 57,241,000
2014	40	\$ 13,540,035	15	\$ 4,730,600
2015	45	\$ 87,902,974	24	\$ 40,531,267
2016	53	\$ 106,958,187	46	\$ 99,128,082
2018	68	\$ 189,007,269	25	\$ 63,867,767
2021	64	\$ 299,314,936	24	\$ 110,772,484
TOTAL	320	\$ 818,776,048	156	\$ 376,271,200

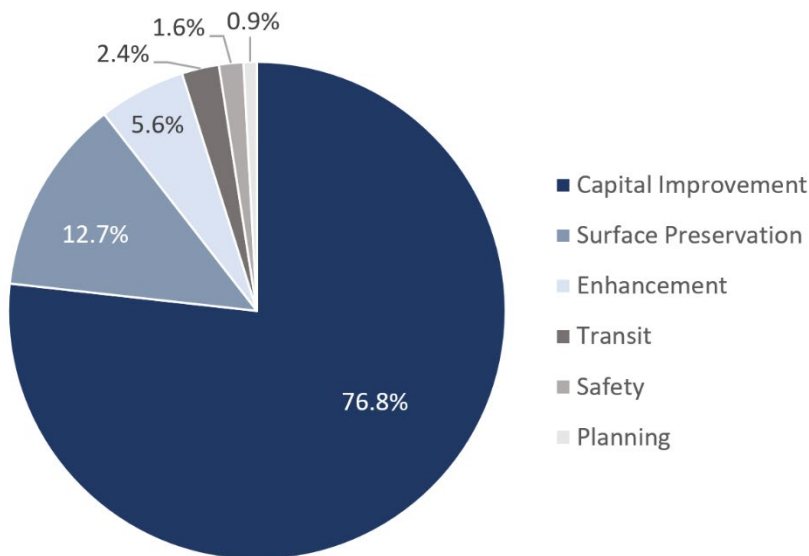


Figure 2: FLAP Funding Awarded by Project Type

FLAP funds can be spent on any public road, bridge, trail, or transit system that provides access to Federal lands where title or maintenance responsibility is vested in a state, county, local government, or tribe. A variety of project types are eligible, but capital improvements (like road rehabilitation and culvert replacements) have received the largest share of program funds (Figure 2). This project type breakdown holds true for unfunded FLAP proposals as well.

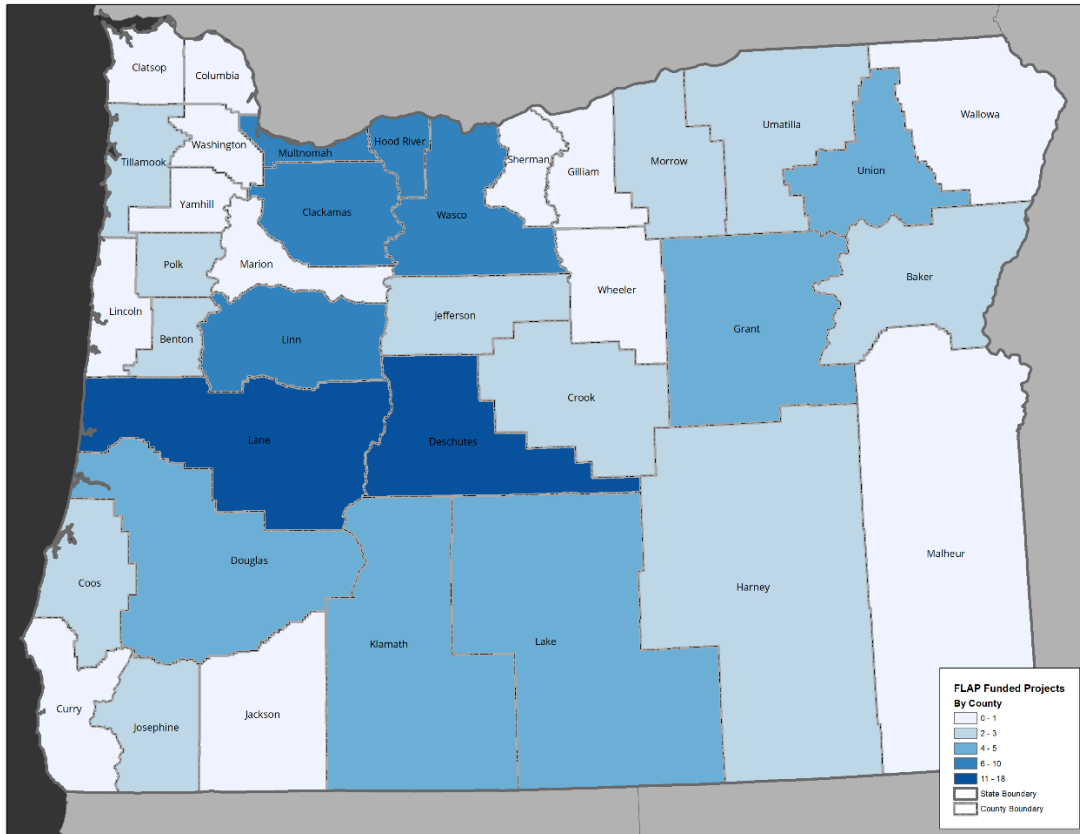
Since 2013, Oregon’s counties and the Oregon Department of Transportation (ODOT) have submitted the overwhelming majority of proposals during FLAP funding cycles (219 and 130 proposals, respectively). Total program funds are roughly split between the two system owners, shown in Table 2. While county and state program funding levels are similar, it is worth noting that the total number of awarded projects is significantly different between the two system owners. Counties have had more projects supported by FLAP, but the individual project costs are much lower. ODOT, on the other hand, has a smaller portfolio of FLAP projects, but many of those projects are larger and more complex.

Table 2: FLAP Funding by Transportation System Owner

Applicant	Proposals Received	FLAP Funds Requested	Projects Awarded	FLAP Funds Awarded
City	11	\$ 21,133,329	2	\$ 3,097,041
County	219	\$ 514,944,925	97	\$ 184,068,969
State	130	\$ 561,097,792	51	\$ 185,001,348
Federal	10	\$ 16,992,413	0	\$ -
Other	11	\$ 12,138,004	6	\$ 878,564

In addition to reviewing the program’s impact by transportation system owner, it’s also important to consider the geographic footprint of FLAP across the state. Depicted in Figure 3, Deschutes and Lane counties have been awarded the greatest number of FLAP projects since 2013 (18 and 11 projects, respectively). Another “investment hotspot” exists in northern Oregon in Clackamas, Hood River, Multnomah, and Wasco counties, due in large part to high use recreation sites along the Columbia River Gorge National Scenic Area and within the Mount Hood National Forest.

Figure 3: Total FLAP-Funded Projects by County



Scan of Existing Plans and Studies

Various plans and studies have been completed at the federal, state, regional, and local level that inform Federal lands transportation access in Oregon. Some of these planning documents are high-level policy plans that articulate vision, goals, and performance objectives. Other plans and studies address specific transportation problems and provide detailed project recommendations to implement in the future. To determine potential unmet Federal lands access needs, WFLHD completed a review of relevant planning documents. This section describes at a high-level the plans and studies that were scanned as part of this needs identification task. Specific needs that were identified within existing plans and studies are further described in the next section.

National and Multi-State

Federal Land Management Agency National Long Range Transportation Plans

Long Range Transportation Plans (LRTPs) are an essential element of a Federal Land Management Agency’s (FLMA) planning process. The traditional LRTP covers a 20-year planning horizon and offers a strategic framework for transportation investment agency-wide. For FLMAs, these LRTPs provide guidance to regional and unit staff who make transportation investment and system maintenance decisions every day.

- Bureau of Land Management (BLM) [Transportation Connections 2040 National LRTP](#) (2021)
- Bureau of Reclamation (BOR) [National LRTP](#) (2021) – *includes project-specific needs*
- National Park Service (NPS) [National LRTP](#) (2017)

- US Fish & Wildlife Service (USFWS) [PLAN 2035 – The National LRTP](#) (2016)

Pacific Northwest Collaborative FLMA LRTP (CLRTP)

The Pacific Northwest CLRTP (2019) is the result of a collaborative multiagency planning effort to establish common long-range goals, conditions, and actions of mutual benefit concerning those transportation facilities and services associated with Federally-managed land units located in Oregon and Washington. The plan represents the shared interests of the Oregon and Washington units of the Bureau of Land Management (BLM), National Park Service (NPS), U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (FWS), and the U.S. Forest Service (USFS). All aspects of the CLRTP have been structured around six long range transportation goals that represent shared values among the participating Federal agencies. These goals are the basis for determining the existing conditions of agency owned and maintained transportation assets, have been the subject of trend and technical reports, form the backdrop for funding program discussions, and define the reason for this document's implementation plan:

- **Place-Based Collaboration** — Plan and manage a transportation system that depends upon collaboration and mutually beneficial actions.
- **Resource Protection** — Plan and manage Federal lands transportation networks to emphasize stewardship of natural and cultural resources and promote ecological sustainability.
- **Safety** — Provide safe and appropriate multimodal transportation access for all users of Federal lands.
- **Access and Connectivity** — Provide a seamless, multimodal transportation system that supports community connectivity and access to public lands.
- **Visitor Experience** — Promote ease and enjoyment of travel to and within Federal lands.
- **Asset Management** — Provide a transportation system with cost-effective assets that meets agency objectives over time.

State

Oregon Transportation Plan (OTP)

The Oregon Transportation Plan, or OTP, is the long-range transportation system plan for the whole state. It establishes a vision and policy foundation to guide transportation system development and investment. The OTP guides decisions by the Oregon Department of Transportation (ODOT) and other transportation agencies statewide, and is reflected in the policies and decisions explained in local and regional plans. Although the OTP does not identify specific projects for development, it provides a framework for prioritizing transportation improvements and developing funding.

ODOT Modal and Topic Plans

Statewide modal and topic plans have been adopted to further OTP implementation and refine the OTP's broad goals, policies, strategies, and investment scenarios. The following ODOT Modal and Topic Plans were reviewed as part of the OR FLAP Needs Assessment:

- **Oregon Bicycle and Pedestrian Plan** – The plan supports decision-making for walking and biking investments, strategies and programs and guides the state through efforts such as prioritizing projects, developing design guidance, collecting important data and other activities that support walking and biking in Oregon.

- **Oregon Freight Plan** – The purpose of this plan is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses.
- **Oregon Highway Plan** – ODOT is in the process of updating the Oregon Highway Plan, which provides a long-range vision for the state highway system. The plan also provides a framework for prioritizing investments statewide and regionally on the state highway system and informs tactical-level planning and management objectives.
- **Oregon Public Transportation Plan** – This is the statewide mode plan for all forms of public transportation.
- **Oregon State Rail Plan** – The State Rail Plan explores the issues affecting the state’s rail freight and passenger system over 25 years. It assesses both public and private transportation facilities and services at the state, regional and local level.
- **Oregon Transportation Options Plan** – The Oregon Transportation Options Plan envisions a safe, affordable, and efficient transportation system for Oregon residents, employees, and visitors. Policies, strategies, and programs described in the Oregon Transportation Options Plan promote efficient use of existing transportation system investments, reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare.
- **Oregon Transportation Safety Action Plan** – The Oregon Transportation Safety Action Plan (TSAP) demonstrates the State’s commitment to the safety of all road users. It is a data-driven, statewide, multi-year, comprehensive plan that provides long-term goals, policies, strategies, and near-term actions to eliminate deaths and life-changing injuries on Oregon’s transportation system by 2035.

Regional

Metropolitan Planning Organization (MPO) Regional Transportation Plans (RTP)

Federal transportation legislation requires all urbanized areas of 50,000 or greater population to maintain a continuing, comprehensive and cooperative (3C) transportation planning process. MPOs are responsible for carrying out this 3C planning process. There are eight MPOs in Oregon that oversee regional cooperation in transportation planning and prepare Regional Transportation Plans (RTP) to guide multimodal transportation investments.

In reviewing Oregon MPO RTPs, the overwhelming majority did not mention the Federal Lands Access Program or identify any needs/resources associated with Federal lands. Most MPOs with Federal lands within their planning jurisdiction classified access to these places under broad categories such as parks and outdoor recreation locations, not discussing them as Federal lands or mentioning the FLAP program or special funding that is available for these areas. One notable exception is the Salem-Keizer (SKATS) 2019-2043 Regional Transportation Systems Plan, which specifically identifies both the FLAP, as well as federal lands which might be eligible for FLAP funds/projects.

Local

Association of Oregon Counties (AOC) Reports and Studies

The AOC is dedicated to improving the ability of county government to serve. An important priority for AOC is enhancing county road departments and addressing county transportation needs through the County Road Program (CRP) and the FLAP. Through a program agreement with FHWA and the Oregon

Department of Transportation, AOC also serves as the “appropriate political subdivision of the State” to represent local transportation entities on the FLAP Programming Decisions Committee.

The CRP maintains a database of reports, surveys, and data on county road revenue and expenditures. A 2014 County Road Needs Study was completed to determine and demonstrate funding needed to maintain and manage the county road system to meet the needs of the traveling public through 2018. While the Needs Study is out of date, the underlying transportation funding challenges described in the final report are still relevant. To maintain their roads, counties in Oregon have long received shared US Forest Service timber receipts, which have been decreasing significantly in recent years. Between declining revenues and increasing costs to improve roads and bridges, the county road system’s maintenance and construction needs have grown exponentially. Since 2013, FLAP has provided much-needed investment into local transportation systems that access Oregon’s federal lands.

Oregon County Transportation System Plans (TSP)

Oregon state law requires counties to prepare Transportation System Plans (TSP) that are consistent with the MPO Regional Transportation Plan and Oregon Transportation Plan. TSPs establish transportation policies at a local level and identify specific projects to meet the needs of the community. Many of Oregon’s County TSPs include funded and illustrative project lists on the local transportation system. As part of this FLAP Needs Assessment study, these local project lists were reviewed to determine potential unmet access needs to Federal lands. Because over half of Oregon’s land is Federally-owned and managed, most TSPs include project needs that could be eligible for FLAP funding. These needs are explored further in the following section.

Federal Land Management Agency (FLMA) Unit Plans

Many FLMA units (National Parks, National Forests, National Wildlife Refuges, etc.) have completed travel management planning and analysis studies to inform more localized transportation decision making. While these plans are usually focused on the transportation system owned and maintained by the FLMA, some consider access needs that occur outside of the Federal land boundary. For example, the General Management Plan for the John Day Fossil Bed National Monument suggests that alternative transportation options to and from the monument be explored as a strategy for decreasing greenhouse gas emissions per NPS guidance on addressing climate change.

Corridor Plans and Studies

These planning documents analyze a corridor in terms of future growth, operational challenges, and transportation needs. Additionally, many corridor plans and studies play an important role in identifying and prioritizing projects for future programming documents. Corridor studies are often seen as a bridge between long-range plans and project identification and implementation. Because of its comprehensive nature, this type of study involves more public involvement than most short-term studies.

Road Safety Audits (RSA)

According to the Federal Highway Administration (FHWA), a Road Safety Audit (RSA) is “the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team; it qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users”. Many state and local agencies have completed RSAs to evaluate unsafe road conditions and determine potential safety

countermeasures. Safety projects are eligible to receive FLAP funds and prior to 2022, these types of projects received the added benefit of not requiring a local funding match.

Oregon Federal Lands Access Routes

Federal lands access routes are those routes not owned by a Federal Land Management Agency, but provide access to lands managed by the FLMA. Transportation facility title and/or maintenance responsibility must be vested in a state, county, local government, or tribe. There currently isn't a standardized process for identifying FLAP-eligible routes, but FHWA has developed a methodology to determine potential FLAP-eligible routes as a tool for assessing and prioritizing access needs. An Oregon Federal Lands Access Route linear data layer was created early in the Needs Assessment study to flag state and local transportation facilities that access Federal lands.

Methodology for Creating Federal Lands Access Routes

In order to identify potential FLAP-eligible routes, the following geospatial information system (GIS) data are needed:

- **Public Road Mileage Data** - a complete statewide dataset of FHWA's [All Roads Network of Linear Referenced Data](#) (ARNOLD) is essential for completing the network analysis. This linear data includes all federal, state, and local public road mileage.
- **FLMA Facility Data** – a complete statewide dataset for all FLMA facilities, parking lots, and recreation sites is also needed.

These datasets should be displayed in the same GIS view and distinguished by unique symbology so the identification of non-FLMA routes is obvious (e.g., tribal roads are symbolized green, state roads are symbolized red, county and local roads are symbolized blue, and FLMA routes are symbolized grey). The next step is to find non-FLMA routes that are directly connected to an FLMA route, parking lot, or recreation site, and trace that route back from the FLMA unit to the closest intersection of a route of equal functional classification or higher, typically a state route. This is a general guideline and may not always represent FLAP-eligibility – discretion should be made for the route network in area. Routes can vary in size depending on the density of the route network in the area. Some routes go through an FLMA and need to be traced back on both sides, while others are one way in and one way out.

A map of potential Federal Lands Access Routes for Oregon is depicted in Figure 4.

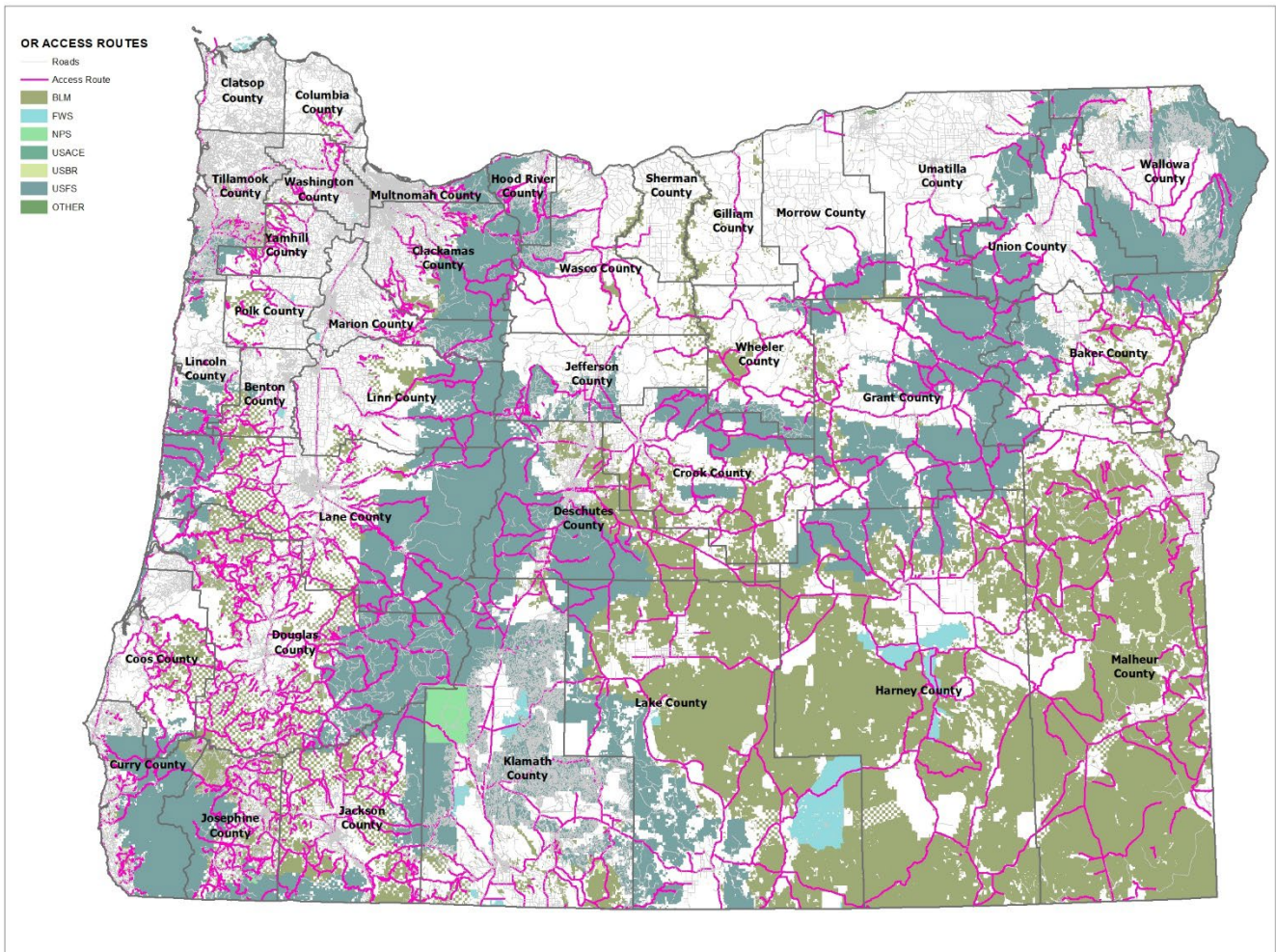


Figure 4: Oregon Federal Lands Access Routes

UNMET FEDERAL LANDS ACCESS NEEDS BY REGION

By examining unfunded FLAP proposals, existing plans and studies, and non-Federal transportation connections to Federal lands, existing FLAP access needs can be identified for further consideration. Unmet Federal lands access needs that have been compiled as part of this initial existing conditions technical memo are organized by region for ease of review. The Oregon Department of Transportation regions, shown in Figure 5, serve as the framework for the following sections.

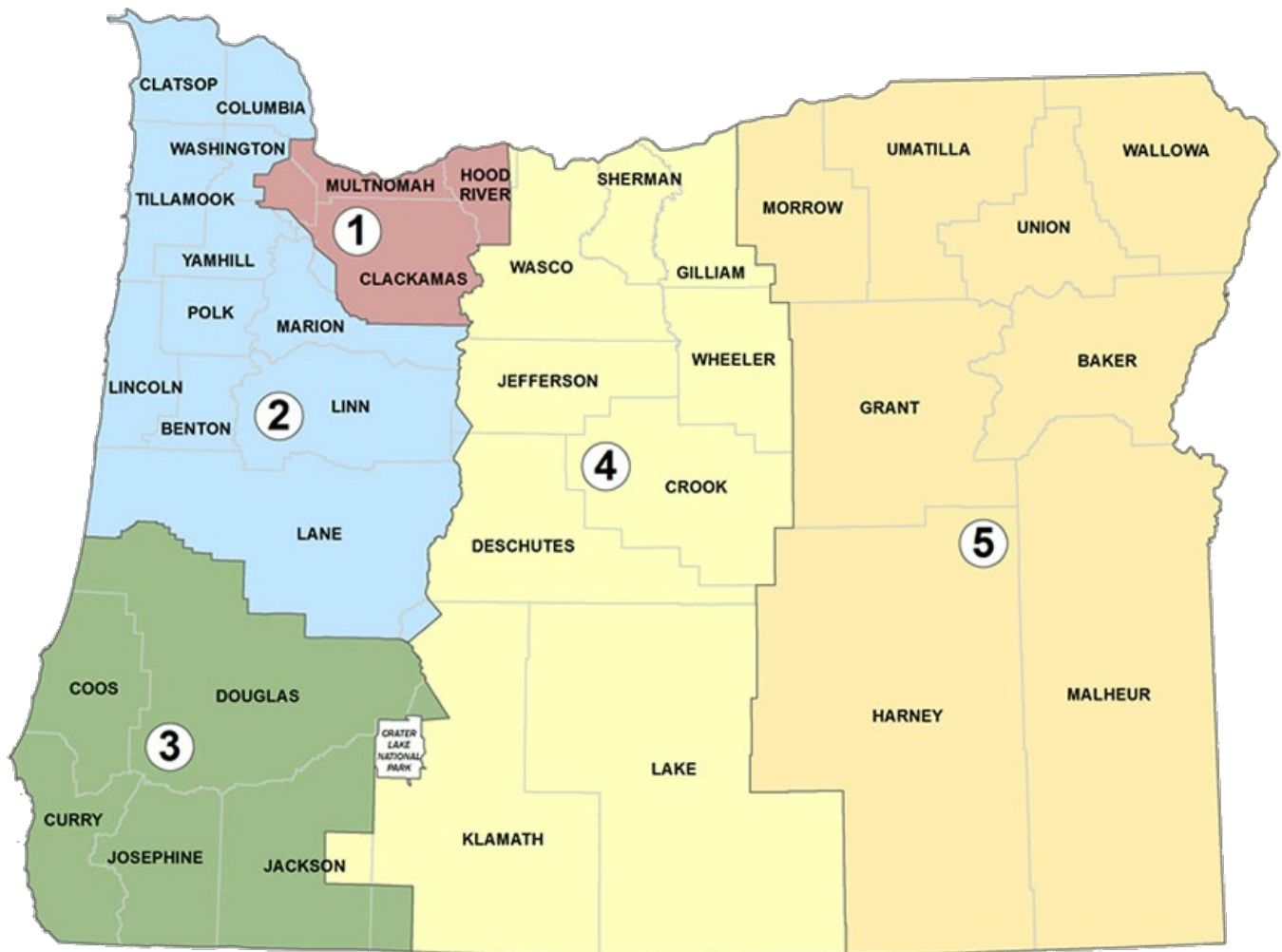


Figure 5: ODOT Regions

Portland Metro Region (ODOT Region 1)

Counties: Clackamas, Hood River, Multnomah, and Washington

Area Commissions on Transportation (ACT): Region 1 ACT

Total FLAP Funds Requested between 2013 and 2021: \$137.0M

Total FLAP Funds Awarded since 2013: \$86.2M

Unfunded FLAP Proposals in Portland Metro Region

There have been twelve (18) proposals submitted during previous funding cycles that were not awarded. These projects, representing \$50.8M in unmet need based on the total project cost, are depicted in Figure 6 with additional project information included in Table 3.

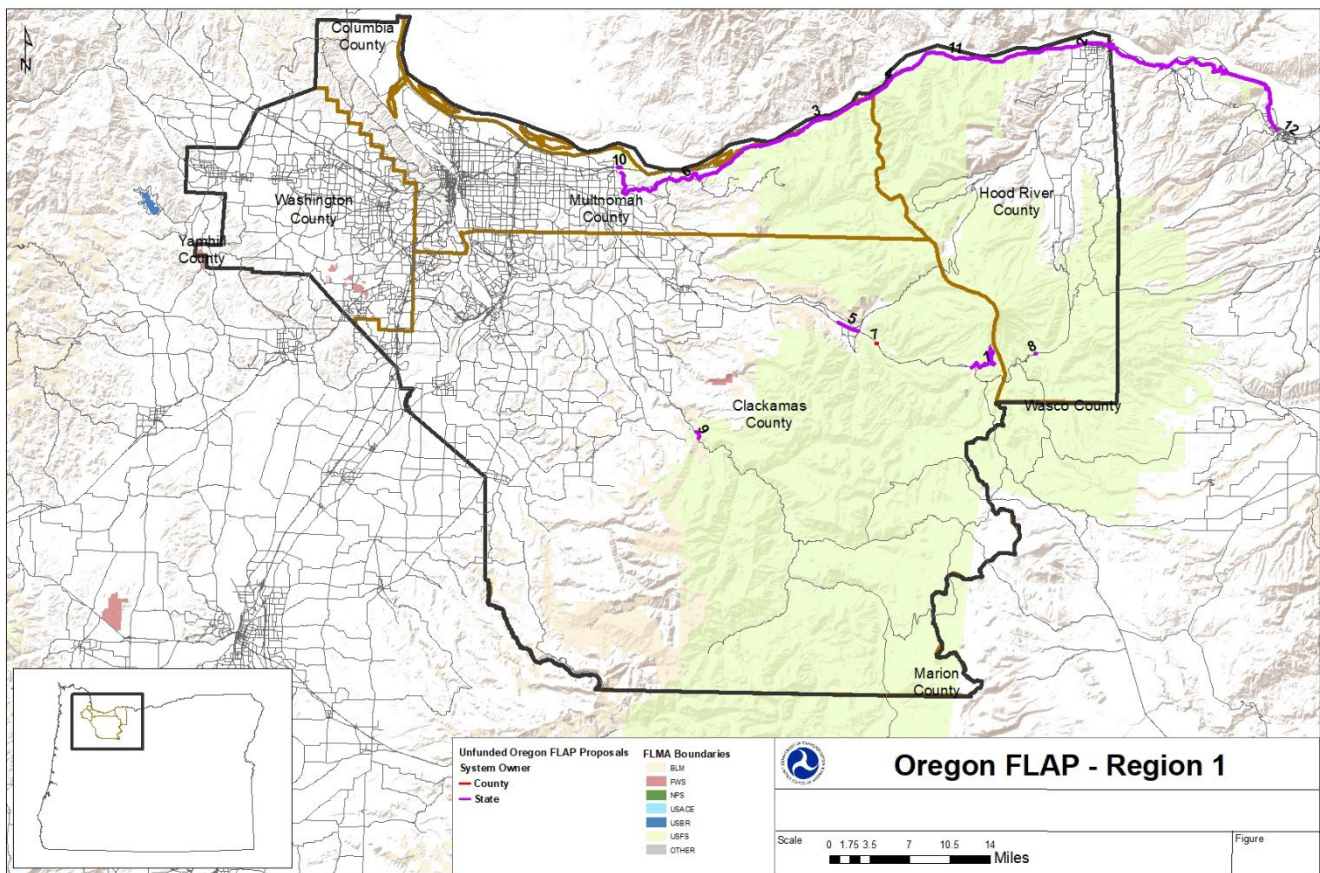


Figure 6: Unfunded FLAP proposals in Portland Metro Region **UPDATE**

Table 3: Unfunded FLAP Proposals in Portland Metro Region - 2013 to 2018

R1 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
1	2013	Timberline Recreation Area Plaza and Visitor Portal on Local Route #173 – Timberline Road	Mt Hood NF	USFS, ODOT, Timberline Lodge	The main focus is to enhance the approach to the Timberline Complex by directing visitors towards the Wy' East Day Lodge to help them find their way to the “entrance” and information area.	\$438,564	\$393,524
2	2013	Hood River Park and Ride expansion off of Interstate 84	Mt. Hood National Forest; Columbia River Gorge National Scenic Area	Hood River County Transportation District	The requested funding will pay for the construction of an addition to the District’s Park and Ride facility that is currently under development.	\$300,000	\$269,190
3	2014	Historic Columbia River Highway Overlay: Ainsworth to J.B. Yeon State Park	Columbia Gorge National Scenic Area, Bonneville Dam	ODOT	Pavement overlay the Frontage Road that serves as the Historic Columbia River Highway connection between Ainsworth State Park (I-84: Exit 35) and John B. Yeon Trailhead (I-84: Exit 37).	\$484,292	\$434,780
4	2018	Bridge of the Gods Multimodal Access and Safety Improvements Project - Enhancing the Pacific Crest Trail (Phase 1)	Columbia River Gorge National Scenic Area	Port of Cascade Locks	This planning study seeks to develop a preferred preliminary design alternative and obtain necessary permits to improve safety and access for pedestrians on and adjacent to the Bridge of the Gods.	\$934,420	\$552,334
5	2018	US 26: Multi-Use Trail Refinement Plan (Wildwood Recreation Site to Salmon River Rd)	NW Oregon District	ODOT	Refine a corridor plan and conduct preliminary design for a bicycle and pedestrian multi-use trail along the US 26 Corridor between the entrance to the Wildwood Recreation Site and Salmon River Rd in Welches, OR. The plan will evaluate alignment and design options for a path along the South side of US26 and engage stakeholders in the selection of a preferred design option.	\$500,000	\$413,650
6	2018	Historic Columbia River Highway: Larch Mountain Landslide Mitigation Alternatives Analysis and Feasibility Study	Columbia River Gorge National Scenic Area	ODOT	Conduct a feasibility study and alternative analysis to identify a preferred alternative to address on-going landslide movement that impacts safety and operations of the HCRH just west of Crown Point.	\$250,000	\$224,325
7	2015	Rhododendron Pedestrian Bridge (# 99019) Replacement Project- Zigzag River	Mt Hood NF	Clackamas County	The County's Preferred Project is to replace it with a new 12-foot wide bridge that meets County standards and has lower long-term maintenance costs.	\$1,010,520	\$906,739

R1 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
8	2013	Hwy 35 Safety Improvements at Meadows Creek and Mt Hood Meadows Ski Area on Oregon State Highway 35	Mt Hood NF	ODOT	Replace the undersized 90 foot long Meadows Creek Culvert on Highway 35 with a countersunk box culvert 19' wide x 14' high x 113 feet long to accommodate high flows during storm events and reduce the potential for damage to the highway. Safety improvements involve the construction of a left turn lane for northbound traffic and a right turn lane for southbound traffic onto FSR 3545, access road to the lower parking lots at Mt Hood Meadows Ski Area.	\$5,755,000	\$1,933,962
9	2015	OR 224 Pavement Restoration MP 31.8 to 32.8	Mt Hood NF	ODOT	The proposed work scope includes roadway resurfacing, guardrail adjustment, and striping.	\$784,466	\$703,902
10	2018	Jordan Road/Sandy River Delta Trail (Project funded using 2019 Metro bond funds)	Columbia River Gorge National Scenic Area	ODOT	Funds would support the construction of a 1/4 mile multi-use trail connection to the USFS managed Sandy River Delta along Jordan Road, connecting Lewis and Clark State Park, the I-84 Sandy River Bridge Multi-Use Trail to the 40-mile loop with future connections to downtown Troutdale.	\$1,688,329	\$1,327,402
11	2013	Columbia River Gorge Tourism-Related Congestion Mitigation Strategy	USDA Forest Service, Columbia River Gorge National Scenic Area	Oregon Department of Transportation	This planning project will help the land management agencies and law enforcement agencies better understand the extent of the existing problems caused by peak day tourist congestion and identify potential affordable and achievable solutions to help mitigate these impacts.	\$300,000	\$269,190
12	2018	Gorge Hubs - Historic Columbia River Highway Enhancements	Columbia River Gorge National Scenic Area Mt Hood National Forest	City of the Dalles City of Mosier City of Cascade Locks City of Troutdale	Design and construct Gorge Hubs in Mosier and the Dalles, Construct Gorge Hubs in Cascade Locks and Troutdale	\$1,909,562	\$1,527,172
13	2021	Columbia River Gorge Waterfall Corridor Improvements	Columbia River Gorge National Scenic Area	ODOT	This proposal will deliver integrated, multi-modal access and demand management solutions to Columbia River Gorge "Waterfall Corridor" transportation system. The proposed sub-elements represent continued steps by partner agencies to resolve transportation problems surround this high-use corridor. 1. TRANSIT OPERATIONS. 2. TRANSIT FACILITIES. 3. TRAFFIC CONTROL & PARKING	\$4,653,500	\$4,653,500

R1 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
					ACCESS MANAGEMENT. 4. ENHANCED PEDESTRIAN ACCESS.		
14	2021	Historic Columbia River Trail Reconnection	Columbia River Gorge National Scenic Area	ODOT, Oregon Parks and Rec	Construct a 1.1-mile segment of the Historic Columbia River Highway State Trail from an abandoned segment of the Historic Columbia Highway at Ruthton Point to a new Ruthton Park Trailhead (Segment H).	\$26,158,503	\$26,158,503
15	2021	Mount Hood Sno-Park Resurfacing	Mt. Hood National Forest	ODOT, USDA Forest Service	Repair pavement base and repave surfaces in 7 Sno-parks on the Mt. Hood National Forest to improve enjoyment by the public, protect resources and allow continued enjoyment by the recreating public.	\$2,995,263	\$2,995,263
16	2021	OR35 White River Bridge Reconstruction Study	Mt. Hood National Forest	ODOT	The proposed planning study will evaluate alternatives to replace the existing bridge with a long term solution.	\$500,000	\$500,000
17	2021	Barlow Trail Road Surface Preservation	BLM Sandy Ridge Trail System	Clackamas County	Apply a 2 inch asphalt overlay on 6.73 miles of Barlow Trail Road from Sleepy Hollow Road to Lolo Pass Road. The proposed project will also add 1,300 linear feet of guardrail on Barlow Trail Road to improve safety.	\$5,510,146	\$5,510,146
18	2021	Cascade Locks Trail System and Trailheads	Columbia River Gorge National Scenic Area Mt. Hood National Forest	USDA Forest service, Hood River County	Proposed work includes design and construction of two trailheads for the Cascade Locks Trail System, a 15-mile shared use trail system being developed in partnership with the Port of Cascade Locks (POCL) and Northwest Trail Alliance (NWTa).	\$2,342,800	\$2,014,775

Access Needs Identified in Existing Plans and Studies in Portland Metro Region

The following existing plans and studies included unmet Federal lands transportation access needs:

- [Columbia Gorge Express Expansion Near Term Service Plan \(2018\)](#)** - The Columbia Gorge Express began as a transit pilot project by ODOT operating on summer weekends in 2016 and 2017 between Portland, Rooster Rock and Multnomah Falls. The service expanded to daily, year-round service in 2018, with added stops in Cascade Locks and Hood River. It is funded through a combination of Federal and state public transportation funds, including FLAP and Statewide Transportation Improvement Funds. The 2018 Columbia Gorge Express Expansion Near Term Service Plan offers service operation improvements through 2020, based on availability of FLAP funding.
- [Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan \(2019\)](#)** - Recognizing a need for new congestion mitigation and transportation safety measures, ODOT, U.S. Forest Service, Oregon Parks and Recreation Department and Multnomah County, in partnership with FHWA Western Federal Lands, Highway Division, came together to develop a plan for improving the user experience throughout the Historic Columbia River Highway corridor. The Plan aims to preserve the historic and scenic integrity of the Historic Highway, while improving the safety and experience for all people living, accessing, and visiting the area. Many safety implementation strategies were identified, shown in Figure 7, Figure 8, and Figure 9.



Figure 7: HCRH Congestion and Transportation Safety Improvement Plan Implementation Strategies – West Study Area

Historic Columbia River Highway



Figure 8: HCRH Congestion and Transportation Safety Improvement Plan Implementation Strategies - Central Study Area

Historic Columbia River Highway



Figure 9: HCRH Congestion and Transportation Safety Improvement Plan Implementation Strategies - East Study Area

- **The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan (2016)** – The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan provides a long-term, prioritized set of pedestrian and bicycle infrastructure improvements to increase transportation choices within The Villages, including access to transit. Many of these improvements are related to Federal lands access to the Mount Hood National Forest, shown in Figure 10.

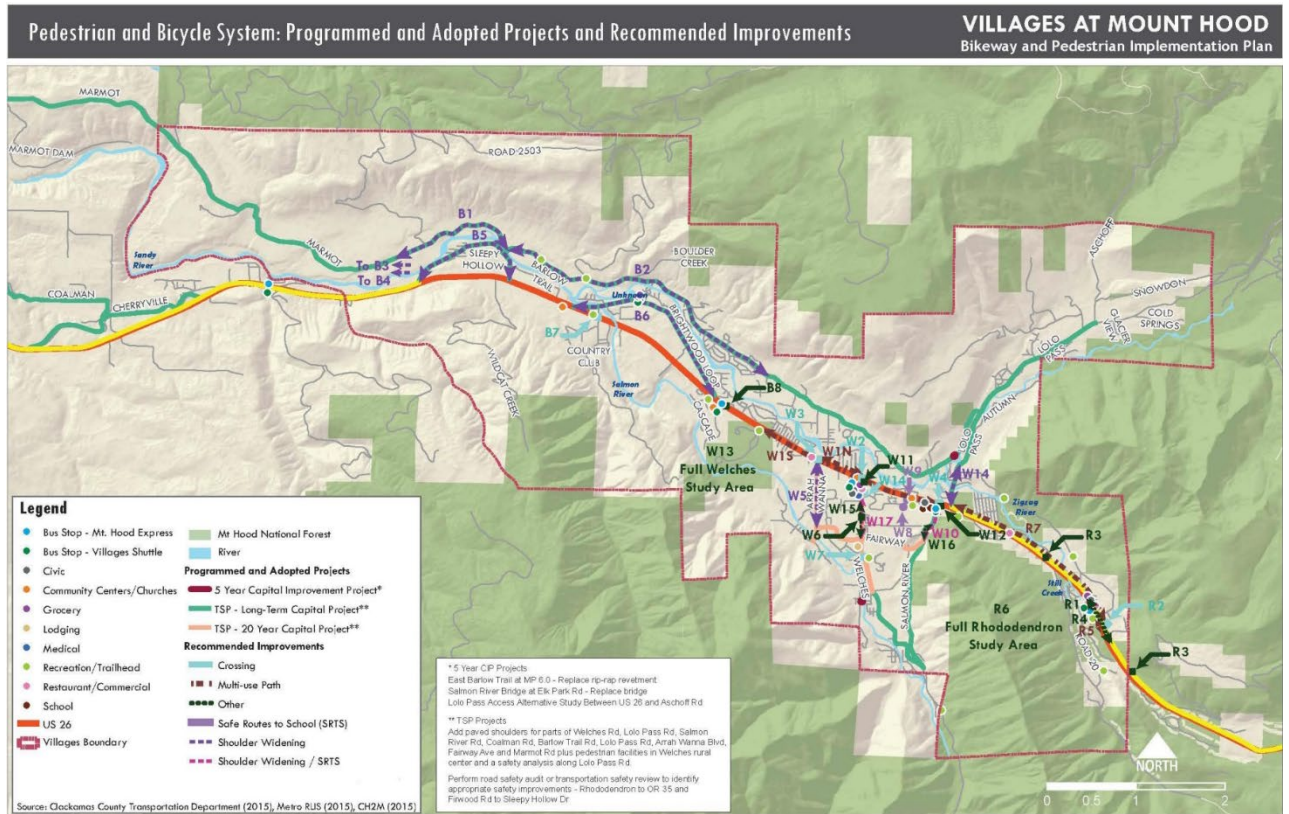


Figure 10: The Villages at Mount Hood Bikeway and Pedestrian Implementation Plan Recommended Improvements

- **Multnomah County Transportation System Plan (2016)** - The Multnomah County Transportation System Plan (TSP) forms the transportation element of the Multnomah County Comprehensive Plan and is the master plan for how the County’s rural transportation system will evolve and develop for the next 20 years. The plan includes a prioritized list of projects intended to help manage traffic and ensure safe multimodal travel within the count. One low-priority, high-cost bicycle improvement was identified as a Federal lands access need (Figure 11).

Project Number	Project Location	Project Description	Priority	Cost
E17	Larch Mt. Road: HCRH to end of county road	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs. Solutions can be used for pedestrian use (i.e. shoulders).	low	\$\$\$

Figure 11: Multnomah County TSP Access Need

- **Mount Hood Multimodal Plan Update (In Progress)** – The Mt. Hood Multimodal Transportation Plan built on previous planning efforts to identify ways to enhance traveler access and help reduce congestion in the short-term (five years), as well as long-term (15 years)

from 2014. ODOT is collaborating with Clackamas County, Hood River County, and US Forest Service to update the priority project list in 2022.

- **[Oregon 224 Corridor Study – Phase 1 Baseline Conditions \(2021\)](#)** – In 2020, the Mount Hood National Forest experienced unprecedented catastrophic wildfire events that damaged recreational sites and transportation assets along the Clackamas River corridor. To leverage the ongoing recovery efforts happening in the Mount Hood National Forest, the U.S. Forest Service (USFS) requested technical planning assistance from the FHWA Western Federal Lands Highway Division (WFLHD) to complete an Existing Conditions Assessment of the OR 224 corridor to better understand the extent of post-wildfire conditions as they relate to future use and transportation system resiliency within the National Forest. The plan includes high-level scoping for a Phase 2 Corridor Master Plan.

Northwest Oregon Region (ODOT Region 2)

Counties: Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Western Washington, Western Clackamas, and Yamhill

ACTs: Northwest ACT, Mid-Willamette Valley ACT, Cascades West ACT, Lane ACT

Total FLAP Funds Requested between 2013 and 2021: \$160.4M

Total FLAP Funds Awarded since 2013: \$65.8M

Unfunded FLAP Proposals in NW Oregon Region

The Northwest Oregon Region has received approximately 24% of the state's awarded FLAP funds between 2013 and 2018. Thirty-nine (39) proposals were submitted during previous funding cycles that were not awarded. These projects, representing \$108.1M in unmet need based on the total project cost, are depicted in Figure 12 with additional project information included in Table 3.

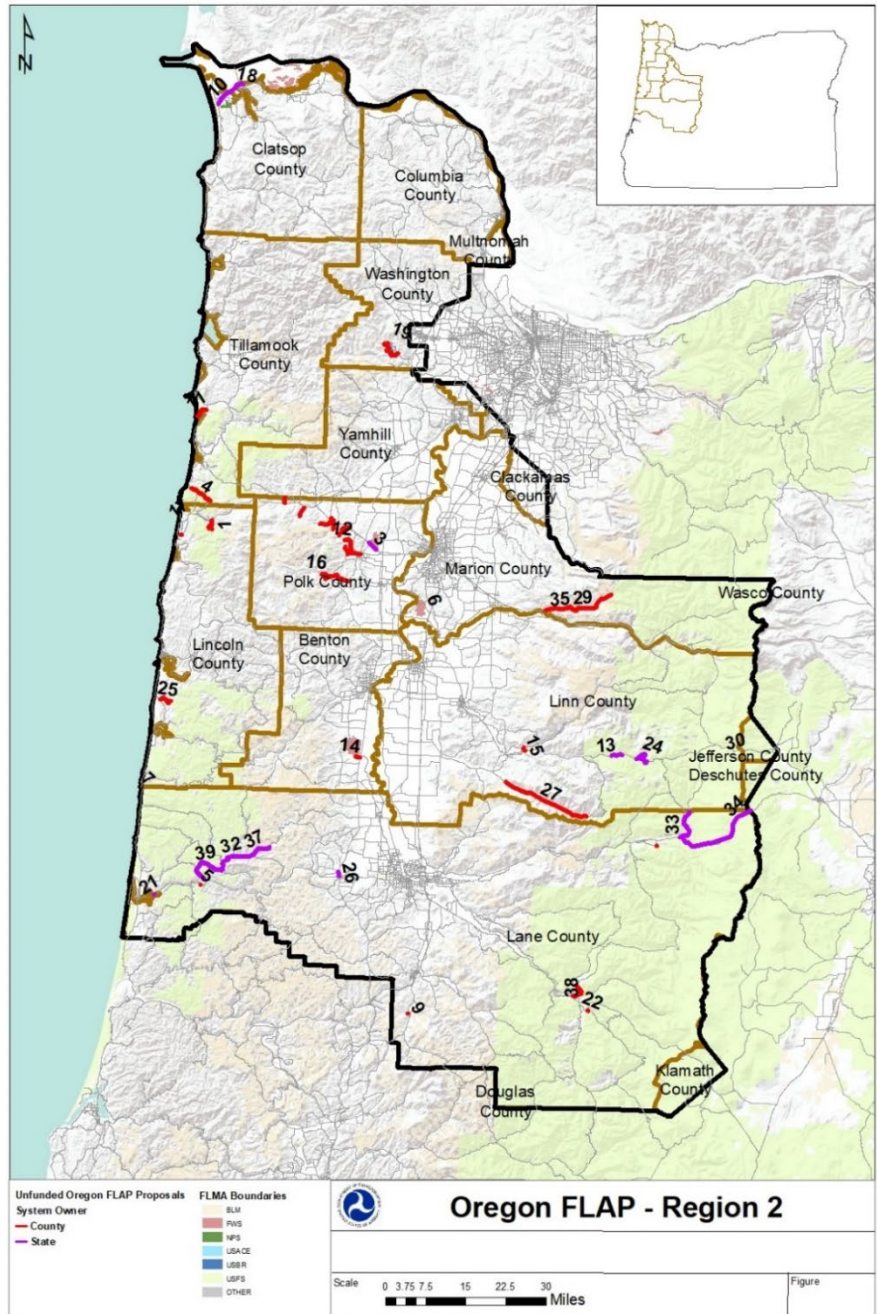


Figure 12: Unfunded FLAP proposals in Northwest Oregon

Table 4: Unfunded FLAP Proposals in the Northwest Oregon Region - 2013 to 2018

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
1	2013	Bear Creek Road Reconstruction on Forest Service Route 17	Siuslaw NF	Lincoln Cty	Grind out failed base of the paved section, rebase, and apply a 2-inch overlay. (Overlay 2 miles of road at 28 feet wide).	\$566,274	\$508,118
2	2013	East Devils Lake Road Bridge Replacements and Wetland Enhancements on Forest Service Routes 1726 and 17	Siuslaw NF	Lincoln Cty	The Proposed Alternative would raise a quarter mile of county road approximately 3 feet above existing ground and replace the two existing structures with 60-foot long single span bridges.	\$4,500,000	\$4,037,850
3	2013	Safe Access to Baskett Slough National Wildlife Refuge from Oregon Highway 22 on State Route 22	Baskett Slough NWR	ODOT	The project will correct unsafe ingress to Baskett Slough National Wildlife Refuge Headquarters for west-bound traffic along a heavily traveled section of OR-22.	\$1,600,000	\$1,350,000
4	2013	Slab Creek Road Rehabilitation on Local Route #982	Siuslaw NF	USFS, Tillamook Cty	The asphalt road surface will be restored to a uniform 22-foot width with gravel shoulders and gravel pullouts at selected locations. The proposed project is intended to stabilize the roadbed, improve the driving facilities, and improve safety.	\$6,300,000	\$5,652,990
5	2013	Sweet Creek Road at Martin Creek, PM 2.15, Culvert Replacement on Sweet Creek Road, County Road #5036-00	Siuslaw NF	Lane Cty	Replace the deteriorated, undersized 36" round metal culvert with a 171" x 110" arch pipe that allows fish passage, and widen the road to match the new Sweet Creek viaduct project recently funded by Western Federal Lands Highway Division.	\$384,750	\$345,236
6	2013	Safe Access to Nature Center Site at Ankeny National Wildlife Refuge on Ankeny Hill Road, Buena Vista Road	Ankeny NWR	USFWS	The project will correct unsafe access conditions to a planned Nature Center located on the Ankeny National Wildlife Refuge. The project would relocate the Refuge entrance (per recommendations and analysis in the studies) to create safe conditions for ingress and egress, and would create adequate parking.	\$1,478,000	\$1,182,400
7	2013	Cape Perpetua Visitor Center Interpretive and Accessibility Upgrade on US Highway 101/ Oregon Coast Highway No. 9/ Pacific Coast Scenic Byway/ All American Road	Siuslaw NF	USFS	This project will implement a collaboratively developed, updated interpretive and education theme through the fabrication and installation of new exhibits at Center.	\$400,000	\$350,000

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
8	2013	Fish Lake Historic Site Interpretive and Accessibility Enhancements on Belknap Springs/ SH 126	Willamette NF	USFS	1. Develop, design, fabricate and install interpretive panels on a kiosk which serves as an orientation element for the Fish Lake Historic Site; 2. Construct an accessible restroom; 3. Construct an accessible pathway; 4. Design and complete landscape work.; 5. Design, fabricate, and install individual site plaques and interpretive panels within the Fish Lake Historic Site.; and 6. Install effective native material safety barriers at the gateway interpretive viewing platform.	\$280,280	\$253,500
9	2013	London Road at Cedar Creek Road, MP 5.82, Culvert Replacement on London Road, County Road #2700-00	BLM Eugene District, USACE Portland District	Lane Cty	Work will include replacement of three culverts with a box culvert at the county road crossing. Separately, once funded, Weyerhaeuser will build a bridge crossing for the adjacent, private haul road (a single spanning bridge across both roads would be cost prohibitive). In addition, the Corps of Engineers will perform grade control work in a large scour area downstream on reservoir lands. The projects will open approximately 9.5 miles of fish habitat.	\$694,325	\$623,018
10	2013	Lewis and Clark National Historic Park Trail Shuttle System	Lewis and Clark National Historic Park (LEWI)	ODOT, Clatsop County, Sunset Empire Transportation District	The goal of this proposal is to develop a shuttle route that accesses all of the federal, state, and local parks and recreation sites within the north Clatsop County area to improve regional connectivity.	\$764,240	\$631,915
11	2014	Galloway County Road	Siuslaw NF	Tillamook County	FHWA, in conjunction with Tillamook County, ODOT, and USFS, completed improvements to Galloway and Sandlake Road in 2005. The new road updated the horizontal and vertical alignments to conform with current standards and included construction of bridge rail retrofits, gabion-faced MSE retaining walls, a rockery retaining wall, and a new paved surface. The scope also included replacement of culvert cross pipes, the design of three fish passage culverts, a stream channel realignment and incorporated a Southbound shoulder bike lane.	\$498,908	\$447,671
12	2014	Polk County 2014/15 Federal Lands Access Program Preventive Maintenance Project	Salem District BLM	Polk County	The proposed project includes construction/installation of chip seal, fog sealing, pavement marking and guardrail on	\$953,475	\$500,000

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
					miscellaneous roads with Polk County Road System that provides access to federal lands.		
13	2014	US 20: Santiam Highway MP 49.2-51.5 Resurfacing	Willamette NF	ODOT	This project would resurface 2.3 miles of US20 east of Sweet Home within the Willamette National Forest. The project would preserve the existing pavement with a two inch overlay. This section of highway does not contain any bridges. This project would be strictly resurfacing the existing highway.	\$600,000	\$500,000
14	2014	McFarland Road Stabilization	William L Finley NWR	Benton County	Benton County Public Works, in cooperation with William L. Finley National Wildlife Refuge, is proposing to treat McFarland Road, a gravel road, with a cement treated base to help stabilize the road and help prevent wash outs which occur with flooding.	\$103,303	\$92,694
15	2014	Foster Dam Road Public Access Maintenance Project	Foster Dam and Green Peter Reservoir USACE, BLM, Willamette NF	Linn County	The Foster Dam Road Public Access Maintenance Project will repair and preserve the access road as well as the parking area that provides access to the Corps Foster Dam public area.	-\$580,000	-\$500,000
16	2015	Black Rock/Valsetz Federal Lands Access Project	BLM Mary's Peak Resource Area, Siuslaw NF	Polk County, City of Falls City	The proposed work consists of design, permitting, ROW acquisition and construction of six major Project Components (PCs).	\$3,983,742	\$3,353,742
17	2015	Lincoln City Access to Siuslaw National Forest	Siuslaw NF	City of Lincoln City	The project will extend a city street 1,750 feet within unimproved, dedicated right-of-way. The project will also construct a trail head with an information kiosk, a restroom, and parking for 20 cars, as well as a bike/ped trail and other enhancements.	\$3,276,040	\$2,970,926
18	2015	Astoria Wayfinding Project	Lewis & Clark NP, Lewis & Clark NWR	City of Astoria	The conceptual plan for the wayfinding project includes Pedestrian and Downtown Pedestrian Directional Signage that leads to local merchants and art galleries in the Downtown Historic District, Trailhead Maps that direct tourists and locals to Federal Lands and National Historic Parks and sites, and Interpretive Signs.	\$345,000	\$200,000
19	2015	Hagg Lake Perimeter Road Safety Improvements	Bureau of Reclamation Henry	Washington County	The capital improvement projects will stabilize three active landslides, replace two failing culverts, and upgrade four miles of guardrail to meet current safety standards.	\$7,284,717	\$5,852,590

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
			Hagg Lake and Scoggins Valley Park		The surface preservation project will be an asphalt overlay along the entire length and width of West Shore Drive.		
20	2015	North Fork Road Slide Stabilization Project	Willamette NF, MT Hood NF, BLM	Marion County	The project consists of restoring the three distinct areas that are experiencing recurring landslide and stability problems within a 0.6 mile section of North Fork Road SE, or a portion thereof. The project will include restoring the paved surface on this segment of roadway upon completion of the slide repairs.	\$6,657,100	\$5,973,416
21	2016	Highway 126W at Cushman, Flooding Solutions	Siuslaw NF	ODOT	This section of highway floods during storm and high tide events rendering the road impassable to cars and trucks. Two proposed solutions examined are: installing a wall to act as a barrier to the water in association with a pump system; and building a gated one-lane gravel road that would bypass the flooded highway.	\$1,000,000	\$873,000
22	2016	Kitson Springs Slide Repair MP 2.6	Willamette NF	Lane County	This project proposes to address a continuing slide on Kitson Springs Road southeast of Oakridge. Preliminary scoping work has been completed. FLAP 2015 funded design work through 30%. Final scoping will evaluate the most cost effective solution to dewater, stabilize and repair the slide area.	\$3,600,000	\$2,998,800
23	2016	Oakridge-Westfir Area Wayfinding Plan	Willamette NF	USFS, ODF, Lane County, City of Oakridge	To manufacture and install visitor wayfinding signage that connects local, state and federal lands in a unified wayfinding system to connect visitors with Oakridge and Westfir amenities, river access and the surrounding forest trail system.	\$500,000	\$448,650
24	2018	US 20: Sheep Creek, House Rock and Tunnel Slide Repairs	Willamette National Forest	ODOT	The work will consist of re-leveling the road grade and realigning a highway tangent at the subsidence area on the east side of the slide, and draining the pond; a deep patch and a deep trench drain in the inside ditch, as well as removing the outboard sliver fill; realigning the highway left around the head scarp of the active landslide and removing the fill from the graben; and constructing a deep patch and improving the site drainage at the highway.	\$16,930,851	\$15,192,053

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
25	2018	North Beaver Creek Road Rehabilitation	Siuslaw National Forest	Lincoln County	Cold in Place recycling of top three inches of weathered asphalt topped with 2 inch HMAc along North Beaver Creek Road from mile post 1 to mile post 3.9. Replace/add 700 linear feet of Type 2A guardrail with appropriate end treatments	\$1,240,639	\$1,013,226
26	2018	Active Transportation Access to Fern Ridge Recreation Area	Willamette Valley Project Fern Ridge Lake	ODOT	Addresses the gap in active transportation access to the west side of the Fern Ridge Recreation Area by: (1) Constructing a multi-use path along the west side of Territorial Highway between the community of Elmira and the City of Veneta, with a high-visibility pedestrian crossing at the ODFW parking lot. (2) Designing a multi-use path bridge parallel to the existing, narrow bridge on Territorial Highway and Suttle Road.	\$1,940,854	\$1,690,764
27	2018	Upper Calapooia Drive Public Access Improvement Project	Northwest Oregon District Willamette National Forest	Linn County	Reconstruct 16 miles of Upper Calapooia Drive as follows: (1) Where conditions allow, widen the roadway to have two 11-foot lanes w/ 2-foot shoulders. (2) Convert the gravel road into a paved road, with 8 inches of gravel base and 6-inches of AC. (3) Construct 5 new 28-foot wide bridges	\$19,008,000	\$17,055,000
28	2018	East King Road Streambank Stabilization Project	Willamette National Forest	Lane County	Managing an eroding streambank on Horse Creek to protect the relocated East King Road from future damage. FLAP would be utilized to conduct a detailed design including topographic survey, geotechnical investigation and analysis, alternatives analysis, hydrologic and hydraulic analysis and modeling, geomorphic analysis, as well as final design, permitting, and construction.	\$1,777,572	\$1,577,572
29	2018	North Fork Road Improvements	Willamette National Forest Mt. Hood National Forest	Marion County	This project consists of landslide mitigation in the North Fork Road right-of-way and entryway of North Fork Park, and the construction of manned recreational information and fee collection stations on North Fork Road near OR 22 and on Gates Hill Road near North Fork Road.	\$1,319,286	\$1,183,796
30	2018	Santiam Pass Ski Lodge and Rest Area Restoration	Willamette National Forest	USFS	Restoration of historic Santiam Pass Ski Lodge to provide Rest Area/Information facilities for travelers at the Santiam Pass. Build/Widen and repave entrance roads and	\$2,408,220	\$2,160,895

R2 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
					parking lots. Restore water, sewer and electric utilities. Restoration of lodge area to be used for public access.		
31	2018	Oakridge-Westfir Area Wayfinding Plan	Willamette National Forest	USFS, ODF, Lane County, City of Oakridge	To manufacture and install wayfinding signage within the Oakridge and Westfir area that connects visitors and community members to Federal lands in the Middle Fork Ranger District of the Willamette NF.	\$614,596	\$502,944
32	2018	OR 36: Florence-Eugene Highway to Greenleaf Creek	Siuslaw National Forest	ODOT	Place a 2" grind inlay from MP 0.01 to 21.38, replace shoulder gravel as needed, upgrade guardrail to ODOT standards as needed.	\$4,480,107	\$4,020,000
33	2018	OR 126E: Clear Lake - Belknap Springs MP 13.02-19.81	Willamette National Forest	ODOT	Grind and Re-pave 2" of asphalt surface full width of highway and re-stripe	\$2,100,000	\$1,884,330
34	2018	OR 242: McKenzie Hwy MP 55.00-76.65	Willamette National Forest	ODOT	Place an emulsified chip seal to roadway from MP 55.00 to MP 76.65 and re-stripe the road	\$1,500,000	\$1,345,950
35	2018	North Fork Road Roadside Safety Improvements, Phase 2	Willamette National Forest Mt. Hood National Forest	Marion County	This Project consists of constructing guardrail at four locations on North Fork Road SE and removal of approximately 50 large trees located within five feet of the edge of pavement.	\$696,688	\$625,138
36	2013	North Fork Road Slide Stabilization Project on North Fork Road SE, Marion County Road #960	Willamette NF	Marion Cty	The project consists of restoring three distinct areas that are experiencing recurring landslide and stability problems within a 0.6 mile section of North Fork Road. The project will include restoring the paved surface as well as native vegetation in the project area.	\$4,820,000	\$4,260,000
37	2014	OR36: Deadwood Creek Road to Greenleaf Creek	Siuslaw NF, Eugene BLM	ODOT	Place an emulsified chip seal from MP 13.3 to 21.38, replace damaged signs and update GR to standards.	\$495,657	\$444,753
38	2014	A.C. Overlay High Prairie Road	Willamette NF	Lane County	The proposal is to design and construct a two-inch pavement preservation overlay on High Prairie Road beginning at MP 0.000 in the City of Oakridge and ending at MP 4.000 on High Prairie Road.	\$852,610	\$500,000
39	2015	OR 36: Florence-Eugene Highway to Greenleaf Creek	Siuslaw NF, BLM	ODOT	Place an emulsified chip seal from MP 0.01 to 21.38, update signs to current MUTCD standards, replace damaged or aging signs and update guardrail to standards where needed.	\$1,636,358	\$1,468,054

Access Needs Identified in Existing Plans and Studies in the NW Oregon Region

The following existing plans and studies included unmet Federal lands transportation access needs:

- **Lane County Bicycle Master Plan (2022)** – In 2022, Lane County adopted its first Bicycle Master Plan (BMP) for making bicycling a viable transportation option in rural Lane County. The Plan includes a project list to advance the goals of the Plan. With respect to Federal lands access, the final project list includes shoulder-widening along Highway 126 from the Springfield Urban Growth Boundary (UGB) to the Linn County boundary. This road traverses through the Willamette National Forest and provides access to many high-use recreation sites along the corridor.
- **Lane County Transportation System Plan (2017)** – The Lane County TSP addresses major roadways (arterials and collectors, but not local roads) within the county and includes a list of investments to meet transportation needs. The TSP describes a safety project along West Boundary Road from the Lowell UGB to the end of the pavement, which accesses the Willamette National Forest.

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
151	5-13,5-15	West Boundary Road from Lowell UGB to end of pavement	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	Lane County / City of Lowell / City of Oakridge / Forest Service	\$24,150,000

Figure 13: Lane County TSP Access Need

- **Oregon Coast Trail Action Plan (In Progress)** - The Oregon Coast Trail (OCT) parallels all 362-miles of the Oregon coast. Sections of the trail are on federal lands or connect to federal trails. While maps depict a complete route and the OCT was declared “hikable” in 1988, to make connections between accessible beaches and developed trails, portions of the OCT follow the shoulder of HWY 101 or follow local roads. These sections, or “gaps”, include about 40 miles, or 10 percent of the entire route. Some of these portions gaps are unsafe and many hikers opt for a car, shuttle, or public transportation to make connections; other hikers skip these sections entirely. Oregon Parks and Recreation Department (OPRD), Oregon Department of Transportation (ODOT), federal land managers, local governments and trail advocates are working together to close these gaps and increase the safety for pedestrians and motorists alike.
- **Yamhill County Transportation System Plan (2015)** – The Yamhill County Transportation System Plan (TSP) provides a guide for decision-making about future investments in the County’s transportation system. The plan was prepared following a process of identifying existing and future system needs, developing improvement options to address the needs, and defining recommended improvements based on public and county staff input. There TSP addresses access needs to Bureau of Land Management properties within the county.

Southwest Oregon Region (ODOT Region 3)

Counties: Coos, Curry, Douglas, Jackson, and Josephine Counties

ACTs: Rogue Valley and Southwest

Total FLAP Funds Requested since 2013: \$70.1M

Total FLAP Funds Awarded since 2013: \$30.9M

Unfunded FLAP Proposals in SW Oregon Region

The Southwest Oregon Region has received approximately 12% of the state's awarded FLAP funds between 2013 and 2018. Thirty (30) proposals were submitted during previous funding cycles that were not awarded. These projects, representing \$46.2M in unmet need based on the total project cost, are depicted in Figure 14 with additional project information included in Table 3

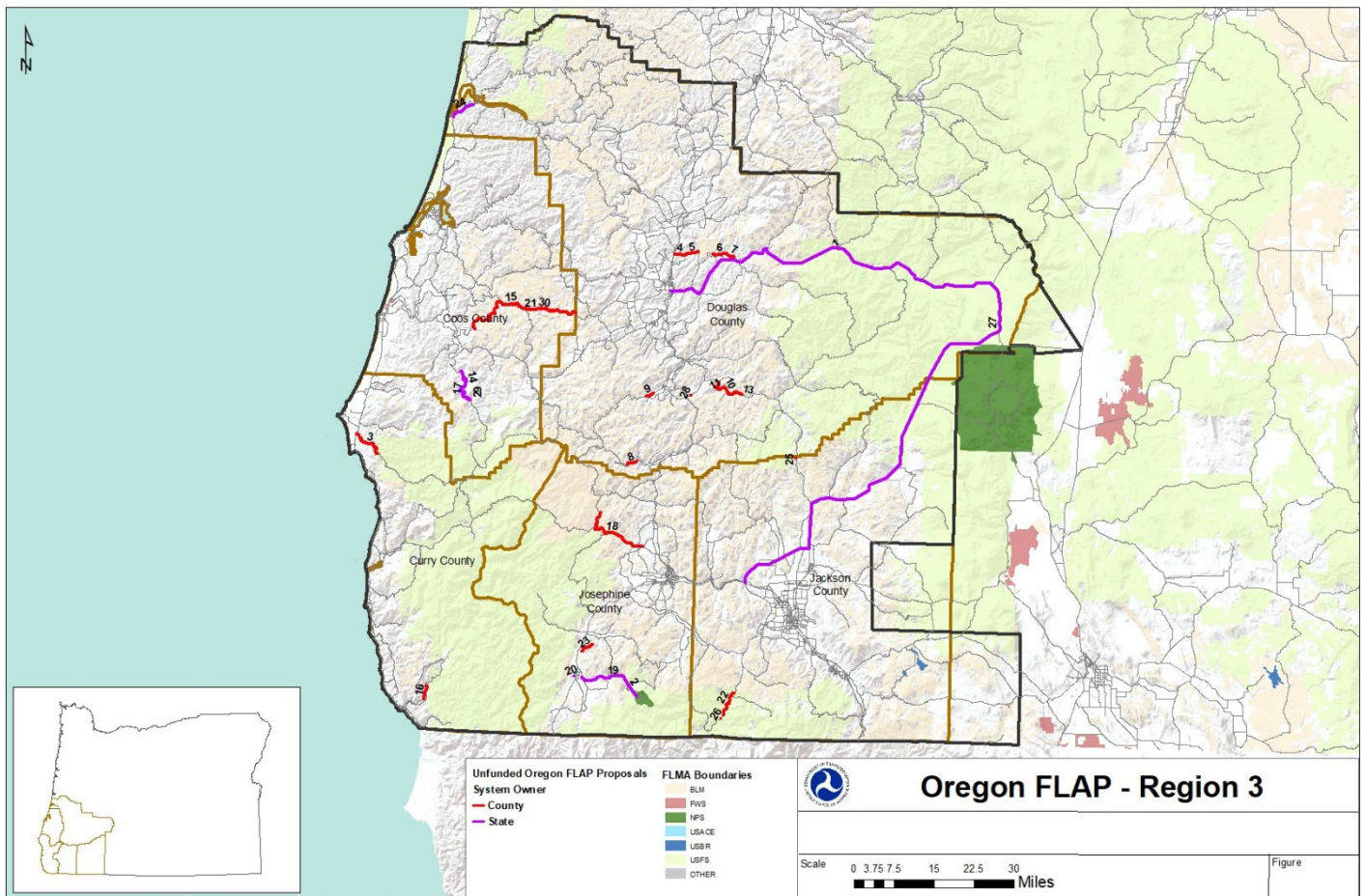


Figure 14: Unfunded FLAP proposals in Southwest Oregon

Table 5: Unfunded FLAP Proposals in the Southwest Oregon Region - 2013 to 2018

R3 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
1	2013	Mott Bridge #06150600001509 Public Safety Improvements on Forest Service Route 4712, an adjunct feature to North Umpqua Highway 138E at Milepost 39.5	Umpqua NF	ODOT	The proposed project would include major rehabilitation of this unique historic timber-arch bridge constructed in 1936. This proposal requests funds to cover the Right of Way easement, investigation, analysis, NEPA and design for Mott Bridge as PH I in FY 2014. Funding of PH II, for the construction contract to rehabilitate Mott Bridge, will follow in FY 2015/2016.	\$1,480,000	\$1,328,004
2	2013	Cedar Gurad Station Interpretive Site on Oregon Caves Highway/ State Highway 46	Rogue River Siskiyou NF, Oregon Caves NM	ODOT	This project would restore a 1930s Forest Service guard station, listed on the National Register of Historic Places. The site is situated adjacent Highway 46 and consists of a cabin, garage and associated landscaping. A 3-panel kiosk interpreting the history of the site would be designed, fabricated and installed. Additional fencing would be installed.	\$363,720	\$326,366
3	2014	Elk River Road Chip Seal	Rogue River Siskiyou NF	Curry County	Perform a chip seal project on Elk River Road beginning at Oregon State Highway 101 and ending near the Forest Boundary at the end of County Road Jurisdiction.	\$340,709	\$305,718
4	2014	Overlay of North Bank Road MP 0.0-2.66	Roseburg District BLM	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$470,744	\$422,398
5	2014	Overlay of North Bank Road MP 2.66-5.31	Roseburg District BLM	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$449,580	\$403,409
6	2014	Overlay of North Bank Road MP 12.04-14.42	Roseburg District BLM	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$403,967	\$362,480

R3 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
7	2014	Overlay of North Bank Road MP 14.42-16.77	Roseburg District BLM	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$398,902	\$357,934
8	2014	Overlay of Reuben Road	Medford District BLM, Rogue River Siskiyou NF	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$365,122	\$327,624
9	2014	Overlay of Riddle By Pass Road and Cow Creek Road	Roseburg District BLM, Rogue River Siskiyou NF	Douglas County	The proposed work would include the placement of a 2" thick AC overlay over the entire section of roadway, placement of 1'-0 aggregate shoulder rock along both shoulders of the section, and placement of new pavement markings throughout the entire section of roadway.	\$142,220	\$127,614
10	2014	Overlay of Tiller Trail Highway MP 10.65-12.46	Umpqua NF, Crater Lake NP, BLM	Douglas County	The proposed work would include the cold plane removal of 2" of existing AC and the placement of a 2" thick AC inlay for the two 13 ft. wide travel lanes, as well as the placement of new pavement markings throughout the entire section of roadway.	\$418,111	\$375,171
11	2014	Overlay of Tiller Trail Highway MP 12.46-14.34	Umpqua NF, Crater Lake NP, BLM	Douglas County	The proposed work would include the cold plane removal of 2" of existing AC and the placement of a 2" thick AC inlay for the two 13 ft. wide travel lanes, as well as the placement of new pavement markings throughout the entire section of roadway.	\$434,270	\$389,670
12	2014	Overlay of Tiller Trail Highway MP 14.34-16.28	Umpqua NF, Crater Lake NP, BLM	Douglas County	The proposed work would include the cold plane removal of 2" of existing AC and the placement of a 2" thick AC inlay for the two 13 ft. wide travel lanes, as well as the placement of new pavement markings throughout the entire section of roadway.	\$448,141	\$402,117
13	2014	Overlay of Tiller Trail Highway MP 16.28-18.17	Umpqua NF, Crater Lake NP, BLM	Douglas County	The proposed work would include the cold plane removal of 2" of existing AC and the placement of a 2" thick AC inlay for the two 13 ft. wide travel lanes, as well as the	\$436,586	\$391,749

R3 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
					placement of new pavement markings throughout the entire section of roadway.		
14	2014	Powers Highway Preservation Project (MP 8-17)	Rogue River Siskiyou NF	ODOT	Our proposed project is a 2" grind/inlay from MP 8 - 17. Safety Features: Guardrail replacement to current standards @ retaining walls, (MP 6.6, 18.8, 22.9, 23.2, 23.3) Yankee Run Bridge Deck wearing surface, Bridge guardrail replacement, and new approach guardrail designed to AASHTO standards (MP 13.1). Shoulder Barriers for Slide Protection (MP 14.04-14.07). Delineators from MP 20.0 to MP 36.0.	\$1,498,927	\$500,000
15	2014	Coos County Sitkum Lane (Old Wagon Road) Safety Features MP 6.6 to 36.0	Coos Bay District BLM	Coos County	Safety Features: Guardrail replacement to current standards @ retaining walls, (MP 6.6, 18.8, 22.9, 23.2, 23.3) Yankee Run Bridge Deck wearing surface, Bridge guardrail replacement, and new approach guardrail designed to AASHTO standards (MP 13.1). Shoulder Barriers for Slide Protection (MP 14.04-14.07). Delineators from MP 20.0 to MP 36.0.	\$208,276	\$186,886
16	2015	North Bank Chetco River Road Guardrail Safety repairs & Improvements	Siskiyou NF	Curry County	Full width bituminous asphalt overlay, guardrail, culverts and widening of lane and shoulder work.	\$852,090	\$604,784
17	2015	Powers Highway Preservation Project MP 8-17	Rogue-Siskiyou NF	ODOT	Our proposed project is a 2" grind/inlay from MP 8 - 17.	\$1,498,391	\$1,344,506
18	2015	Galice Road Capital Improvements Project	Rogue-Siskiyou NF, BLM	Josephine County	Repair / replace / add guardrail with end treatments; turnout improvements; turnout signage	\$1,284,515	??
19	2016	Visitor Amenities on Highway 46: RV Parking and Transit Service to the Oregon Caves	Oregon Caves National Monument and Preserve	ODOT	This will be a planning grant to research the need to provide safe and adequate alternative transportation access to Oregon Caves National Monument and Preserve (OCNMP). The research will include the feasibility study for the development of 16 acres of surplus property adjacent to Highway 46 owned by ODOT into a Park and Ride Welcome Center.	\$220,540	\$200,000
20	2016	West Fork Illinois River Footbridge	Grants Pass Resource Area BLM, Rogue-Siskiyou NF	OPRD	Produce a planning and engineering document for a footbridge over a river that is currently a barrier between a high use recreation park and federal land.	\$110,270	\$100,000

R3 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
21	2018	Sitkum Lane County Road sediment and Dust Abatement Project	Coos Bay District	Coos County	Construct 3-Inch Hot Mix Asphalt Paving surface from MP 25.4 to MP 28.5 to minimize sediment entering the East Fork Coquille River. Improve roadway drainage. Minimize fugitive dust along 3.1 mile segment of the East Fork Coquille River adjacent to farm lands. Reduce long term maintenance on 3.1 miles of County Road.	\$644,449	\$463,950
22	2018	Upper Applegate Road Widening - McKee Bridge Road (M.P 8.62) to M.P. 10 and M.P. 13 to M.P. 14	Applegate Lake Recreation Area Medford District Rogue River - Siskiyou National Forest	Jackson County	The proposed work would widen the pavement to 34 feet and provide some minor curve improvements. The work would widen the road on each side of the existing edge of pavement with excavation and new base then pave including an overlay of the existing pavement. Bridges #20122 and #20067 were widened to 32 feet in 2005 and would remain at the current width. The project could be split into two if required for funding purposes	\$4,970,753	\$4,460,256
23	2018	Capital Improvements Project - Reeves Creek Road	Medford District	Josephine County	Replace failing culverts and provide new road surfacing between numbered culverts 1-7.	\$1,339,050	\$1,201,530
24	2018	US 101: Reedsport to Siuslaw National Forest Multiuse Path	Siuslaw National Forest Oregon Dunes National Recreation Area	ODOT City of Reedsport Douglas County OPRD	Design and construct a multiuse path connecting Reedsport to the Oregon Dunes National Recreation Area. The project will proceed in two phases, both of which are being applied for in this application: design and construction.	\$16,373,701	\$14,692,121
25	2018	Tiller-Trail Highway, Road and Weather Camera	Butte Falls Field Office Umpqua National Forest	Jackson County	Project would install and connect a road and weather camera near the summit of the tiller-trail highway.	\$213,360	\$191,448
26	2018	Upper Applegate Road, Road and Weather Camera	Applegate Lake Recreation Area Medford District Rogue River - Siskiyou National Forest	Jackson County	The proposed project would install and connect a road and weather camera along Upper Applegate Road near the Applegate Dam.	\$213,360	\$191,448
27	2013	Visitor Enhancements for Rogue-Umpqua Scenic Byway on State Highways 138, 230, 62, and 234 and the Crater Lake Rim Drive as well as Oregon Interstate 5	BLM Roseburg District, BLM Medford District, Umpqua NF, Rogue	ODOT, USFS, NPS	Place a total of seven (7) kiosks in the I-5 corridor and at various locations along the Rogue –Umpqua Scenic Byway Route. This proposal includes NEPA compliance as well as	\$932,000	\$836,000

R3 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
			River-Siskiyou NF, Crater Lake NP, USACE		the design, development and installation of the kiosks and sign panels on State and Federal lands.		
28	2013	O'Shea Creek Bridge #19C468 Replacement on Tiller Trail Highway, County Road #001	Umpqua NF, Crater Lake NP, BLM Roseburg District	Douglas Cty	The proposed project would include the replacement of the existing bridge with a new bridge with fewer spans and guardrail that meets current standards.	\$4,271,311	\$3,832,647
29	2013	Powers Highway MP 9-17.5 Safety Improvements on Powers-Agness Highway, State Highway 242 (OR 542)	Rogue River Siskiyou NF	ODOT	ODOT will improve highway safety by flattening horizontal and vertical curves, correcting super-elevations, improving sight distance, widening shoulders, and upgrading signs at various locations between MP 9.0 and 17.5. The project will include replacement of the South Fork Coquille River bridge rail to improve safety for vehicles and provide more room for pedestrians.	\$5,049,621	\$4,531,025
30	2015	Sitkum Lane Double OTTA Seal, Safety Features	BLM	Coos County	Safety Features: Guardrail replacement to current AASHTO standards @ retaining walls (MP 6.6, 18.8, 22.9, 23.2, 23.3). Bridge & approach guardrail replacement to AASHTO standards (MP 13.1). Otta seal surface from MP 25.4 to MP 28.5 including surface prep, leveling, ditching, grading, and compaction.	\$428,227	\$342,614

Access Needs Identified in Existing Plans and Studies in the SW Oregon Region

The following existing plans and studies included unmet Federal lands transportation access needs:

- **[Oregon Coast Trail Action Plan \(In Progress\)](#)** – The Oregon Coast Trail (OCT) parallels all 362-miles of the Oregon coast. Sections of the trail are on federal lands or connect to federal trails. While maps depict a complete route and the OCT was declared “hikable” in 1988, to make connections between accessible beaches and developed trails, portions of the OCT follow the shoulder of HWY 101 or follow local roads. These sections, or “gaps”, include about 40 miles, or 10 percent of the entire route. Some of these portions gaps are unsafe and many hikers opt for a car, shuttle, or public transportation to make connections; other hikers skip these sections entirely. Oregon Parks and Recreation Department (OPRD), Oregon Department of Transportation (ODOT), federal land managers, local governments and trail advocates are working together to close these gaps and increase the safety for pedestrians and motorists alike.
- **Rogue-Umpqua Transportation Master Plan (In Progress)** – ODOT, in partnership with the USDA Forest Service, FHWA Western Federal Lands, Bureau of Land Management, National Park Service, Cow Creek Tribe, Douglas County, Jackson County, City of Roseburg and the City of Gold Hill, is advancing a suite of plans to improve transportation access between Medford/Gold Hill, Crater Lake National Park, and Roseburg. The Rogue-Umpqua Transportation Master Plan will include findings and recommendations from concurrent planning efforts related to National Scenic Byway corridor management, bicycle and pedestrian needs, and viewshed considerations.

Central Oregon Region (ODOT Region 4)

Counties: Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler

ACTs: Central Oregon, Lower John Day, South Central Oregon

Total FLAP Funds Requested since 2013: \$105.9M

Total FLAP Funds Awarded since 2013: \$48.0M

Unfunded FLAP Proposals in the Central Oregon Region

The Central Oregon Region has received approximately 18% of the state's awarded FLAP funds between 2013 and 2018. Twenty-seven (27) proposals were submitted during previous funding cycles that were not awarded. These projects, representing \$68.6M in unmet need based on the total project cost, are depicted in Figure 15 with additional project information included in Table 6.

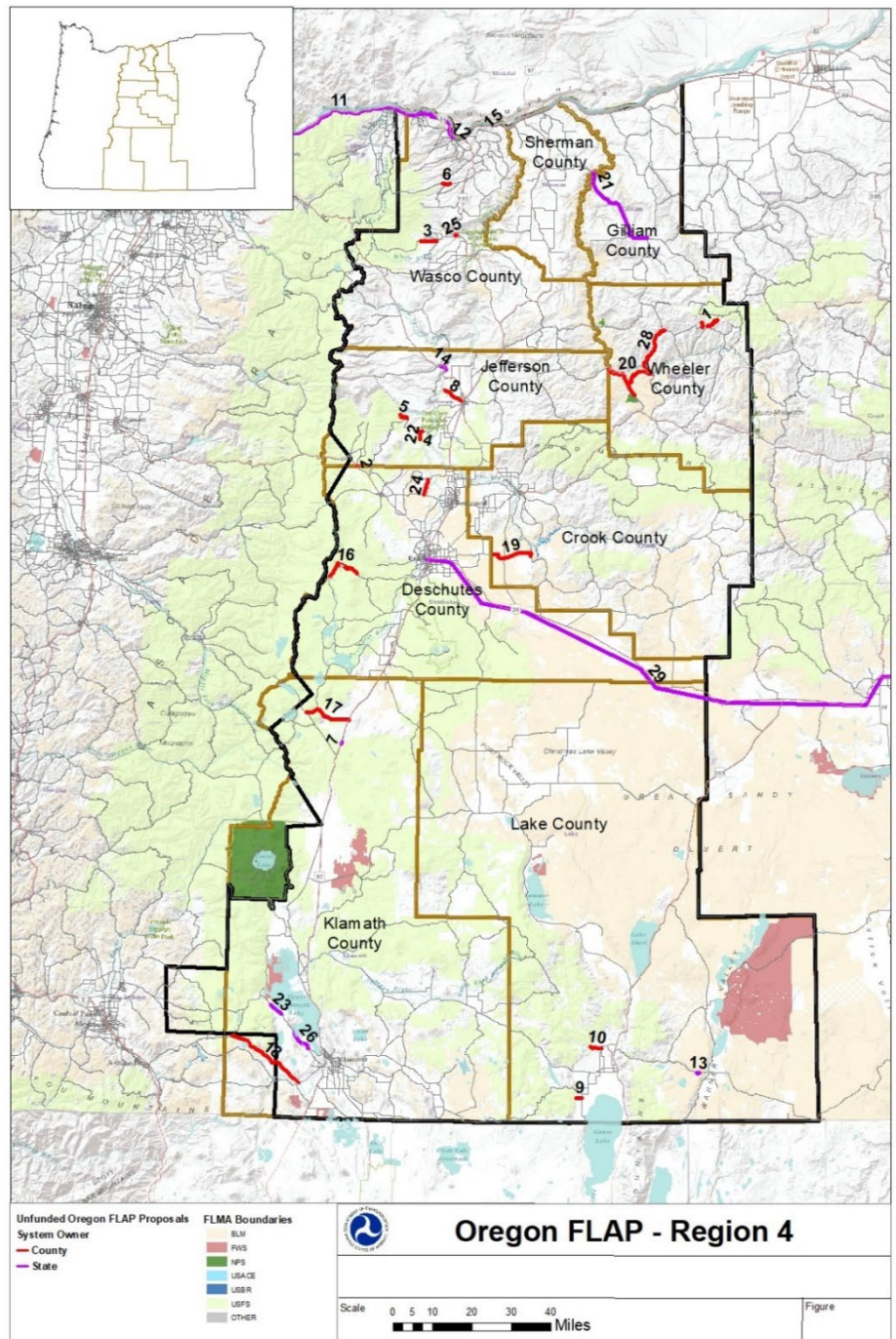


Figure 15: Unfunded FLAP proposals in Central Oregon

Table 6: Unfunded FLAP Proposals in the Central Oregon Region - 2013 to 2018

R4 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
1	2013	Wheeler County National Forest Access Project on Upper Bridge Creek Road/Dollarhide Road #8, West Branch Road #12, Notch Road #33, Williams Lane #39	Ochoco NF, Umatilla NF	Wheeler Cty	Install and/or replace culverts to improve spring runoff and sediment control; Provide additional structure by resurfacing roads with base rock and gravel where necessary to accommodate increased traffic for recreational seasons.	\$471,520	\$423,095
2	2013	Metolius Portal on Metolius River Road/Forest Service Road 14	Deschutes NF	Jefferson Cty	Improvements to the Metolius Portal will include a new kiosk structure, improved curbing, installation of a entrance signs, double chip sealing of the parking area, striping the parking area, establishing an ADA parking stall, relocating the ADA compliant curb ramp, landscaping the surrounding area, removing old telephone line features, and increasing the interpretive panels from three to six.	\$71,668	\$64,308
3	2014	Rock Creek Chip Seal	Mt Hood NF	Wasco County	Perform road prep work including sweeping, cleaning, crack sealing and patching. Apply chip seal. Apply new pavement markings.	-\$127,067	-\$114,017
4	2014	River Road and Scout Camp Trail Road Improvements	BLM, Crooked River National Grasslands	Crooked River Ranch Special Rd District	River Road (RR): Reconstruct 0.25 miles of existing roadbed to improve drainage, provide adequate base rock and asphalt surfacing, and roadway striping. Scout Camp Trail Road (SC): Recondition 0.30 miles of the existing roadbed, replace 2 culverts, place asphalt wearing surface and roadway striping	\$350,348	\$314,368
5	2015	Perry South Campground Connection	Deschutes NF	Jefferson County	Reconstruct roadbed providing an adequate base, install proper drainage, place 8 inches of crushed rock (3/4 minus) place a 5 shot chip seal on roadway average width 16-20 foot. Provide 2-3 foot gravel shoulders and provide appropriate traffic control signs and striping. Hard surface ancillary parking area for access to trail heads.	\$1,116,218	\$1,004,596
6	2015	Ramsey Creek Overlay	Mt Hood NF	Wasco County	Perform road prep work including sweeping, cleaning, and crack sealing. Place 2" asphalt overlay, add shoulder material and apply new pavement markings.	-\$652,960	-\$585,901

R4 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
7	2015	US 97 Wildlife Crossing Project MP 190	Deschutes NF, Fremont-Winema NF	ODOT	Construct an overcrossing structure for mule deer and elk over US 97 and install fencing for 2.7 miles to prevent animal/vehicle collisions and improve safety on US 97.	\$4,500,000	\$4,037,850
8	2016	Willow Creek Trail: City of Madras to Deschutes River	Deschutes Resource Area BLM	Jefferson County, BLM	Proposed work includes adding the following improvements to 6 miles of Willow Creek Trail from the City of Madras to Deschutes River/Lake Simtustus.	\$403,155	\$359,655
9	2018	Horseshoe Meadow Lane Reclamation	Fremont-Winema National Forest Lakeview District	Lake County USFS	Reclaim Horseshoe meadow lane replacing and compacting the existing recycled asphalt and then place a multiple application emulsified asphalt surface treatment. Parallel drainage improvements, new signing and line paint along with new shoulders will enhance the serviceability and safety of this access route. All work is anticipated to be within the original roadway prism.	\$689,440	\$618,635
10	2018	Dairy Creek Lane Rehabilitation	Fremont-Winema National Forest	Lake County USFS	Enhance 3.3 Miles of the surface of Dairy Creek Lane with oil and chip stone in an effort to ensure its longevity. Along with surface treatment, parallel drainage improvements, shoulder widening and tree and brush removal. All work is expected to be performed within the original roadway prism	\$390,997	\$350,842
13	2018	OR 140: Deep Creek Falls Area of Warner Curves Sec	Lakeview District	ODOT	This project will realign and widen this segment of rural highway. This project will also construct a wetland mitigation area if required, install guardrail/barrier, and will install pavement markings.	\$9,571,495	\$8,518,630
14	2018	US 26: Walsey Lane to Mecca Flat Road	Prineville District	ODOT Confederated Tribes of Warm Springs	Design and construct a multi-use path and related safety improvements as recommended and prioritized in recent Tribal and State planning efforts, including: -A multi-use path and enhanced pedestrian crossings -Urban road cross-section and traffic calming (curbing, raised medians, etc.) -Illumination for motorists and path users -Access, frontage improvements, and intersection safety improvements.	\$1,910,000	\$1,703,843

R4 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
15	2018	Celilo Park Facilities Upgrade and Access Enhancement Project	Celilo Park The Dalles Lock and Dam	USACE	Project will revitalize Celilo Park, located next to I-84 on the Columbia River in Wasco County, OR. Project work includes modifications to the parking lot layout for commercial and non-commercial recreational parking; upgraded rest area facilities; and adding a visitor's plaza with interpretive signing.	\$4,494,300	\$4,032,735
16	2018	Chip Seal of Cascade Lakes Highway: Mount Bachelor to Elk Lake	Deschutes National Forest	Deschutes County	The project scope of work will include the application of a chip seal surfacing to the existing road surface from Mt. Bachelor (beginning of County maintenance) south to Elk Lake. Current road width varies from 28 to 30 feet and this width will not change as a result of this project. Other aspects of the project will include striping of the new surfacing and replacement of damaged signs and signs that do not meet current 2009 MUTCD standards.		
17	2018	Crescent Cut-Off Road FLAP Overlay Project	Deschutes National Forest	Klamath County	Overlay 12.2 miles of Crescent Cut-Off Road to improve failing road surface for improved national forest access. Includes 3" AC overlay, cold plane pavement removal, crack seal and patch, guardrail adjustments, and gravel shoulders.	\$6,887,400	\$6,180,064
18	2018	Clover Creek Chip Seal FLAP Project	Fremont-Winema National Forest	Klamath County	Chip seal the entire Clover Creek Road (21.59 miles).		
19	2018	Reservoir Road - Willard Road Widening and Overlay	Prineville District Prineville Reservoir	Crook County	Overlay and widen Willard Road and Reservoir Road from Crook/Deschutes County Line to Highway 27	\$3,059,681	\$2,745,452
20	2018	South Twickenham/ Burnt Ranch / Bear Creek road preservation	John Day Fossil Beds NM - Painted Hills Sutton Mountain and Pats Cabin WSA Priest Hole Boat Launch	Wheeler County	Replace and add culverts, extensive bank re-sloping, several sections of base rock, ditching for water drainage, culvert cleaning, some bank removal and road widening.	\$728,000	\$653,234
21	2018	OR 206: Condon to Lower John Day Shared-Use Path and Bicycle Route (MP 14.87-40.16)	Prineville District	ODOT	Planning study to identify and evaluate alternatives for a shared-use path to improve bicycle and pedestrian access to federal and state recreation areas along the John Day River from Condon to Cottonwood Canyon State Park.	\$330,000	\$296,109

R4 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
22	2018	SW Geneva Road	Deschutes National Forest	Jefferson County	Reconstruct Roadbed providing an adequate base, install proper drainage, place 8 inches of crushed rock (3/4 minus) place a 5 shot chip seal on roadway the chip seal width is 22 foot. Provide 2-3 foot gravel shoulders and appropriate traffic control signs and striping.	\$1,088,537	\$976,745
23	2018	OR 140: Tomahawk Rd to Denny Cr - Shoulder Widening	Fremont-Winema National Forest	ODOT	The proposed project will increase safety by adding full standard shoulders and will flatten existing steep slopes. This design will widen the 12' travel lanes with 6' shoulders and realign the roadway where necessary. Construct embankment, construct wetland mitigation area if required, install guardrail if required, install pavement markings, and centerline/shoulder rumble strips.	\$6,608,100	\$5,286,480
24	2018	Buckhorn Road: NW Lower Bridge Way to OR 126	Prineville District	Deschutes County	Improve the existing gravel road to a two-laned paved road.	\$6,756,083	\$4,729,258
25	2014	Tygh Valley Wamic Overlay	Mt Hood NF	Wasco County	Perform road prep work including sweeping, cleaning, crack sealing and patching. Place 2" asphalt overlay. Replace sub-standard guardrail. Apply new pavement markings.	-\$187,035	-\$167,826
26	2015	OR 140 Klamath County Boat Marina to Lakeshore Drive	Fremont-Winema NF	ODOT	Perform preliminary engineering, design and acquire right of way for ~MP 57 to ~MP 63. The design will represent two phases of construction work. Phase 1 will be from ~MP 57 to ~MP 59 and is included in this application. Phase 2 will be applied for at a later date.	\$12,529,241	\$11,242,488
27	2015	Tygh Valley Wamic Road Improvements	Mt Hood NF	Wasco County	Perform road prep work including sweeping, cleaning, and crack sealing. Place 2" asphalt overlay, replace sub-standard guardrail and add shoulder material. Install new Chevron type warning signs and apply new pavement markings.	-\$295,176	-\$264,861
28	2015	Rowe Creek Pavement Preservation	John Day Fossil Beds NM, Sutton Mountain WSA BLM	Wheeler County	Perform road preparation including sweeping and cleaning. Repair roadbed and lay down a double lift chip seal.	\$1,040,929	\$934,026

Access Needs Identified in Existing Plans and Studies in the Central Oregon Region

The following existing plans and studies included unmet Federal lands transportation access needs:

- Cascade Lakes Highway Corridor and Bicycle Facilities Study (2019)** – The Cascade Lakes Highway is located in Central Oregon, southwest of Bend. The highway is within the Deschutes National Forest and provides access to many recreation sites in the Forest. The highway’s underlying ownership is USFS, but is maintained by Deschutes County. This study was FLAP-funded and the final report includes various corridor improvements, shown in Table 7.

		Timeline to Implement		
		Near-Term (0-5 years)	Mid-Term (5-10 years)	Long-Term (10+ years)
Relative Cost				
Very Low	NV1: Vegetation clearing (maintenance of original cleared areas); Improved/ additional guide, warning and regulatory signing; 6-inch edge line striping	MV1: Increased enforcement presence, especially during peak times	LV1: Increased enforcement presence, especially during peak times	
	NV2: Increased enforcement presence, especially during peak times; educational outreach strategies	MV2: Educational outreach strategies	LV2: Educational outreach strategies	
	NV3: Maintain good crash records; set simple performance goals	MV3: Maintain good crash records, monitor performance goals	LV3: Maintain good crash records, monitor performance goals	
	NV4: Minor improvements at Devils Lake along CLH to limit parking.			
	NV5: Moderate improvements at Devils Lake along CLH to limit parking.			
Low	NL1: Additional clearing along curves, intersections; traditional bicycle warning signing	ML1: Collect regular traffic data at key locations	LL1: Collect regular traffic data at key locations	
	NL2: Centerline rumble strips and delineators.			
	NL3: Collect regular traffic data at key locations			
	NL4: Dynamic warning signs for bicyclists.			
Medium	NM1: Transit Pilot Project	MM1: Parking lot expansion of Green Lakes and Devils Lake		
	NM2: Parking lot enhancements (revise existing layouts to be more efficient)	MM2: Additional congestion management/ITS solutions		
	NM3: Improvements at Devils Lake along CLH to limit parking, reduce speeds and improve crossing safety.			
High		MH1: Widen to 4' shoulders from begin through Elk Lake with minor areas of realignment	LH1: Widen to 4' shoulders from Elk Lake south to S. Century Dr.	
		MH2: Widen to 5' shoulders from begin through Elk Lake with minor areas of realignment	LH2: Widen to 5' shoulders from Elk Lake south to S. Century Dr.	
		MH3: Widen to 6' shoulders from begin through Elk Lake with minor areas of realignment	LH3: Widen to 6' shoulders from Elk Lake south to S. Century Dr.	
		MH4: Bypass of existing Devils Lake alignment.		

Table 7: CLH Corridor and Bicycle Facilities Study Improvement Matrix and Recommendations

- **[Crook County Transportation System Plan \(2017\)](#)** –The Crook County Transportation System Plan (TSP) provides a long-range vision for the transportation system in Crook County and outlines a process for how it can be achieved with prioritized Plan elements. The TSP describes a bicycle improvement project along the OR 27 Scenic Bikeway Corridor, which provides access to BLM land (Table 8).

Project ID	Project Type	Project Name	Project Description	Cost Estimate	Expected County Contribution	Funding Partners					Priority
						Forest Service	ODOT	County	City of Prineville	Private	
PB-18	Other	Bicycle support hub	Construct a bicycle hub, or "Rest stop," for hikers, bicyclists, recreationalists, and community members along the OR 27 scenic bikeway corridor; provide small shelter, information kiosk (map/community calendar), bicycle tool station, and bench/sitting area.	\$20,000	\$ -		X			X	Medium

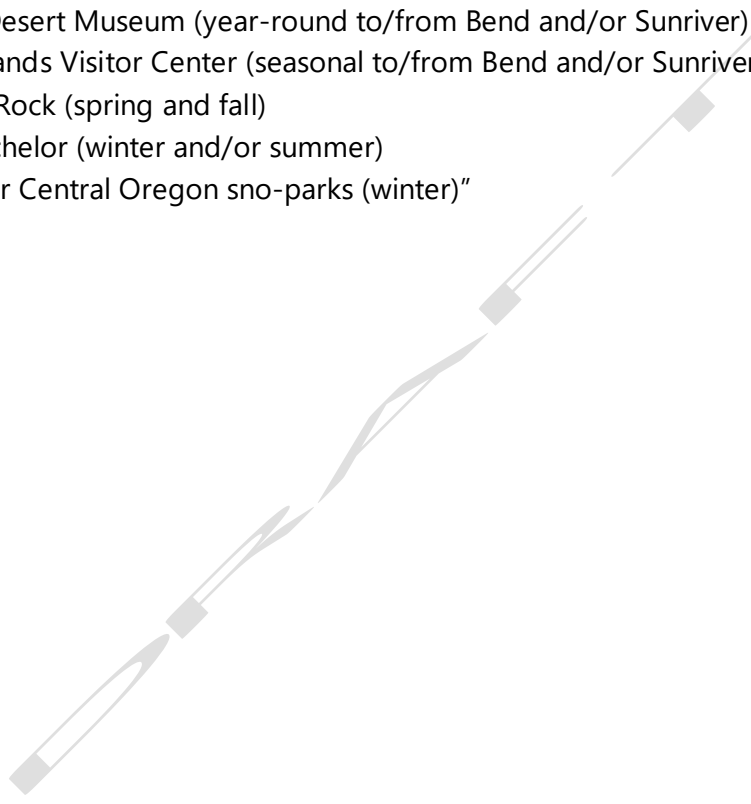
Table 8: Crook County TSP Access Need

- **[Deschutes County Transportation System Plan \(2012\)](#)** – The Deschutes County TSP did not include project-specific Federal lands access needs, but did emphasize a general need to reduce single-occupancy vehicle usage to recreation sites, assess feasibility of transit service, and assess potential bicycle alternative routes to get cyclists off of US 97.
- **[Jefferson County Transportation System Plan \(2021\)](#)** – The Jefferson County TSP is a policy document that outlines a system of transportation facilities and programs needed to serve the County over the next 20 years. Three Federal lands access needs were identified within the Jefferson County TSP:
 - **US 26 East Bicycle Facility** - Increase shoulder widths to 8' along 16 mile section of road. Project design may include other alternatives such as a multi-use path instead.
 - **Geneva Road Safety Upgrades and Emergency Access to Three Rivers Area** - Upgrade Jordan Road, Geneva Road, and other roads as needed (based on the outcomes of project S-24) to provide an enhanced connection to Wilt Road and Camp Polk Road.
 - **Montgomery Road Paving** - Pave or chip seal Montgomery Road from Perry South Campground to Monty Campground, approximately 4.2 miles.
- **[Klamath County Transportation System Plan \(2021\)](#)** – The Klamath County TSP identifies multiple Federal lands access needs, including:
 - High Priority - Intelligent Transportation Systems (ITS) for connecting Crater Lake National Park's camera to Oregon TripCheck and display snow-zone and gas information.
 - High Priority - Install variable messaging signs on NB OR62 near Crater Lake
 - Corridor study to explore a north-south connection north of Klamath Falls that serves as an alternate route to the Crater Lake Parkway corridor. This new road would extend from Foothills Boulevard to Shady Pine Road.
 - Safety improvements for OR 140, including a variable speed limit study at the Lake of the Woods area and improving the clear zone from MP 46.25 to MP 48.25.
- **[Sherman County Transportation System Plan \(2003\)](#)** – The Sherman TSP recommends a byway enhancement along the Journey through Time Scenic Byway, which would include constructing a kiosk at Biggs Junction to provide travel information on points of interest along the corridor.
- **[Wheeler County Transportation System Plan \(2007\)](#)** – The Wheeler County TSP recommends gravel road improvements to Kinzua Lane from OR19 to the National Forest boundary.

- **[Deschutes County Transportation Safety Action Plan \(2019\)](#)** – The Deschutes County TSAP focuses on the rural areas of the County and the cities of La Pine, Redmond, and Sister area outside the Bend Urban Growth Boundary (UGB). The intersection of Century Drive and Huntington Road was identified as a safety concern.
- **[Cascades East Transit Plan \(2020\)](#)** – From the Cascades East Transit Plan:

“With Bend’s growing popularity for recreational and outdoor activities for residents and visitors alike, CET will continue to expand its recreational services based on available opportunities, vehicle capacity, and partner support. The following locations were identified as potential needs and opportunities for seeking out or evaluating partnerships (some of these locations could be served by Community Connector Routes and use a combination of the funding types currently supporting recreational services).

 - Sunriver (year-round)
 - Black Butte Ranch (year-round)
 - High Desert Museum (year-round to/from Bend and/or Sunriver)
 - Lava Lands Visitor Center (seasonal to/from Bend and/or Sunriver)
 - Smith Rock (spring and fall)
 - Mt Bachelor (winter and/or summer)
 - Popular Central Oregon sno-parks (winter)”



Eastern Oregon Region (ODOT Region 5)

Counties: Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa

ACTs: North East and South East

Total FLAP Funds Requested since 2013: \$102.1M

Total FLAP Funds Awarded since 2013: \$48.7M

Unfunded FLAP Proposals in the Eastern Oregon Region

The Eastern Oregon Region has received approximately 19% of the state's awarded FLAP funds between 2013 and 2018. Sixteen (16) proposals were submitted during previous funding cycles that were not awarded. These projects, representing \$59.9M in unmet need based on the total project cost, are depicted in Figure 16 with additional project information included in

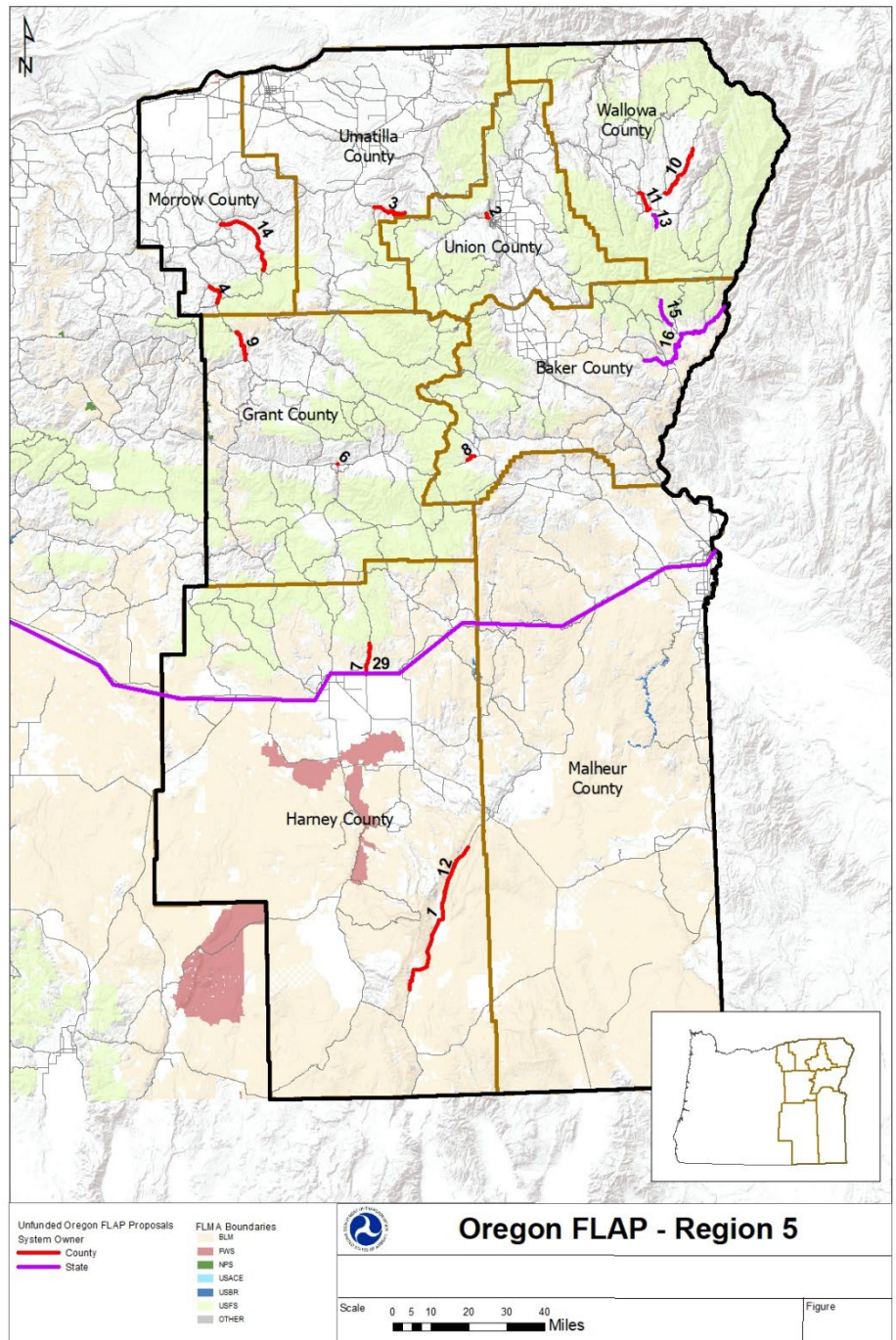


Figure 16: Unfunded FLAP proposals in Central Oregon

Table 9: Unfunded FLAP Proposals in the Eastern Oregon Region - 2013 to 2018

R5 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
1	2013	East Steens Road Paving Project on East Steens Road, County Road #201	BLM	Harney Cty	The proposed project would pave the remaining 40 miles of East Steens Road. More specifically, place and compact 6 to 8 inches of base aggregate on the North 20 miles, tight blade and compact existing base aggregate on the South 20 miles, and place and compact approximately 4 inches of asphalt concrete pavement on the entire 40 miles.	\$24,400,000	\$21,894,120
2	2013	Fox Hill Road MP 0.7 to MP 2.6 on Fox Hill Road, 3120 Grande View Rd	Wallowa Witman NF	Union Cty	The Fox Hill Road project consists of constructing 1.9 miles of roadway on a new alignment in order to reduce roadway profile grades. The primary objective of the project is to improve safety by building a roadway that does not exceed 12 percent grade. The proposed new road will consist of two twelve-foot travel lanes, and two-foot shoulders.	\$4,177,950	\$3,748,950
3	2013	Indian Lake Road Enhancement on Indian Lake Road and East Birch Creek Road	Umatilla NF, Umatilla Indian Reservation	Umatilla Cty, Confederated Tribes of the Umatilla Indian Reservation	Provide improved travel lane, turnouts, drainage and safety improvements as required.	\$1,525,125	\$1,368,495
4	2013	Sunflower Flat Road on Sunflower Flat Road, County Road 670	Umatilla NF	Morrow Cty	Paving 7.16 miles of this road. The road is currently a County maintained gravel road that varies in width from 24ft. To 28ft. The project could be put in a phase project with the first three (3) miles being the priority for a term and then continue till the complete project.	\$4,586,372	\$3,644,372
5	2013	Fox Hill Motorized ATV Path on Fox Hill Road/ 3120 Grande View Road	Wallowa Witman NF	Union Cty	The purpose of the project is to improve safety by building a separated ten foot wide path alongside the existing fox hill road. The path would be classified as a motorized ATV route.	\$661,000	\$597,692
6	2013	Grant County Transportation District Facility Enhancement at 229 NE Dayton St. in John Day, OR	Malheur NF, BLM, Ochoco NF, John Day Fossil Beds, Wallowa Whitman NF	Grant County Transportation District	This project will enhance the current facility located at 229 NE Dayton St, John Day, OR.	\$173,000	\$155,680

R5 Map ID	Year	Project Name	FLMA Accessed	Agency with Title/Maintenance Responsibility	Work Summary	Total Project Cost	FLAP Requested
7	2014	Fort Harney Chip Seal	Malheur NF, BLM	Harney County	The roadway surface is currently an aging chip seal over an asphalt surface. Work would include brooming the existing surface, applying liquid asphalt at a spread rate .40 gallons per square yard, applying aggregate at a spread rate of .009 to .015 cubic yards per square yard and finish with paint striping the entire project.	\$268,089	\$240,556
8	2015	South Burnt River Lane	Wallowa-Whitman NF, Malheur NF	Baker County	Baker County is proposing the road width be widened from 22' to 24' to comply with the existing Transportation System Plan.	\$5,251,738	\$4,712,385
9	2015	Top Road Chip Seal Project	Umatilla NF, BLM	Grant County	Chip Seal and Fog Seal 10.16 miles, including striping and prep work.	\$308,872	\$241,222
10	2015	Zumwalt Road Surface Preservation	Wallowa-Whitman NF	Wallowa County	Surface preservation of a portion of the Zumwalt Roadway.	\$698,880	\$627,105
11	2016	Joseph Branch Rail with Trail	Wallowa-Whitman NF, Baker Resource Area BLM	Wallowa Union Railroad Authority	The goal of this project is to construct a 63-mile trail along the Joseph Branch Rail Line which stretches from Elgin to Joseph in Northeast Oregon. This funding will be used to design and construct the first six-mile segment of the trail from Joseph to the Marr Pond Property near Enterprise.	\$2,850,000	\$2,850,000
12	2018	East Steens Road Paving Project	Steens Mountain Cooperative Mgmt and Protection Area	Harney County	The proposed project would pave 14 miles of the remaining 40 unpaved miles of the East Steens Road.	\$9,527,288	\$8,548,836
13	2018	OR351: Wallowa Lake Bike/Pedestrian Improvements	Wallowa-Whitman National Forest Eagle Cap Wilderness	ODOT	The proposed bike/pedestrian improvements include widening the paved shoulder to create a 4 FT bike/ped path, restriping the roadway, installing "Share the Road" signs and replacing the existing guardrail.	\$1,454,088	\$1,304,753
14	2018	Willow Creek / Coalmine Hill Chipseal	Umatilla National Forest	Morrow County	Chip Seal 23 miles, beginning at Junction with Hwy 207 near the City of Heppner, OR, and terminating at mile post 23 at boundary of FSR-53	\$662,200	\$473,595
15	2018	OR413: Halfway to Cornucopia	Wallowa-Whitman National Forest	ODOT	The proposed project will rejuvenate the gravel portion of the roadway by placing 4" of 3/4" top rock on the roadway.	\$534,400	\$479,517
16	2018	OR86: Baker-Copperfield Hwy Guardrail Phase IV	Wallowa-Whitman National Forest Vale District	ODOT	The project will improve safety by flattening steep slopes and replacing and upgrading guardrail throughout the corridor	\$2,834,582	\$2,543,470

Access Needs Identified in Existing Plans and Studies in the Eastern Oregon Region

The following existing plans and studies included unmet Federal lands transportation access needs:

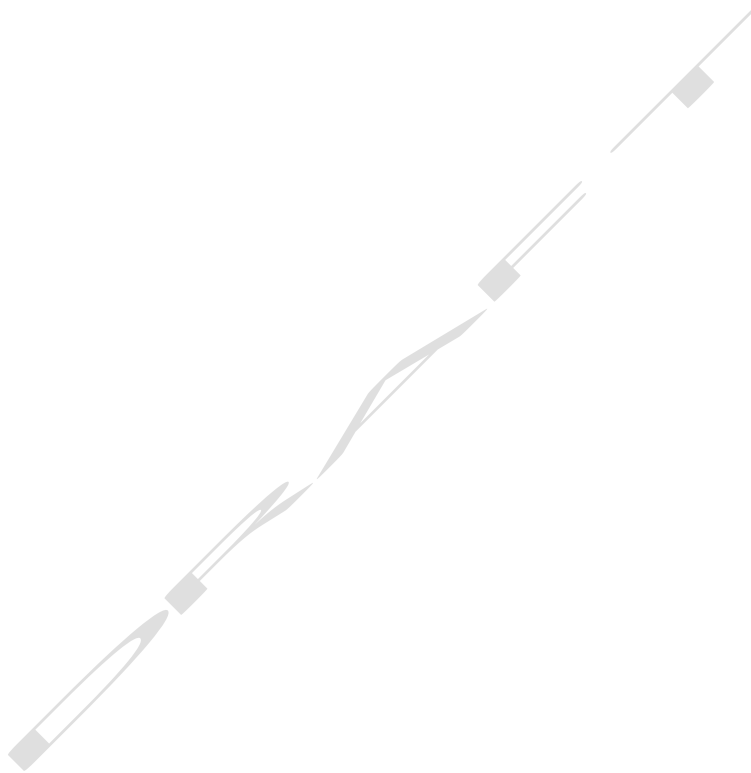
- **[Baker County Transportation System Plan \(2005\)](#)** – Three Federal lands access needs were identified within the Baker County TSP:
 - US26 pavement preservation from Baker County line to National Forest boundary
 - Modernization of Old Auburn Lane to improve access into National Forest and wildlife feeding area
 - Additional passing lanes along and/or slow vehicle turnouts along OR 86
- **[Morrow County Transportation System Plan \(2012\)](#)** – The Morrow County TSP recommends pavement preservation (2" overlay) on the Sunflower Flat Road which provides access to the Umatilla National Forest.
- **[Umatilla County Transportation Plan \(2002\)](#)** – The Umatilla County TSP recommends widening shoulders to the minimum shoulder standard for OR 204 which provides access to the Umatilla National Forest.
- **[Wallowa County Transportation System Plan \(1997\)](#)** – The Wallowa County TSP recommends improving access to the Hells Canyon Overlook as an objective within Goal 2 "Ensure that the road system within the county is adequate to meet public needs, including those of the transportation disadvantaged".
- **[Union County Local Road Safety Plan \(2021\)](#)** – This plan recommends safety improvements to Hunter Road, including shoulder improvements, roadway delineation, and safety edge. It also encourages slower speeds by installing signs speed. Stop signs and roundabouts recommend to control and manage traffic flow in these intersections.
- **[John Day Fossil Beds National Monument General Management Plan \(2009\)](#)** – The GMP does not include project-specific access needs to the National Monument, but does describe multimodal transportation as the desired approach for providing access for the protection, use, and enjoyment of monument resources.
- **[Columbia River Heritage Trail Concept Plan \(2000\)](#)** – This plan presents a concept for the development and management of a public trail along the Columbia River on Morrow County's northern border. The plan is dated and Morrow County is interested in updating it to reflect current conditions. The Heritage Trail would provide access to the Umatilla National Wildlife Refuge.

CONCLUSIONS AND NEXT STEPS

The information contained in this Existing Transportation Needs Technical Memo will be used during the next phase of the Oregon FLAP Needs Assessment. The project team is hosting multi-agency workshops and one-on-one interviews with stakeholders from local governments, the Oregon Department of Transportation, and the Federal Land Management Agencies to:

- Confirm/validate the existing access needs described within this document and
- Identify any other needs that were not submitted during previous FLAP calls for proposals or contained within existing plans and studies.

The result of this multi-agency outreach and coordination will be a comprehensive list of statewide Federal lands access needs that will be prioritized against a to-be-determined ranking criteria.



APPENDIX A – LIST OF PLANS AND STUDIES REVIEWED

The following plans and studies were reviewed as part of the Oregon FLAP Needs Assessment.

Federal Land Management Agency Plans and Studies: National

- Transportation Connections 2040 National LRTP (2021) – *Bureau of Land Management (BLM)*
- National LRTP (2021) – *Bureau of Reclamation (BOR)*
- National LRTP (2017) – *National Park Service (NPS)*
- PLAN 2035 National Transportation Plan (2016) – *United States Fish and Wildlife Service (USFWS)*

Federal Land Management Agency Plans and Studies: Regional and Unit

- BLM 5-Year Travel and Transportation Management Strategy (2018)
- BLM Western Oregon Districts Transportation Management Plan (2010)

- NPS Pacific West Region LRTP (2015)
- NPS Accessibility Self-evaluation and Transition Plan: Lewis and Clark National Historic Park (2020)
- NPS Crater Lake National Park ITS Concept of Operations Plan
- NPS Foundation Document Crater Lake (2015)
- NPS General Management Plan for John Day Fossil Bed National Monument (2009)
- NPS Oregon Caves National Monument Preserve Draft Management Plan (2018)

- USFS Columbia River Gorge National Scenic Area Management Plan (2020)
- USFS Crooked River National Grassland Forest Plan (1989)
- USFS Deschutes National Forest Plan (1990)
- USFS Deschutes National Forest Travel Analysis Report (2015)
- USFS Deschutes National Forest Alternative Transportation Feasibility Study (2015)
- USFS Fremont-Winema National Forest Motorized Travel Management Planning & Travel Analysis Report (2014)
- USFS Mt. Hood National Forest Land and Resource Management Plan (1990)
- USFS Newberry National Volcanic Monument Comprehensive Management Plan (1994)
- USFS Ochoco Forest Plan (1989)
- USFS Ochoco National Forest & Crooked River National Grassland Travel Analysis Report (2015)
- USFS Road Analysis Report Forest-Wide Assessment for Ochoco National Forest, Deschutes National Forest, and Crooked River National Grassland (2003)
- USFS Suislaw National Forest Travel Analysis Report (2014)
- USFS Transportation Resiliency Guidebook (2018)
- USFS Umatilla National Forest Travel Analysis Report (2015)
- USFS Umpqua National Forest Travel Analysis Report (2015)
- USFS Wallowa-Whitman National Forest Land Management Plan (2018)
- USFS Willamette National Forest Road Investment

- USFWS Region 1 Long Range Transportation Plan (2012)
- USFWS Hart Mountain National Antelope Refuge Comprehensive Management Plan
- USFWS Tualatin River National Wildlife Refuge Land Conservation Plan

- USFWS Wapato Lake Unit Draft Land Conservation Plan
- USFWS Willamette Valley National Wildlife Refuges Comprehensive Conservation Plan

Oregon Department of Transportation (ODOT) Statewide Plans

- Oregon Transportation Plan (2006)
- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Highway Plan (2015)
- Oregon Public Transportation Plan (2018)
- Oregon Transportation Options Plan (2015)
- Oregon Transportation Safety Action Plan (2021)
- Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction (2018)

Metropolitan Planning Organization (MPO) Regional Transportation Plans

- Albany Area MPO Regional Transportation Plan (2018)
- Bend MPO Metropolitan Transportation Plan (2019)
- Lane Council of Governments Metro Plan (2019)
- Middle Rogue MPO Regional Transportation Plan (2020)
- Oregon Metro Regional Transportation Plan (2018)
- Rogue Valley MPO Regional Transportation Plan (2021)
- Salem-Keizer Area Transportation Study Regional Transportation System Plan (2019)

Other Regional Plans

- Cascades East Transit 2040 Transit Master Plan (2020)
- Columbia River Gorge Transit Strategy (2016)
- Portland Metro Regional Transit Strategy (2018)

Corridor Plans and Studies

- Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan