

Central Oregon Area Commission on Transportation (COACT)

February 12th, 2026 | 3-5pm | Hybrid

In-Person

ODOT Region 4 Headquarters, Building M, Baney Conference Room (63055 N Hwy 97, Bend, OR 97701)

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 259 214 101 165 88

Passcode: Ej7Bg6ka

Dial in by phone

[+1 971-277-1965,,830254345#](#) United States, Portland

[Find a local number](#)

Phone conference ID: 830 254 345#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

AGENDA

- | | | |
|------|--|---|
| 3:00 | <u>1. Call to Order & Introductions</u> | <i>Chair/Vice Chair</i> |
| 3:10 | <u>2. Public Comment</u> | <i>Chair/Vice Chair</i> |
| 3:15 | <u>3. COACT Business</u> | <i>Chair/Vice Chair</i> |
| | <ul style="list-style-type: none">ACTION: Approve November Meeting MinutesLetter of Support – BUILD US DOT Grant – US 97 Juniper Butte Safety Improvements | Attachment A
November 2025 Meeting Minutes |
| 3:30 | <u>4. COACT/ODOT Capital Investment Plan</u> | <i>Ken Shonkwiler/COACT Chairs</i> |
| | <ul style="list-style-type: none">ODOT CIP PresentationCOACT project submission discussion (5 minutes per member agency)CIP Project prioritization | |
| 4:20 | <u>5. 27-30 STIP Outreach</u> | <i>Emerald Shirley</i> |
| 4:40 | <u>6. Roundtable Updates/Sharing</u> | <i>COACT Members</i> |
| 5:00 | <u>7. Adjourn</u> | <i>Chair/Vice Chair</i> |

Central Oregon Area Commission on Transportation (COACT)

Next Meeting: April 9th, 2026

Central Oregon Area Commission on Transportation (COACT)

Meeting Minutes - November 13th 2025 3:00 to 5:00PM

Chair: Commissioner Patti Adair, Deschutes County Board of Commissioners (Present)

Members Present: Councilor Tryna Mullenberg, Councilor Cheryl Pellerin, Councilor Gina Franzosa, Omar Ahmed ODOT, Commissioner Seth Taylor, Commissioner Susan Hermreck, Councilor John Nielson, David Roth.

Others Present: Cydney Bowman ODOT, Corrinne Oedekerk, Tyler Deke, Ken Shonkwiler, Tarik Rawlings, Brian Potwin, Chris Doty.

Meeting Minutes

3:00 **1. Call to Order & Introductions**

Chair/Vice Chair

Quorum made. Meeting called to order at 3:00 PM

Motion: Commissioner Adair

Second: Councilor Franzosa

3:10 **2. Public Comment**

Chair/Vice Chair

3:15 **3. COACT Business**

Chair/Vice Chair

- ACTION: Approve September Meeting Minutes

**Attachment A
September 2025 Meeting Minutes**

Motion: Councilor Franzosa

Second: Councilor Muilenburg

- ACT Modal Chair Presentation/Discussion

Commissioner Adair said it was an outstanding meeting. Need to have 3-5 project to bring to next year's ACT Modal Meeting, need to be sensible projects. OR 126/35th is one possibility and intersection to highlight. The western end of OR 126 in Redmond is generally in need. Commission Taylor said it was good to be there and give updates to the larger ACT and statewide groups. US 97 generally is a need but also important between High Bridge to Madras. Commission Adair encourages practical projects for the group. Commissioner Taylor wants a mega project for US 97 and central Oregon. Both commissioners agree that we need to submit projects that can be funded.

Central Oregon Area Commission on Transportation (COACT)

Commissioner Hermereck stated that the Crook County TSP was just adopted, OR 126/Powell Butte roundabout is a high need. Juniper Canyon egress route is also a major need. These are the two main TSP projects. Project funding is needed to add to the roundabout.

City of Sisters just passed their UGB amendment and transportation will be a focus as they go through the land use process.

Omar Ahmed mentioned that we will discuss the ODOT Capital Improvement Program under Item 6.

3:45 **5. ODOT Wildlife Crossing Program**

Cidney Bowman

Cidney provided an overview of the wildlife crossing program and presented the story map.

Commissioner Adair made a point about pressure from wolves and cougars as a factor.

Commissioner Taylor mentioned that ODFW had previous concerns on the effectiveness at fencing – does fencing add or shift the problem? Cidney answered that it is an evolving science but improvements have been done. The program plans on adding fencing longer than 3 miles to better control this issue. Presentation will later discuss effectiveness.

Overcrossings were brought up, and mentioned that an overcrossing is an effective solution but they are cost prohibitive based on the current amount of funding.

Cidney and Brianna detailed the construction and monitoring of wildlife underpasses and fencing along Hwy 97, including the Lava Butte and Gilchrist projects. These projects have reduced collision rates by up to 66% in some segments, with ongoing challenges at fence ends and varying success rates for deer and elk.

David Roth discussed additional issues with cougars and the deer population. Commissioner Taylor mentioned that cougar populations are possibly much higher. Commissioner Taylor mentioned that hunting regulations need to change to protect the mule deer populations. The group mentioned that predators need to be managed in addition to protecting populations from vehicles. Commissioner Taylor asked a clarification on the stretches that added exclusion fencing.

David Roth asked a question about mowing and extending the clear zone – Cidney answered that while that can improve visibility, it does attract deer to the shoulder.

Commissioner Taylor asked if the overcrossings on US 20 will be funded by ODOT dollars. Cidney clarified that the funding would likely have to come from federal grants. Commissioner Taylor mentioned that the priority for ODOT funds should be ODOT safety.

4:15 **6. ODOT Program Updates**

Kayla Hootsman/Amanda Pietz

- Capital Investment Plan (CIP) Update

Kayla provided an update of the CIP and engagement for the ACTs on priority projects. The CIP is in progress and will improve process for scope/schedule/budget on projects. Kayla provided the instructions for the project priority lists. Members are encouraged to consult with their constituents and submit proposals ahead of the next ACT meetings.

Commissioner Adair and Councilor Nielsen brought up a discussion on red light cameras.

Commissioner Taylor asked if funds could be used for drivers ed – lack of drivers ed training in Jefferson Co.

Central Oregon Area Commission on Transportation (COACT)

4:35 **7. COACT Safety Committee Update**

Megan Tuck

Megan Tuck provided updates on COIC's regional safety committee work, including new outreach strategies, partnerships, and grant-funded initiatives aimed at reducing fatal and serious injury crashes, with input from Abbey, John, and Seth on local enforcement and education efforts.

4:40 **8. Roundtable Updates/Sharing**

COACT Members

Chris Doty, Deschutes County:

BPAC:

Mayor Jennifer Letz, City of Sisters:

Commissioner Adair, Deschutes County:

Commissioner Seth Taylor, Jefferson County:

Omar Ahmed, ODOT

Councilor John Nielson, City of Redmond:

Councilor Tryna Muilenberg, City of Metolius:

Councilor David Beck, City of Culver:

Councilor Gina Franzosa, City of Bend:

Rich Evans, City of Prineville:

Councilor Scott Smith, City of Prineville:

Commissioner Susan Hermreck, Crook County:

Omar Ahmed: Public Comment period for 27/30 STIP will be open in February, ODOT will share at next meeting. Agency director has issued his letter of resignation.

5:00 **9. Adjourn**

Chair/Vice Chair

Commissioner Adair adjourned the meeting at 4:47. Seconded by Commissioner Taylor.

Next Meeting – February 12th

Informing the Capital Investment Plan

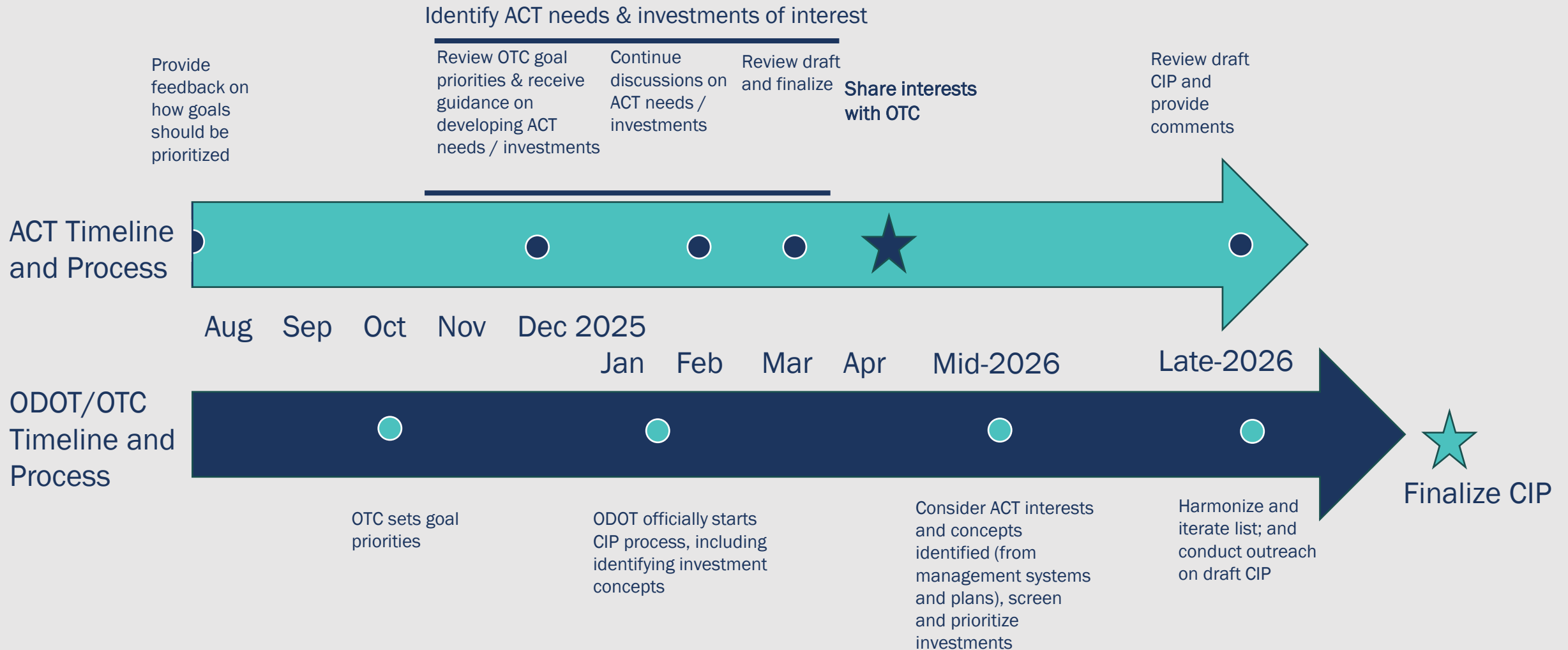
Central Oregon Area Commission on Transportation

ACT Role in the CIP

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



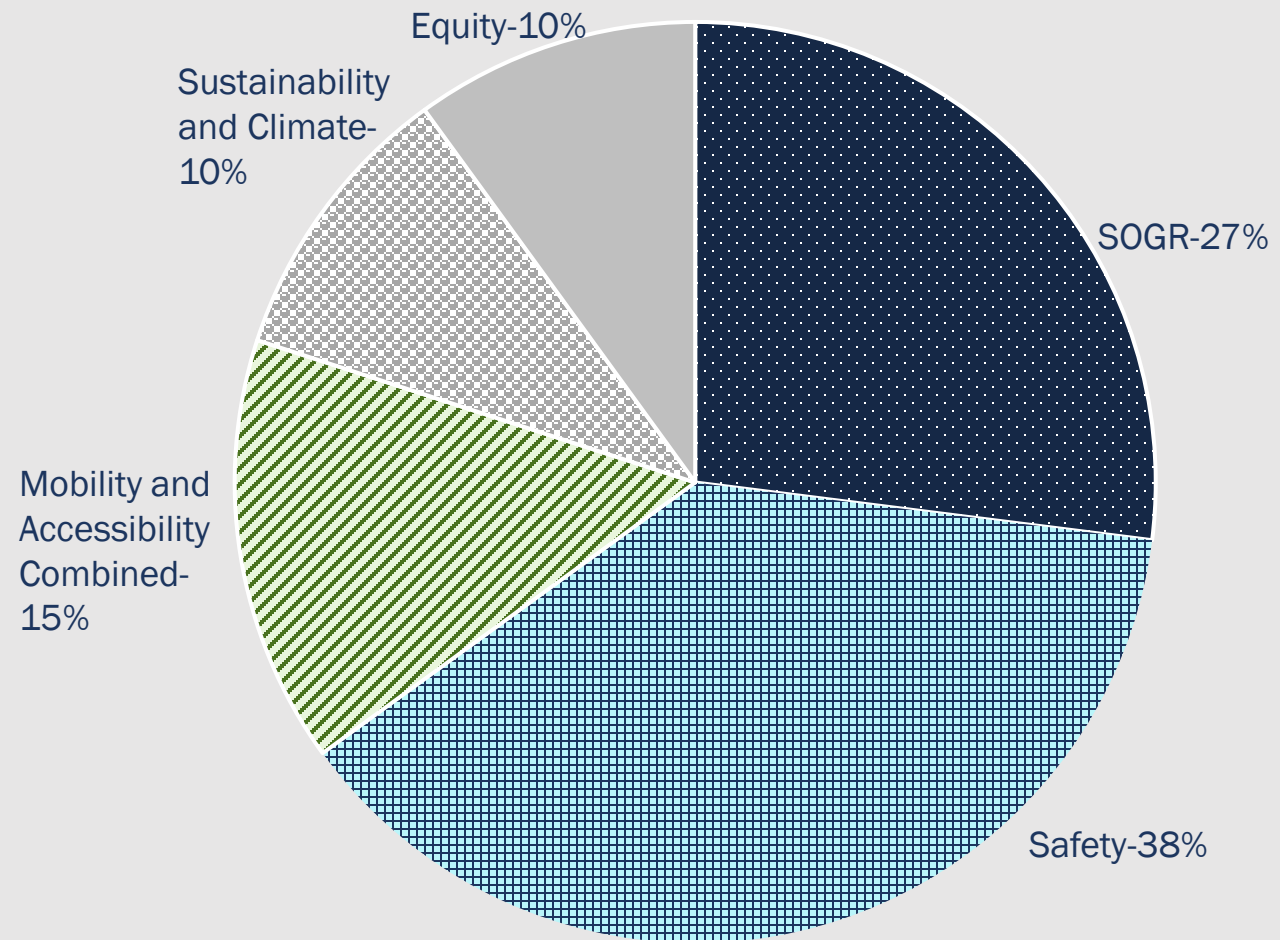
Timeline and Process



Final Preferred Scenario

Capital Investment Plan Policy

Goal Weights



Goals

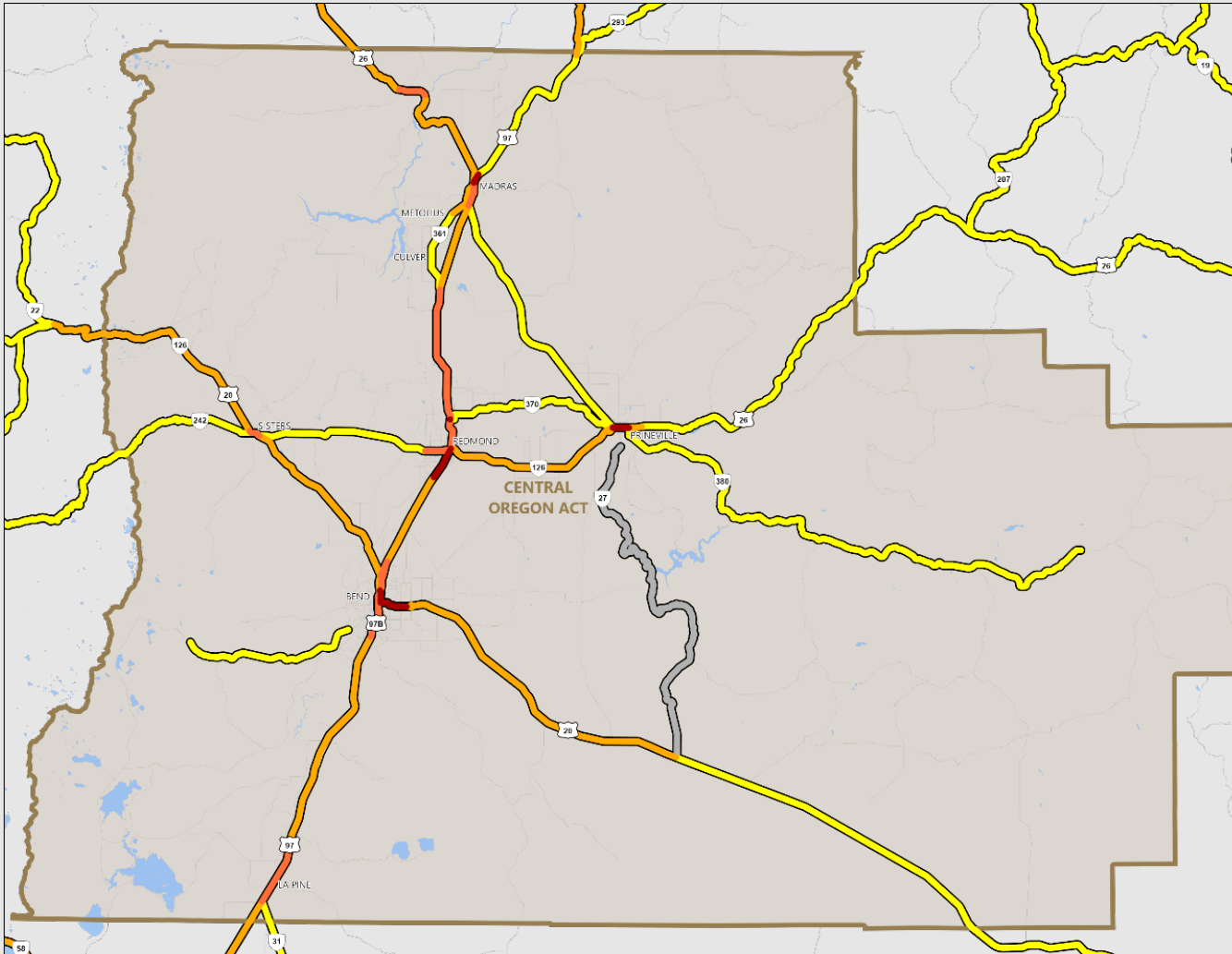
- Stewardship / SOGR**
 - Maintains asset lifecycle
 - Maintains infrastructure
 - Improves resilience (seismic & climate)
- Safety**
 - Reduces fatalities and serious injuries
 - Implements crash reduction strategies
- Mobility**
 - Travel time improvements
 - Improved reliability
- Accessibility**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

Identify Needs and Investments of Interest

Per ACT Guidance document:

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

Identify Top 3-5 Priority Investments



ODOT CIP Heat Map

- Safety
- State of Good Repair
- Mobility
- Access
- Climate
- Equity

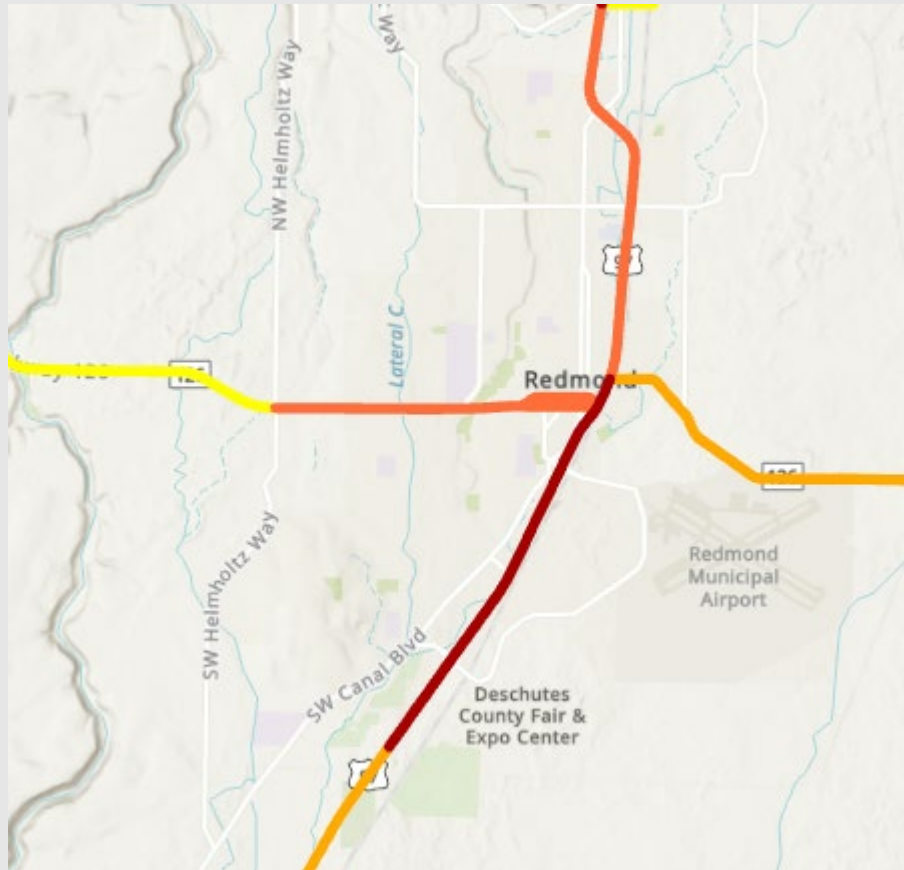
HEAT MAP

INDEX

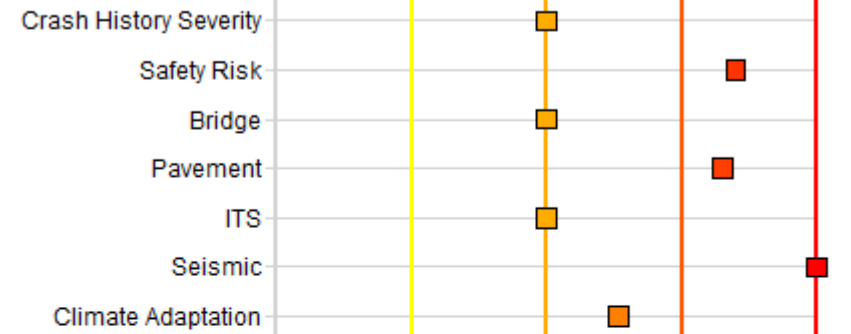
- CRITICAL
- HIGH
- MODERATE
- MINOR
- MINIMAL
- STATE HIGHWAY
- LOCAL ROADS
- WATER BODIES
- ODOT REGIONS

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

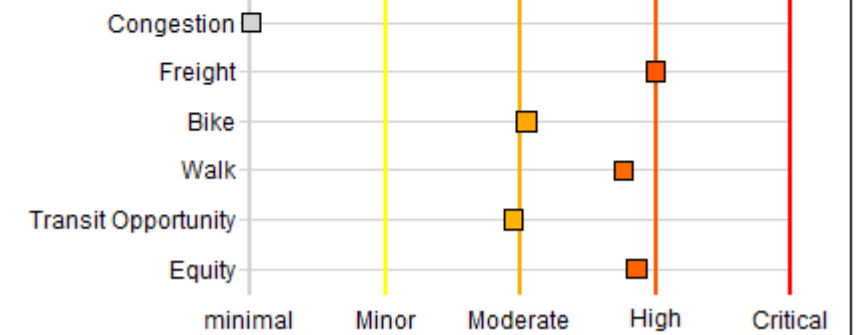
US97 South Redmond



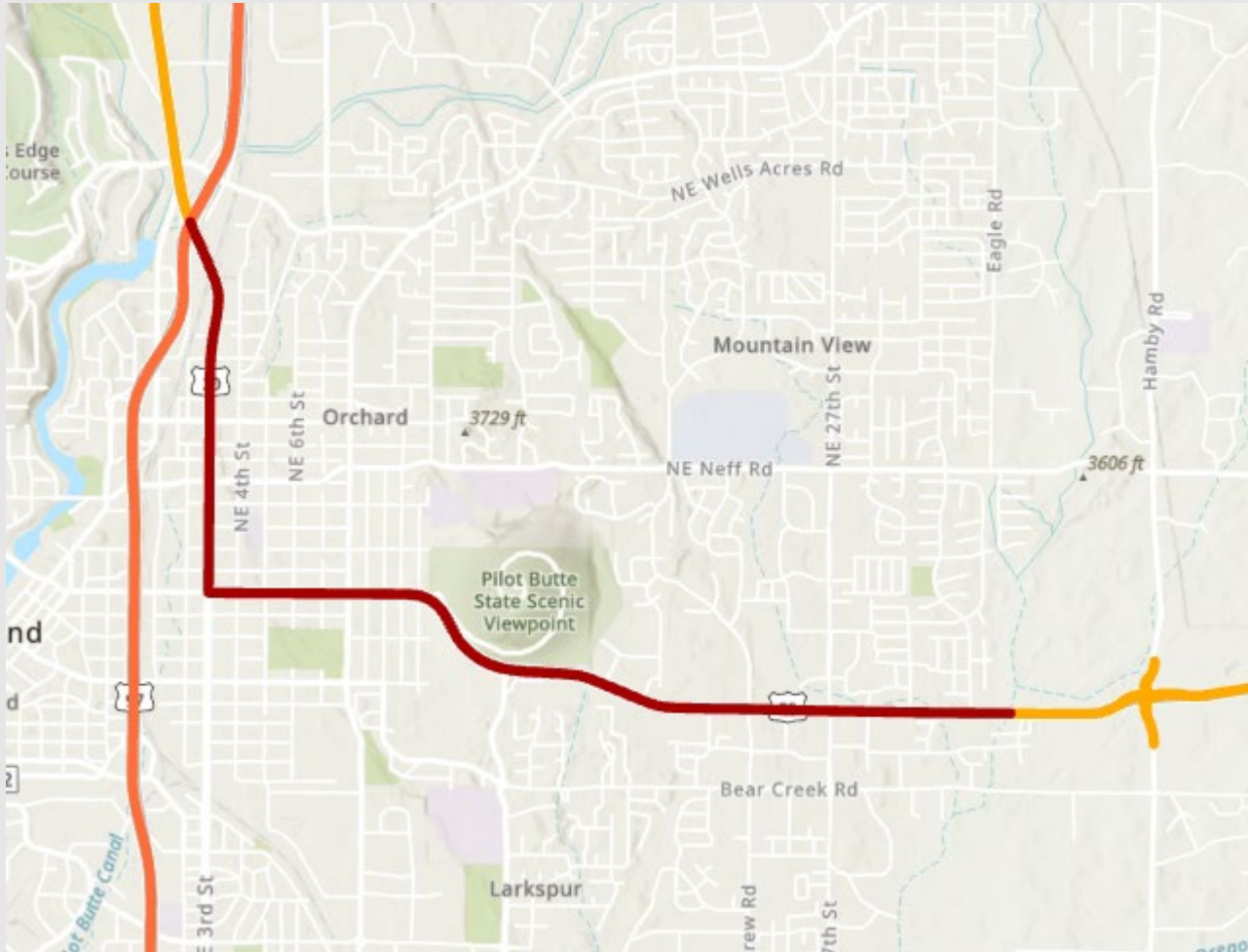
Safety and State of Good Repair



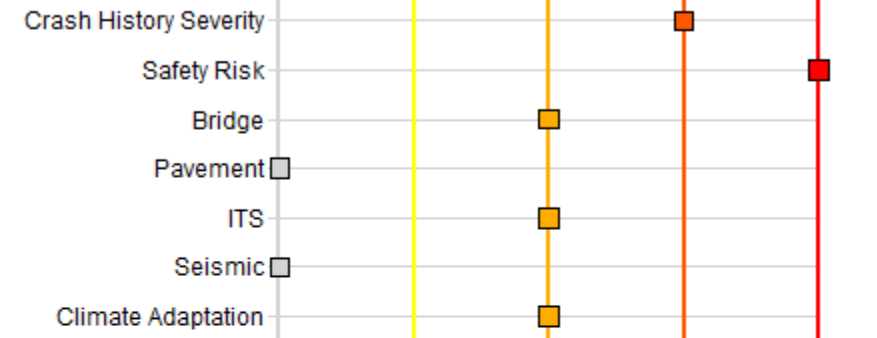
Mobility, Access, Climate, and Equity



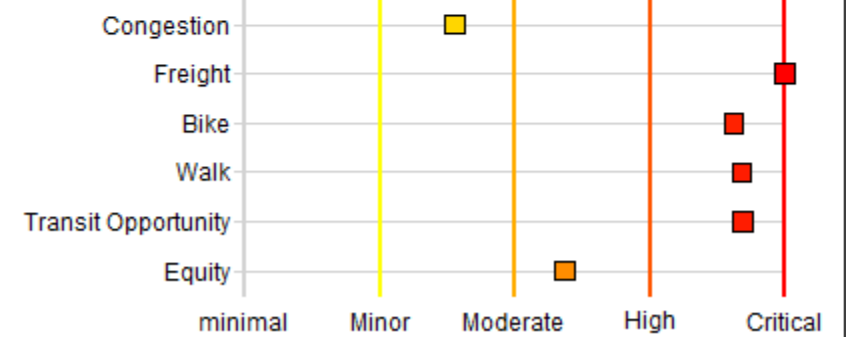
3rd Street and US20 East Bend



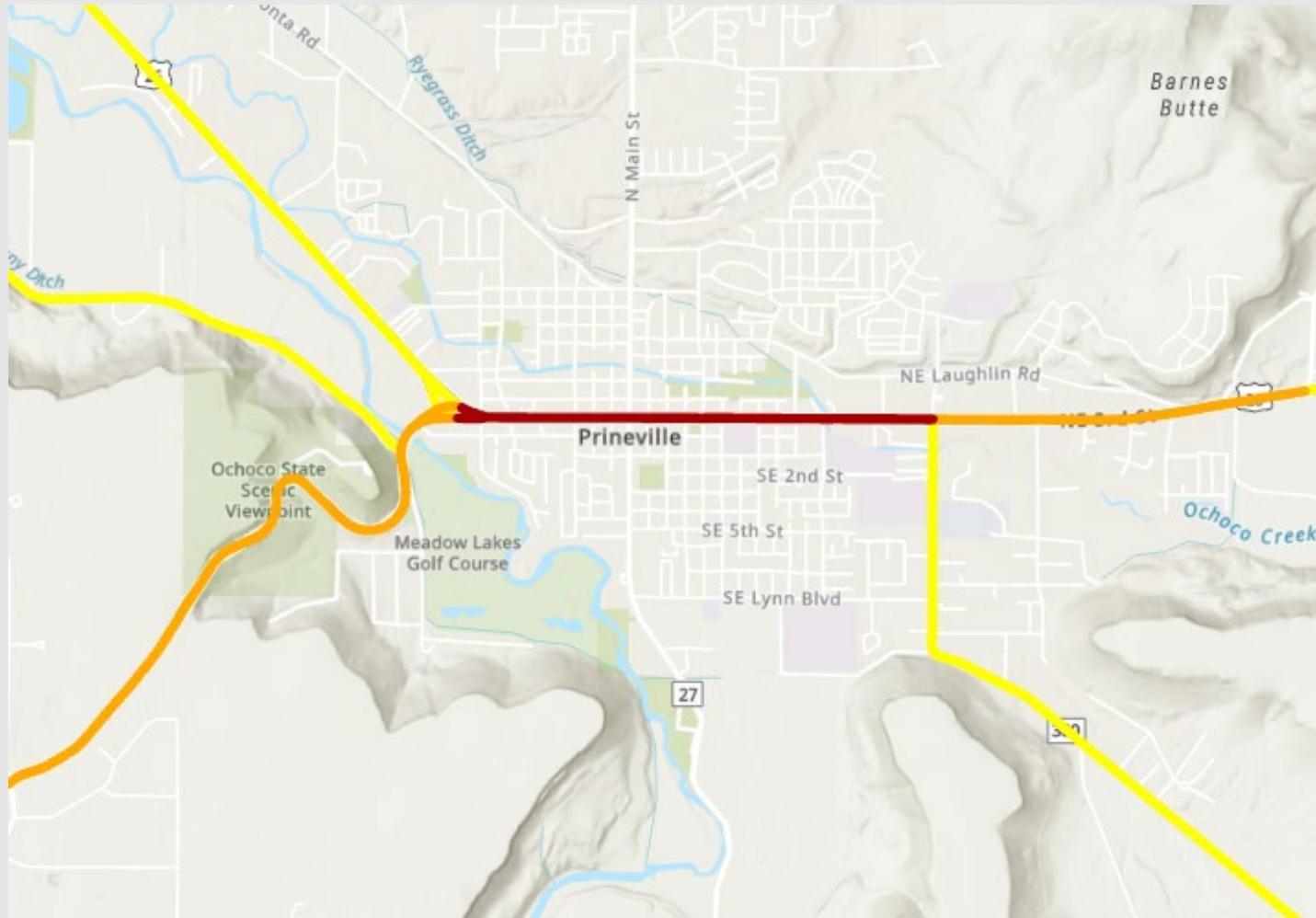
Safety and State of Good Repair



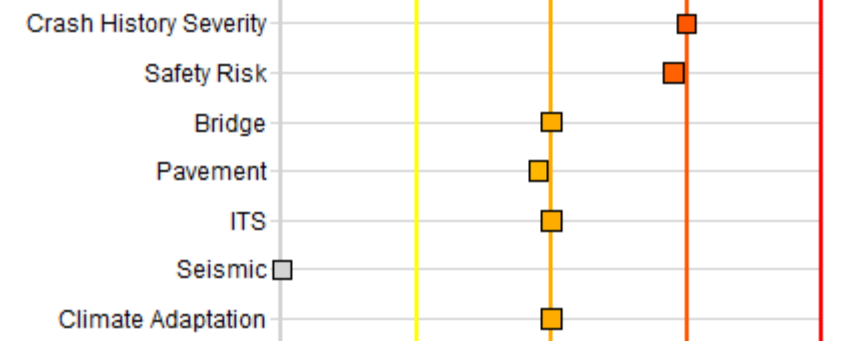
Mobility, Access, Climate, and Equity



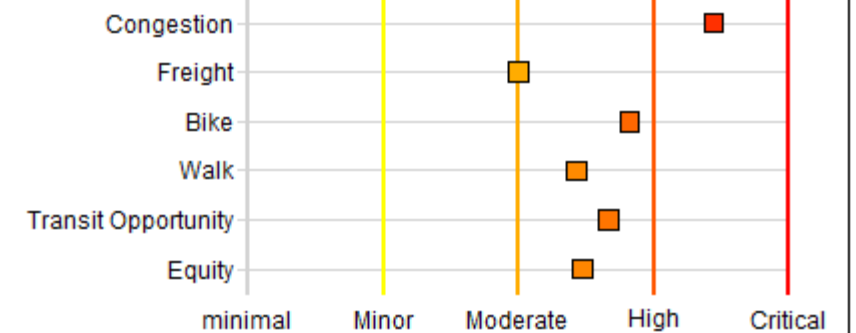
Downtown (US26) Prineville



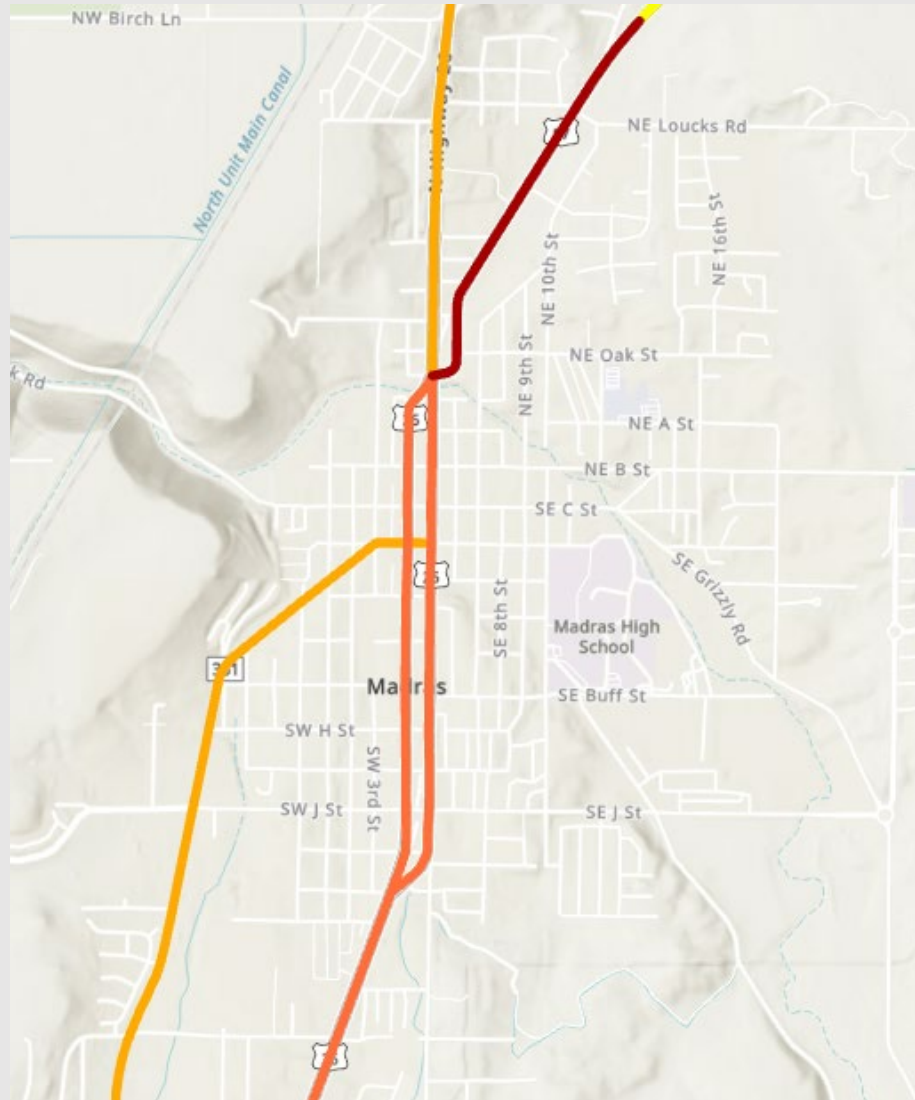
Safety and State of Good Repair



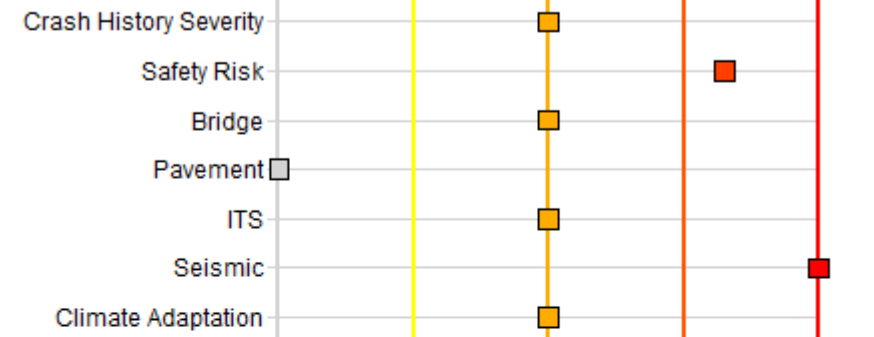
Mobility, Access, Climate, and Equity



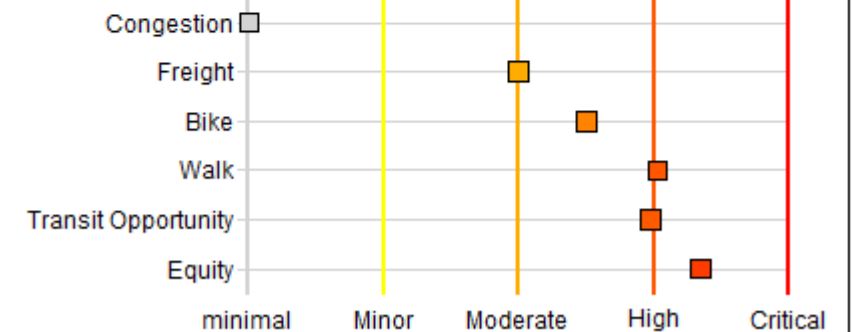
US97 Madras



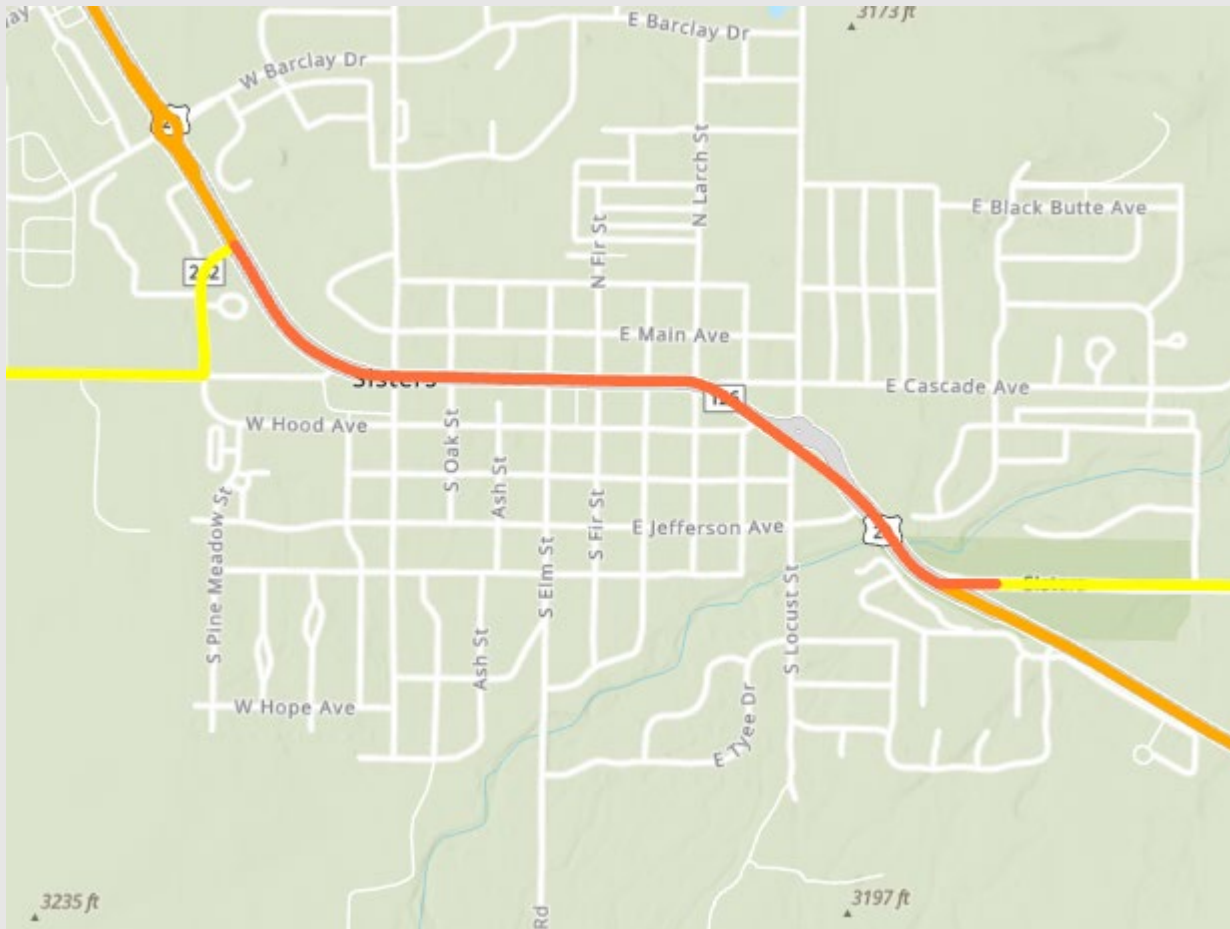
Safety and State of Good Repair



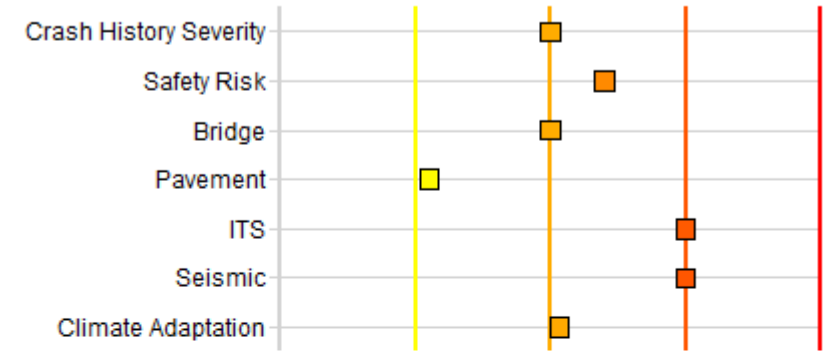
Mobility, Access, Climate, and Equity



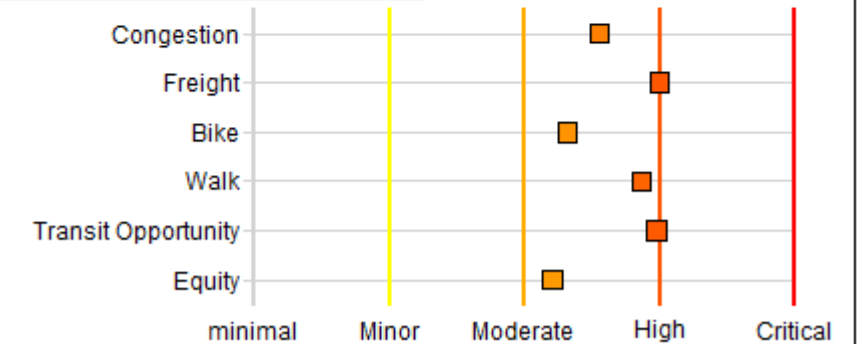
US20 Sisters



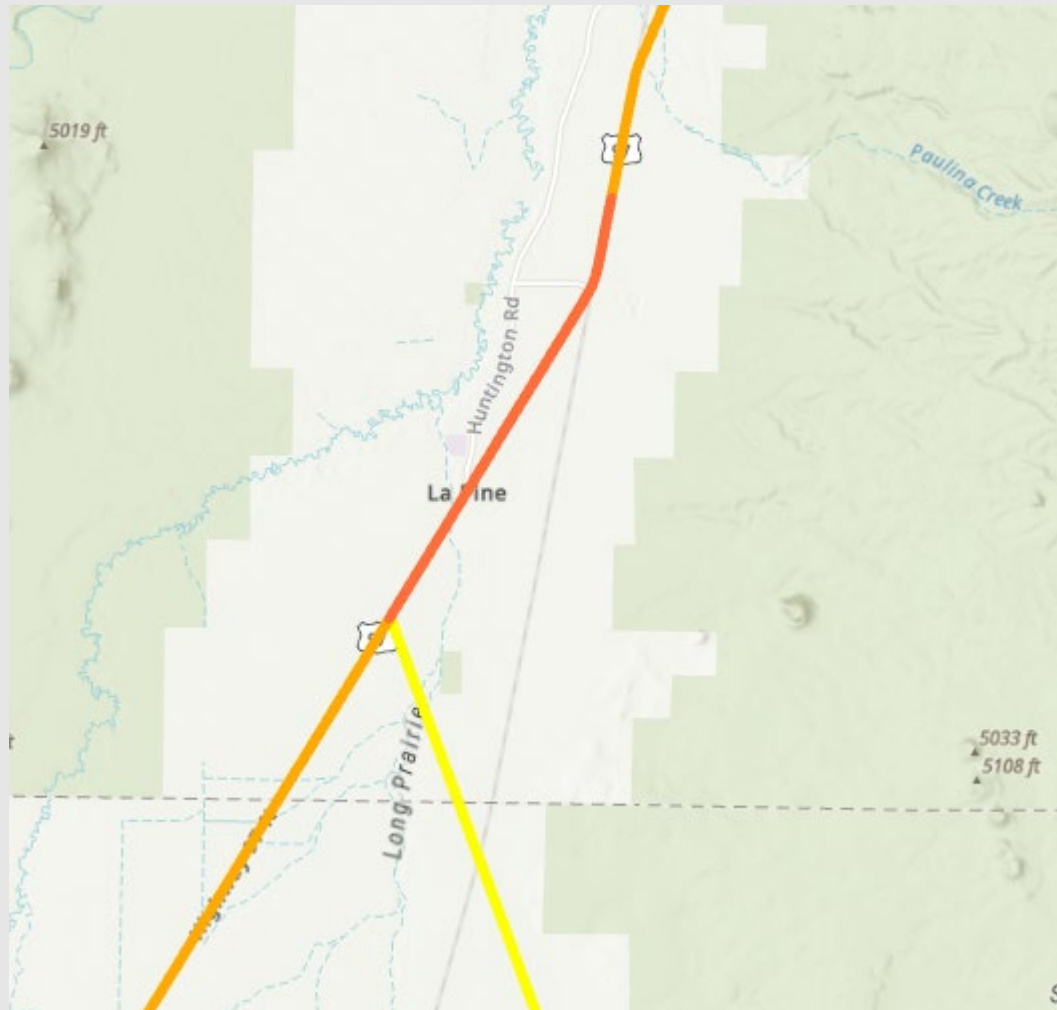
Safety and State of Good Repair



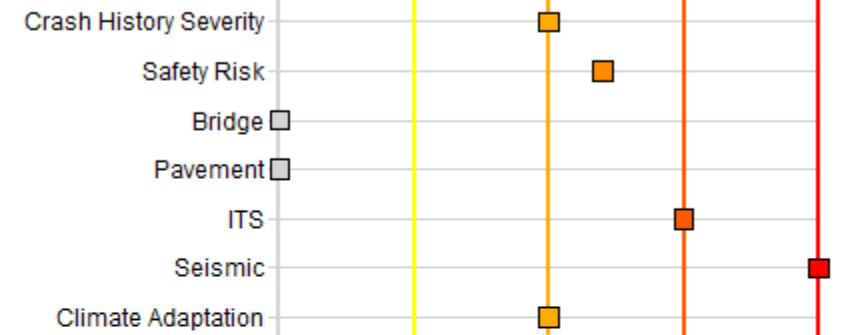
Mobility, Access, Climate, and Equity



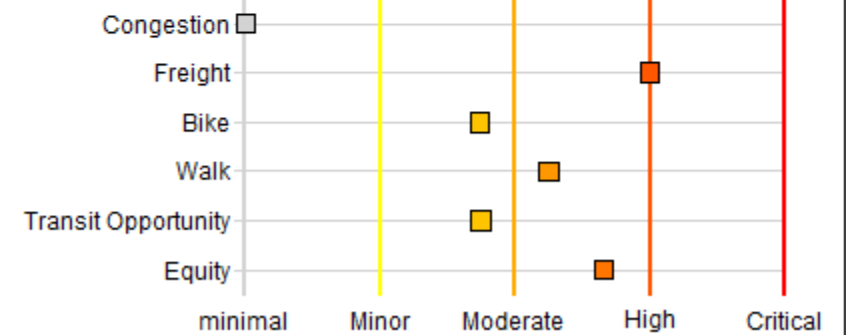
US97 La Pine



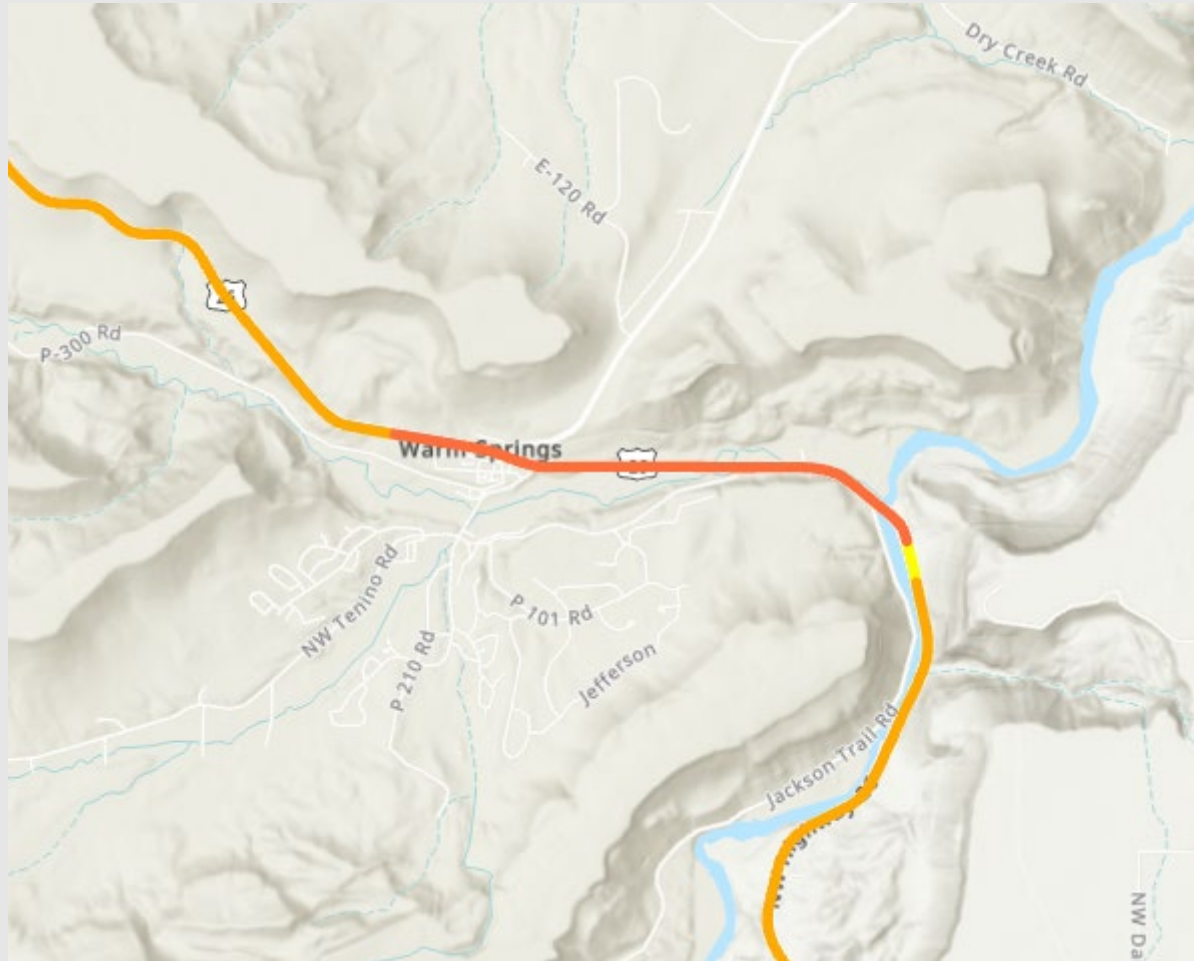
Safety and State of Good Repair



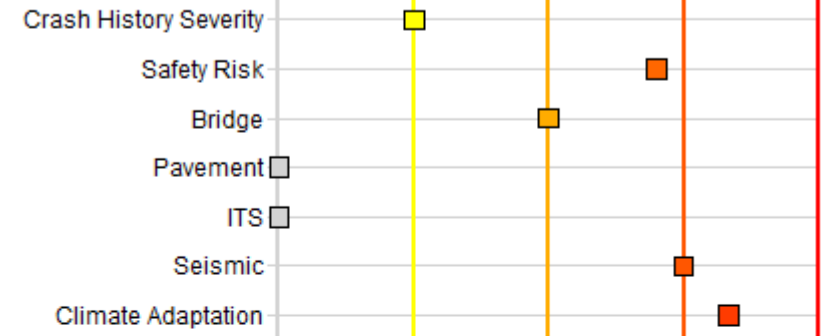
Mobility, Access, Climate, and Equity



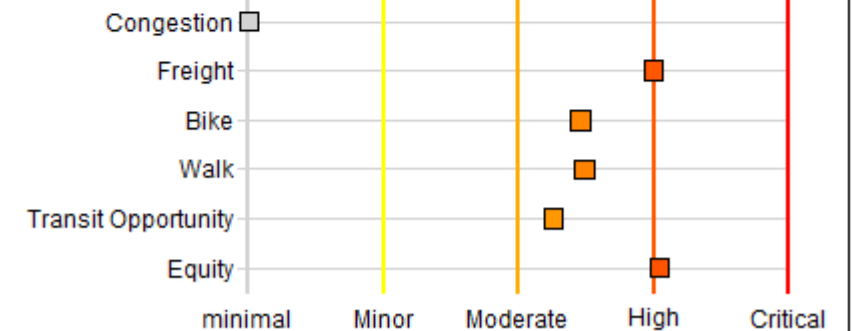
US26 through Warm Springs



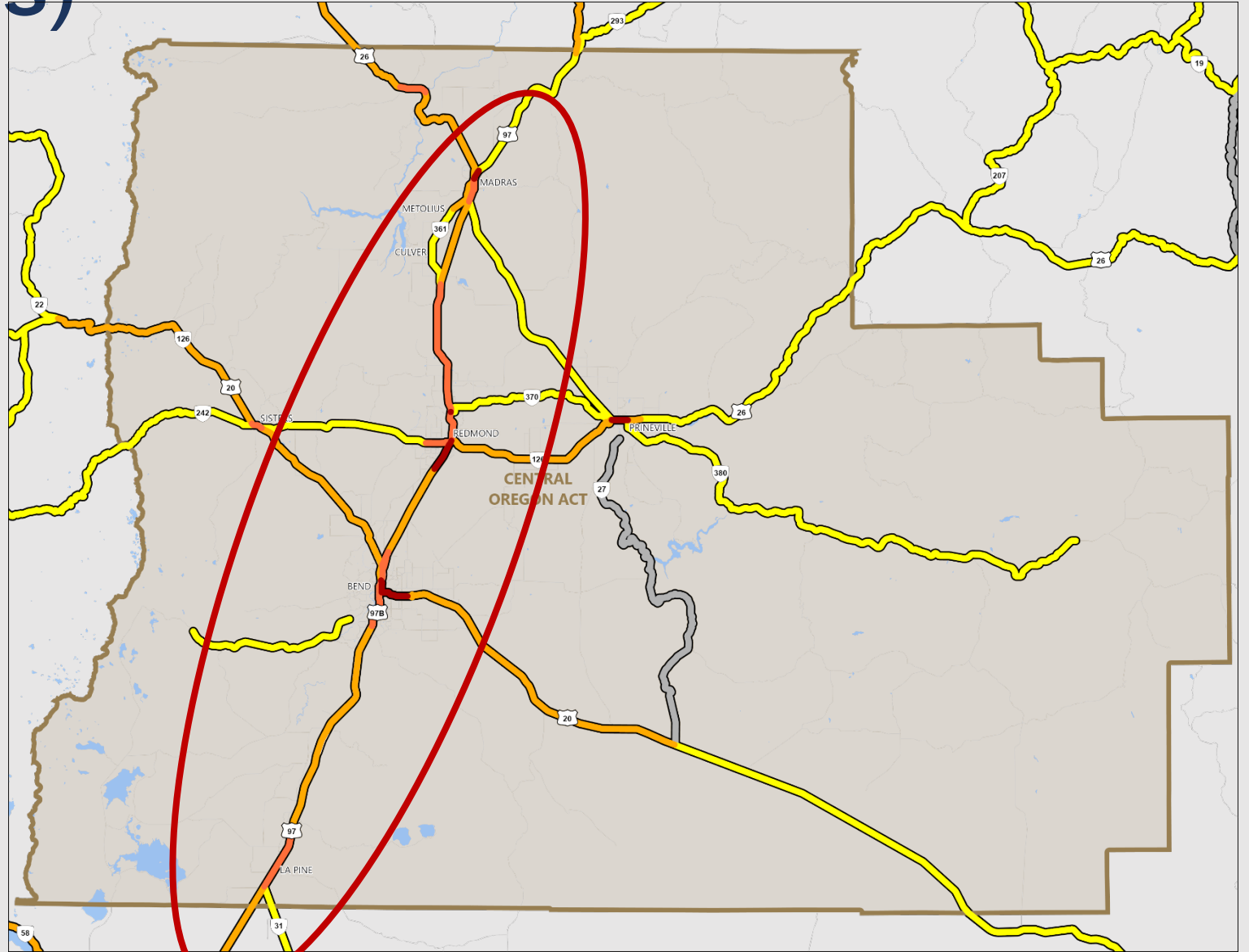
Safety and State of Good Repair



Mobility, Access, Climate, and Equity



US97 Consistently High Scoring (La Pine to Madras)





Data-Driven Investment Opportunities

- There are significant asset needs within each ACT boundary that are identified through management systems and data.
- With projected funding levels these assets will not be funded to the levels they need.
- The CIP does not change funding amounts required to go to certain assets and categories such as:
 - Bridge
 - Pavement
 - Culverts
 - Safety
 - Multi-modal

Major Asset Needs

- Pavement
 - US97: Yew Ave - Bowery Lane Paving, Deschutes
 - OR 126 Pavement between Sisters – Redmond
 - US 26 Prineville
- Signals
 - OR 126/35th Street Signal
- General
 - Safety on US 97
 - US 20/US 97 connection
 - OR 126 improvements (Redmond, Crook Co, Prineville)

Data-Driven Safety Needs

- US 97: Median Barrier improvements
 - Quarry Ave-61st
 - Deschutes Market Rd-Grandview
- US 97 High Bridge to Madras Safety Study Improvements
- OR 126 at Helmholtz (Roundabout)
- OR 126 at Powell Butte Highway (Roundabout)
- US 20 (Greenwood): 1st to 6th St.

Example:

Top Priority Investments									
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Local Leverage	Other Information
1	Bridge Project	Improvements to coastal bridge.	High	This bridge has a rough deck and there are concerns about joint stability.	This bridge provides access to critical resources for all residents within the region.	Mobility Safety State of Good Repair	Improving this bridge aligns with all OTC priorities.		Federal grant opportunity may be available.
2	Road Safety Upgrades	Include increased safety markings to reduce collisions in the area.	Medium	This project is needed soon, as there are indications of wear and tear on signs, markers and striping.	This project will enhance safety on roadways throughout XXX County. Improving various stretches of road with warning signs, delineation and striping.	Safety State of Good Repair	This is a safety focused investment that also addresses keeping signs and markers in good repair.		This project has the full support of local agencies.
3	Mobility Upgrades	This project will develop transit and bicycle/pedestrian upgrades on a 10 mile stretch of road.	Medium	Demands on this stretch of roadway are increasing and improves to multimodal options are needed.	These upgrades improve traveling conditions for everyone in the region, whether you ride, drive, walk or roll.	Mobility	This project will provide better facilities and support multiple travel options.		This project could be combined with a sidewalk improvement project that is already a regional priority.
4	HWY XXX Corridor Improvements	This corridor upgrade includes new signage, striping, lighting and drainage for flood control.	Medium	Area has seen increased serious injury crashes in recent years, across different modes. Area also experiences significant flooding.	HWY XXX has regional significance as a main street through XXX community, upgrades are needed to ensure safety for all users.	Safety	This is an investment that focuses on safety for multiple user groups and aligns directly with OTC safety priority.	Local agency is willing to contribute towards the cost of this improvement effort up to 10%.	Community has also requested that this corridor be a safety corridor due to the increase in serious injury crashes.
5									

Other Priority Investments

(List projects here that are reasonably likely, not in any prioritized order)

	Name	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information

ACT Name: COACT

Top Priority Investments							
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Other Information
1							
2							
3							
Other Priority Investments (List projects here that are reasonably likely, not in any prioritized order)							
Agency	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Other Information
City of Sisters	US 20 Safety Improvements	Initiate traffic and speed study for reduced speed, turn lanes, and crosswalk at US 20 between Mp 1 and intersection between US20 and OR 126. Add wildlife fencing at the City's Lazy Z property.	Medium		Improves safety for motorists and pedestrians along a stretch of roadway that has increased activity and is a popular wildlife passage.	Safety	Local support and coincides with future city projects
City of Sisters	HWY 20 Wildlife Crossings	Construct high priority wildlife crossings between Sisters and Suttle Lake.	Medium		Improves safety for motorists and wildlife by constructing crossings at the highest density of deer and elk vehicle collisions in the State.	Safety	Feasibility Study completed. Four sites identified between Sisters and Suttle Lake.
City of Sisters	US 20 / 126 Roundabout	Begin planning and design work for the future roundabout at the intersection of US 20 and OR 126.	Medium		Improved mobility and safety at the intersection of two key regional routes.	Mobility	Project included in local TSP
Crook County	Intersection of Powell Butte Hwy and Hwy 126	Install a roundabout to improve connectivity and reduce crashes at the intersection of Powell Buttee Hwy and Hwy 126. This solution also can reduce the likelihood of crashes	High	This intersection is a known safety and congestion concern on OR 126, which serves as a primary east-west route through Crook County. This improvement will address conflict points and improve traffic flow	Improvements at this intersection benefit local commuters, freight and ag traffic and regional travel through Central and Eastern Oregon	Safety	This project directly advances safety and mobility outcomes by reducing crash risk, improving intersection performance and enhancing reliability on a state highway
City of Bend	US20/Empire/US97	Install new traffic signal at US20/Empire. Install WB right-turn lane on Empire at US20. Install traffic signal at US97/Empire SB ramp intersection. Improve pedestrian and bicycle facilities across/through the interchange. Planning and conceptual design for a direct southbound US20 to southbound US97 connection.	High	This project will improve mobility and safety for all users at one of the most congested and high-crash interchanges in Region 4.	These projects will improve access to the large regional employment center on Empire Avenue, the regional retail centers north and south of the interchange, and access to rapidly developing residential lands across northern areas of Bend.	Safety	These projects will improve safety and mobility by eliminating an uncontrolled intersection (97 SB on-ramp), replacing an aging traffic signal, and improving pedestrian and bicycle facilities.
City of Bend	US20 (Greenwood and 3rd St) bicycle and pedestrian improvements	Construct bicycle and pedestrian improvements on Greenwood identified in the US20 Bend Facility Plan and on 3rd St from Greenwood to Butler Market Rd. Improvements include additional protected crossings, enhanced bicycle facilities, and multi-use trails.	High	This project will improve mobility and safety for pedestrians and bicyclists along a congested, high-crash, and high-fatality corridor. Over half of each corridor is within a potential Climate Friendly Area (CFA). Implementing these projects will improve multi-modal access throughout the corridor.	These projects will improve access to existing commercial and employment areas, the Core Area, potential CFAs on Greenwood Ave and 3rd Street, and rapidly developing lands south and east of the Greenwood corridor.	Safety	These projects will improve mobility and safety for pedestrians and bicyclists by providing protected crossings and improved bicycle and pedestrian facilities along two of the highest crash and fatality corridors within Bend.
City of Bend	US97/Reed Market Rd NB off-ramp traffic signal	Design and install traffic signal at NB off-ramp intersection.	Medium	This project will improve mobility and safety at a congested interchange.	The project will improve safety and access to the Old Mill District, Hayden Homes Amphitheater, the rapidly developing KorPine area, and businesses and residences throughout central and south Bend.	Safety	This project will improve mobility and safety by eliminating an uncontrolled intersection.
City of Bend	US97 bike/ped overcrossing	Planning and conceptual design for bike/ped overcrossing of US97 in the Pinebrook/Badger vicinity	Medium	This project will improve mobility for people that live west of US97 and need to access the commercial services and employment areas east of US97. People walking, rolling and biking must currently cross US97 at-grade or travel out of direction to access safer crossings.	This project will improve access to existing commercial areas and employment areas for people living west of US97.	Safety	This project will improve safety and mobility for people living west of US97 that need to access commercial services and employment areas east of US97.
City of Prineville	US 26/Third Street Corridor Paving & Streetscape Improvements	Revitalize the US 26/Third Street corridor from the intersection of Deer Street to the intersection of NE Elm Street through full reconstruction and repaving of the roadway, reconstruction of midblock sidewalks bringing them compliant with ADA and pedestrian safety standards, and installation of midblock lighting.	High	This project was slated to be completed in 2017 in conjunction with ODOT ADA improvements when the City received \$3 million from HB 2017. Costs increased during the design phase and the scope of work was reduced, eliminating the critical pavement upgrades and pedestrian improvements. The infrastructure is in urgent need of these critical improvements.	The US 26/Third Street corridor is a critical east-west route (including for freight) in Central Oregon, with importance to the region and state.	State of Good Repair	This project will improve the condition of US 26/Third Street for motorized traffic as well as improve pedestrian safety and ADA accessibility.
City of Metolius	Crosswalk on Jefferson Ave. at 9th Street in Metolius	Install a crosswalk making it safer to cross from the Coffee stand and the Busy Bee Market.	High	Speed increases as traffic enters and exits the city on Jefferson Ave. It is important to have a safe connection between these two	The route through Metolius along the Culver Highway is commonly used to avoid the dangers of Highway 97. There is currently only one crosswalk on Jefferson	Safety	This project will improve side-street access to US 97 and reduce the frequency of fatal and serious injury crashes.
City of Metolius	Crosswalk and flashing yellow light on Jefferson Ave. at 6th Street in Metolius	Install a crosswalk with flashing yellow light, making it safer to cross from City Hall to the Depot, a frequent occurrence.	High	The crossing will improve the safety for this area. There is a rise on Jefferson at 5th Street and it is impossible to see traffic coming from the north until its very close, making it dangerous particularly for pedestrians. It will also generally slow traffic coming through town.	The route through Metolius along the Culver Highway is commonly used to avoid the dangers of Highway 97. There is currently only one crosswalk on Jefferson Ave. within the city.	Safety	Project will improve active transportation safety.
City of Metolius	Crosswalk on Jefferson Ave. at 4th Street in Metolius	Install a crosswalk making it safer to cross between the frequented Desert Inn and the Dog Park.	High	The crossing will improve the safety for this area. There is a rise on Jefferson at 5th Street and it is impossible to see traffic coming from the south until its very close, making it dangerous particularly for pedestrians.	The route through Metolius along the Culver Highway is commonly used to avoid the dangers of Highway 97. There is currently only one crosswalk on Jefferson Ave. within the city.	Safety	Project will improve active transportation safety.
City of Metolius	Crosswalk on Jefferson Ave. at Dover Lane in Metolius	Install a crosswalk over Jefferson Ave. on Dover Lane.	High	Speed increases as traffic enters and exits the city on Jefferson Ave. Crossing Dover Lane as a pedestrian is very hazardous.	The route through Metolius along the Culver Highway is commonly used to avoid the dangers of Highway 97. There is currently only one crosswalk on Jefferson Ave. within the city.	Safety	Project will improve active transportation safety.

City of Metolius	Crosswalk along Jefferson Ave. as it crosses over Dover Lane. Include flashing light and caution signs leading up to it.	This crosswalk will complete the city plans to connect residents of the north side housing developments with the school and businesses within the city.	High	Because of this odd and confusing intersection, crossing Dover on foot is very dangerous.	Dover Lane is one of very few roads that connect the Culver Highway with Highway 97, making it busy, especially for trucks.	Safety	Project will improve active transportation safety and support safe routes to schools for local children.	This project will complement safety plans being implemented through Small Cities Allotment
------------------	--	---	------	---	---	--------	--	--

Draft 2027-2030 STIP Public Comment COACT

Jan. 22– March 31, 2026

Statewide Transportation Improvement Program (STIP)

What is the STIP?

Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects on State & Local Roads

Public & Active Transportation Programs & Projects

What is NOT in the STIP?

Maintaining & Operating State Highways

State Highway Fund to Cities & Counties

Revenue & Administrative Functions

State-Funded Multimodal Grant Programs: STIF/CO



Three Phases of '27-'30 STIP Development



Funding Allocation
2023



Project Selection 2024-
2025



Public Review &
Approval 2026

STIP Funding Categories

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

OTC Allocation

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

Major Changes in the 2027-2030 STIP

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

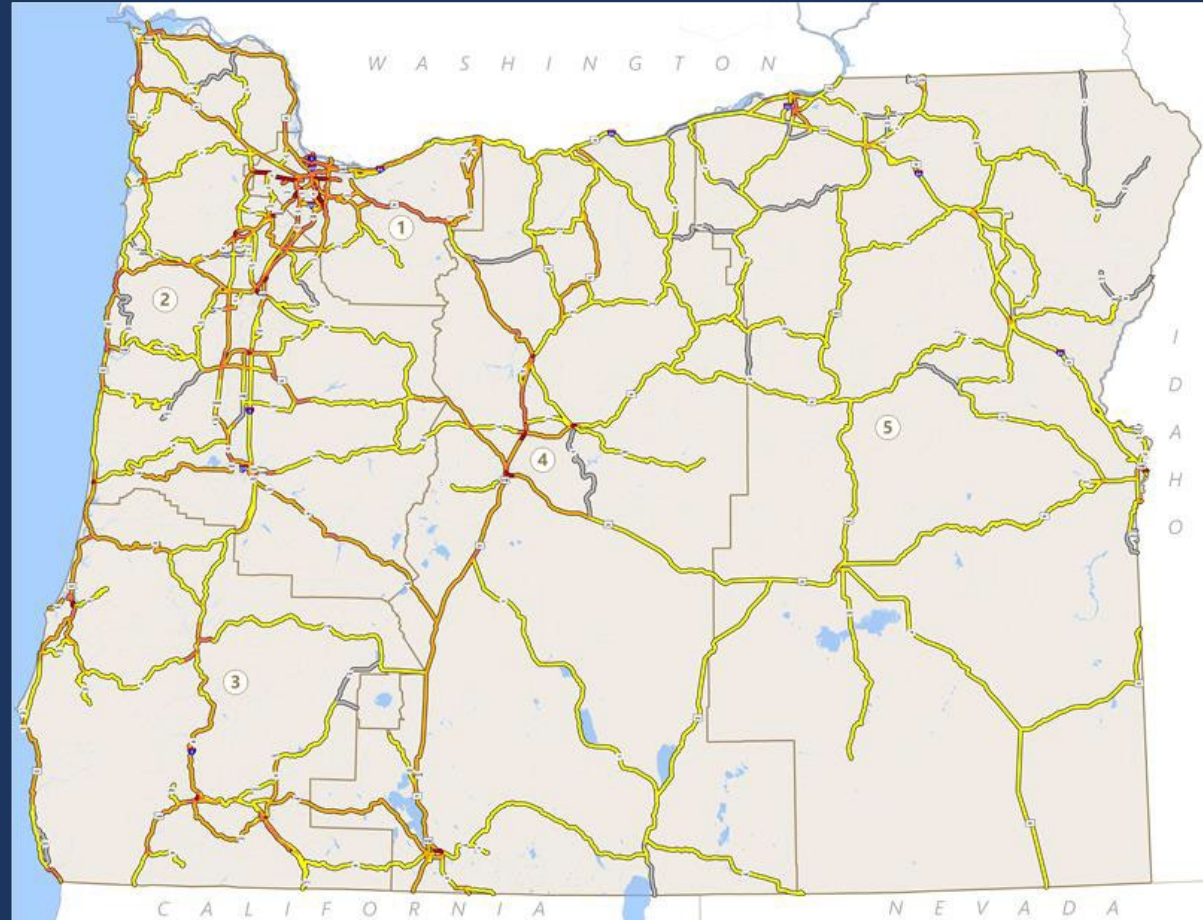
Projected Outcomes of 27-30 Funds

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



Great Streets (\$70 million)

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



Project Selection

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

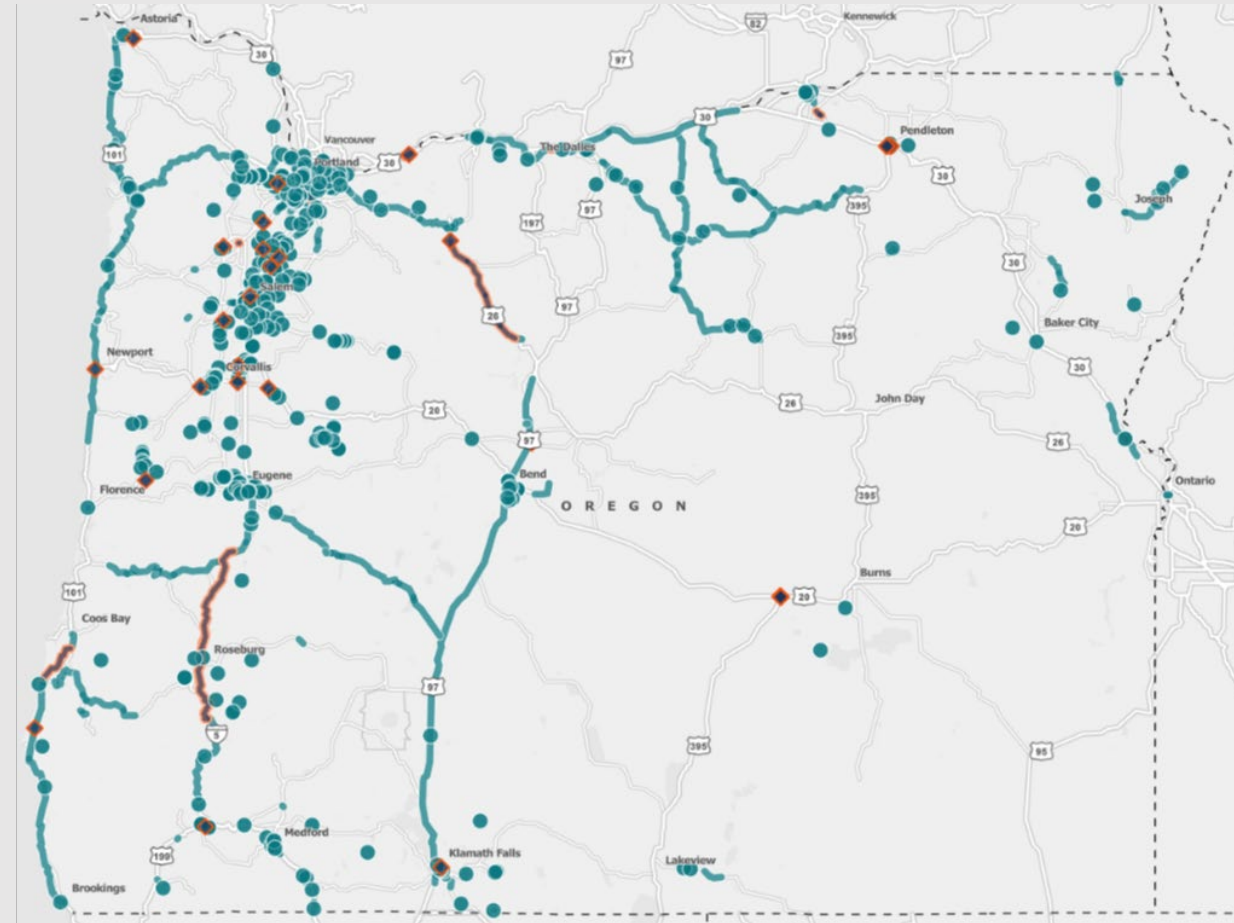


Changes in Programming the STIP: Transition towards the CIP

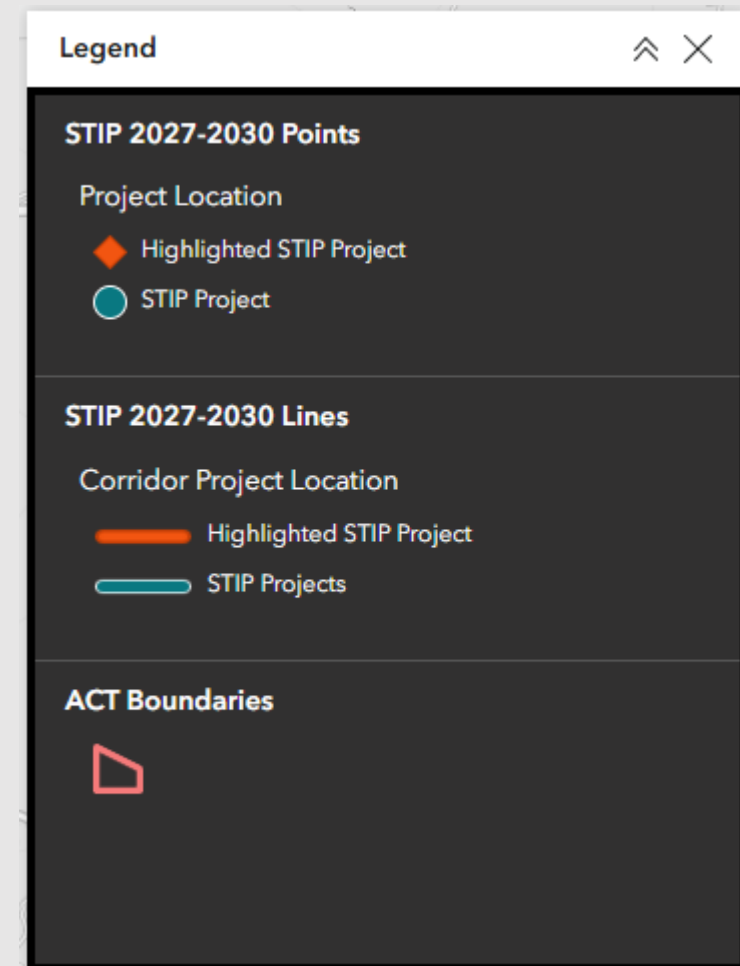
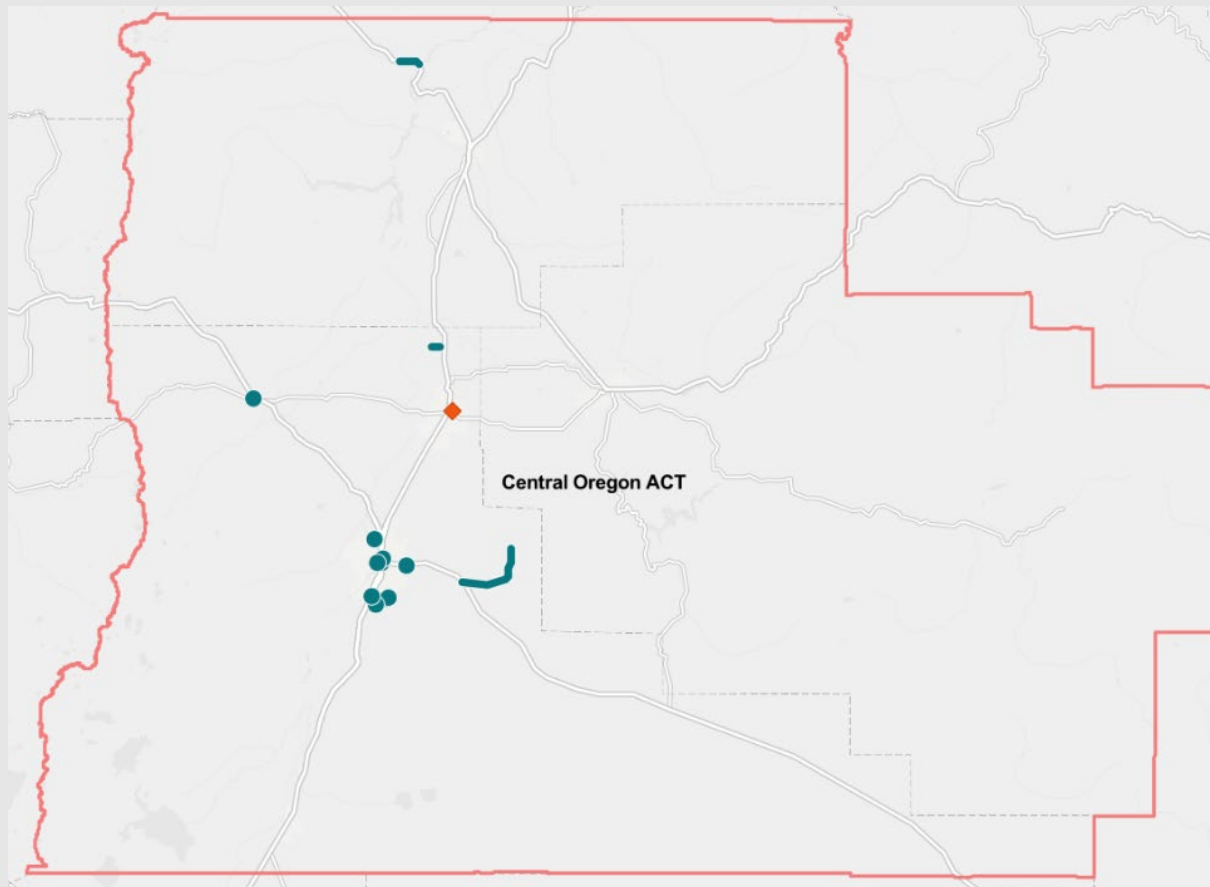
- ODOT is developing a Capital Investment Plan (CIP), showing the projects ODOT intends to move forward on the state system over a 10-year period
 - The first CIP will cover years 2027-2037, with the 2027-2030 STIP being the first four years
 - In the future, all ODOT projects in the STIP will come from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

2027-2030 STIP Overview

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



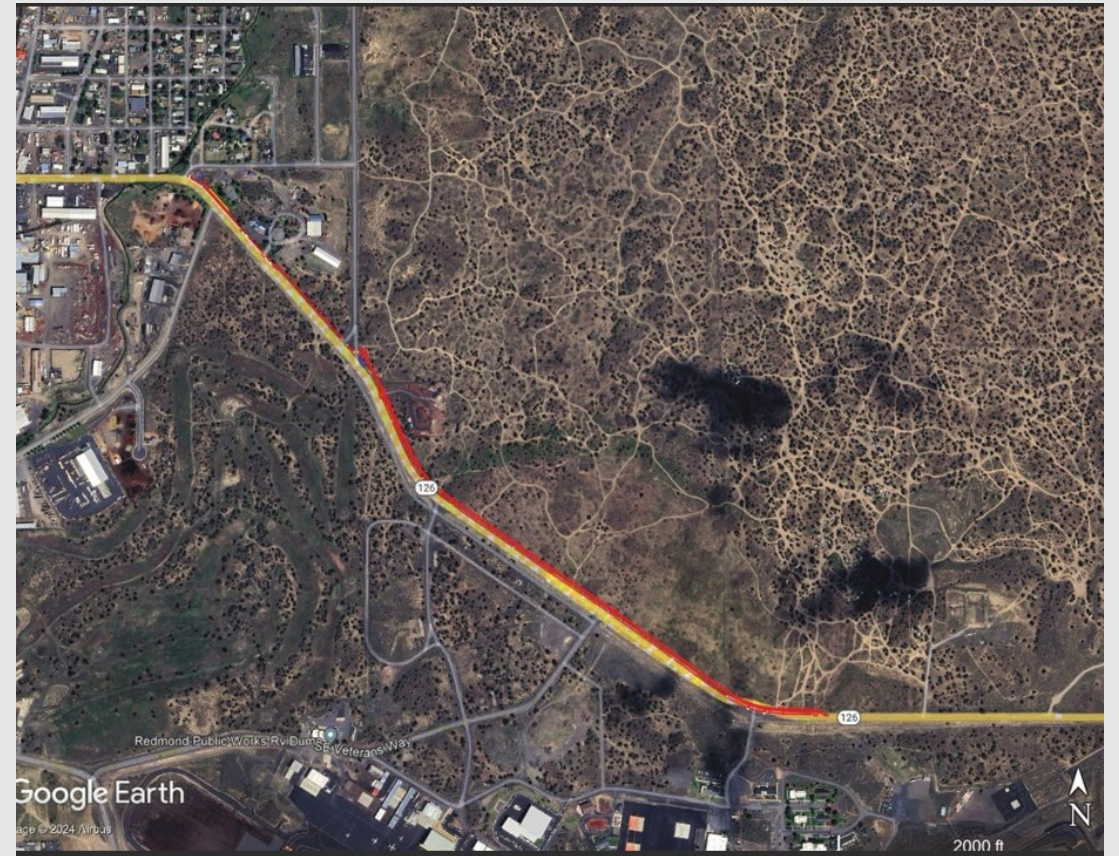
COACT 27-30 STIP Projects



OR Evergreen Ave. – Oasis Village (Redmond)

Project Details

- Continuous 1.3-mile shared use path connecting communities to services.
- Enhanced pedestrian crossings and ADA features, improving safety for those who walk, bike and roll.



Online Open House – Open Feb. 3 – March 20

SharePoint

ADriane McKinney

BROWSEPAGEPUBLISH

SHAREEDIT

An official website of the State of Oregon

How you know us

LANGUAGES

OREGON.GOV

ODOT Home

Drivers & Vehicles

Doing Business

Local Governments

Planning & Technical Guidance

Get Involved

About Us

Programs

27-30 STIP

Starting template used for provisioning Oregon agency sites

Projects > Online Open House Index > 27-30 STIP

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

Welcome: 2027-2030 Draft STIP Open House

Welcome

Learn about the STIP

FIND A PROJECT...

Map

Example Projects in Your Region

Example Projects by Community Benefit

Provide Your Feedback

Thank you for your interest in our online open house!

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

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

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

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

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

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

Let's get started!

Learn about the STIP

Community Benefits

Project Map

Provide Feedback

Social Media

[Like us on Facebook](#)

[Like us on Instagram](#)

[See us on Flickr](#)

[Watch us on YouTube](#)

Contact Us

[Oregon Department of Transportation](#)

355 Capitol Street NE, MS 11

Salem, OR, 97301-3871 USA

[Media Contacts](#)

[Agency Directory](#)

[Ask ODOT](#)

[Contact DMV](#)

[1-888-275-6368 ODOT](#)

[1-503-945-5000 DMV](#)

Links

[Accessibility at ODOT](#)

[Nondiscrimination and Equal Access](#)

[Administrative Rules](#)

[Public Records](#)

[Website Feedback](#)

[ODOT Jobs](#)

About Oregon

[Oregon.gov](#)

[State Employee Search](#)

[Agencies Listing](#)

[Accessibility](#)

[Privacy Policy](#)

[Supported Browsers](#)

[OREGON DEPARTMENT OF VETERANS' AFFAIRS](#)

Back to Top

Highlighted Project:

I-84: Moffett Creek westbound bridge

Welcome

Learn about the STIP

FIND A PROJECT...

Example Projects in Your Region

Example Projects by Community Benefit

Provide Your Feedback

Map

Details

County: Multnomah

Milepoints: 38.98

Estimated Cost Range: \$30 - 50M

Anticipated Construction Years: 2029 - 2031

Project Description

The I-84 Moffett Creek westbound bridge deck and structure is not seismically resilient. The bridge deck has signs of wear, ruts, exposed rebar and damaged concrete. I-84 is a major east-west route across Oregon for freight. A bridge failure on I-84 would close this extremely important route for an extended duration, leading to significant bottlenecks on alternative routes. ODOT will remove and replace the existing I-84 westbound bridge over Moffett Creek in the Columbia River Gorge to meet current seismic standards.

Expected Outcome

The new bridge structure will have an improved bridge deck, new guardrails and striping, a smoother travel surface, improved drainage and will be seismically resilient. The new bridge will also have wider shoulders for emergency use and for cyclists. Design and construction will be consistent with National Scenic Area Standards.

State of Good Repair

Improve overall smoothness and drivability of the road's surface.

When this project is complete, motorists and cyclists will have an improved travel surface on both the east and west travel lanes on I-84.

Increased durability and resistance for the bridge.

The project includes a new seismically resilient bridge structure with wider shoulders, built with reinforced earthquake-ready materials. The new bridge will have a foundation with large, reinforced concrete drilled shafts socketed deep into bedrock. Drilled shafts, crossbeams, bearings and superstructure will be designed, detailed and reinforced to meet current seismic standards on westbound I-84 bridge over Moffett Creek.



Aerial map of project area.

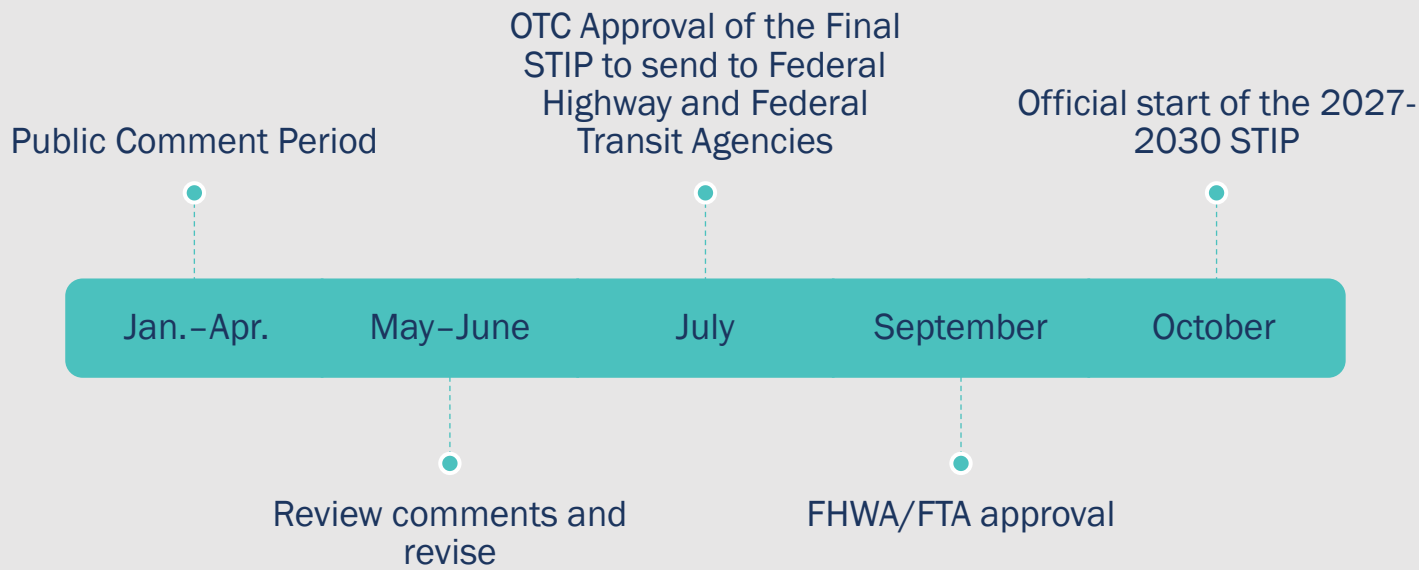


Public Comment

- Officially open from Jan. 22 – March 31, 2026
- Sharing overview today
- Visit the Online Open House to share comments, [Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon](#). Dates are: 2/3 – 3/20.



Next Steps



Thank You.

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

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

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

