

Rule 0830 “Enhanced Review”

Frequently Asked Questions (9/23/2025)

Resources

What resources are available to support the local rule 0830 review process?

ODOT’s Region Planning and statewide Metropolitan Transportation Planning staff are available to help develop lists of potential rule 0830 projects and can assist with scoping rule 0830 review work as part of a TSP or standalone effort. In addition, the program has a range of technical guidance materials:

- [A Planner’s Guide to Calculating VMT per capita](#)
- 0830 Region Spreadsheets (reach out to ODOT staff)
- 0830 External webinar [slides](#) and [recording](#)
- TSP Guidelines “[Enhanced Review](#)” pages
- TSP SOW template (reach out to ODOT staff)
- ODOT Analysis Procedures Manual Chapter 6 (and others)

Can you provide a project cost estimating tool so we can better understand future project costs and what we can afford within the planning horizon?

For planning horizons over 10 years, jurisdictions may reference page 12 of ODOT’s [Financial Assumptions for the Development of Metropolitan Transportation Plans](#) (2022) document and apply a 3.3% annual average growth rate for the cost of constructing transportation, operations, maintenance and preservation projects. The TSP Guidelines include a new [financial constraint guidance document](#) that further describes options for projecting project costs.

Can you provide a flowchart of the rule 0830 Process?

Yes, see the last page of this document for a flowchart

Scoping and Contracting

Our community is planning a significant roadway project which may trigger rule 0830 analysis depending on the final design. How do we approach this situation in our upcoming TSP? What if we want to plan for flexibility to build a 3 or 5-lane cross section?

A TSP must plan for mode, function, and location of planned facilities, including the number of lanes. Ideally this will provide enough information to determine whether a rule 0830 review is needed. If you are uncertain, you may want to err on the side of caution and complete the analysis.

While it is good practice to acquire right of way for future use, the TSP must clearly state the number of lanes planned for any street. If the plan states that a roadway will be 3 lanes, it cannot be built to 5 lanes without a TSP amendment, and any required related rule 0830 review.

If a TSP’s financially-constrained project list includes a rule 0830 project, the jurisdiction must demonstrate that the full project list will not increase VMT per capita over the base year. Beyond that, are there any other requirements to prioritize projects based on VMT reduction?

Yes. OAR 660-012-0155(3)(a)(A) states that one of the factors that cities, counties, Metro, and state agencies shall use to prioritize transportation facilities and services is “reducing per-capita vehicle miles traveled to meet greenhouse gas reduction targets.” In addition, OAR 660-012-0170(4)(a) states that a project prioritization for the financially-unconstrained list must emphasize reducing vehicle miles traveled, among other factors. A similar requirement for the financially-constrained project list is stated in OAR 660-012-0180(3)(a).

Our community has a pretty long list of likely rule 0830 projects – what are some strategies for reducing the overall cost and level of effort for the required reviews?

ODOT’s Region Planning and Statewide Metropolitan Transportation Planning staff are available to help develop and review lists of potential rule 0830 projects. During that review it is important to consider:

- Exemptions listed in Rule. This includes exemptions for operational or safety projects, projects under \$5M, or projects with committed funds that are past the planning stage.
- Opportunities to ‘bundle’ related projects into a single review. Typically, projects should be bundled together if they would be built as part of a larger effort (e.g., two phases of a 5-phase highway widening project) or if they could not be constructed separately. For example, one project may expand an arterial from 2 to 4 lanes, while a related project would expand the adjacent intersection to add a new through lane as it approaches the widened arterial. Since the intersection project would not be constructed without the arterial project, these two projects should be analyzed together for rule 0830 review.
- Adjusting the project description. Can the project be revised to remove specific rule 0830 triggering components?
- Leveraging other work. If the rule 0830 review is being scoped as part of a TSP or other planning process, look for ways to build required rule 0830 review work into existing tasks and leverage that other work.
- Are legacy projects still a priority? If local priorities or funding realities have changed, consider removing from the project list.

Can a project be discussed in a TSP but not considered “included in the plan” per rule 0830?

Yes, a project that may otherwise trigger rule 0830 may be included on an “illustrative” list or “list for future study” and avoid rule 0830 review. This is sometimes necessary to allow for a refinement plan, facility plan or local process to occur. It must be clear that any projects or project concepts included on such a list are not part of either the constrained or unconstrained list. If that project were to move onto the unconstrained or constrained project list in the future, the required Rule 0830 work must happen at that time.

Community Engagement and Local Authorization

Many ODOT projects span more than one jurisdiction. If a rule 0830 project extends across municipal boundaries and is on the financially-constrained list for those jurisdictions, do all jurisdictions need to complete VMT per capita per rule 0160 analysis on their constrained project lists?

Yes. While one jurisdiction leads the rule 0830 review process, all jurisdictions that authorize the project for inclusion on their financially-constrained project list must complete the required VMT per capita analysis for that constrained project list.

Are there examples of Rule 0830 Authorization Reports available?

This is a new process. We are only aware of one example: a rule 0830 review was completed in October 2024 for a project that would add an auxiliary lane to Boone Bridge, carrying I-5 over the Willamette River. The City of Wilsonville’s authorization report is available here: <https://www.ci.wilsonville.or.us/ordinances/resolution-no-3169>.

Modeling and VMT Analysis

There will be a rule 0830 project on our TSP financially-constrained project list and we will be completing the required VMT per capita analysis on that full constrained project list. Can you explain how that modeling process will work? What is included in the base and future year scenarios (geography, year, types of projects)?

Model base year inputs include transportation facilities that are currently on the ground, as well as existing land use, population, demographics, and employment information. The future year model will be the current version from the MPO’s adopted Regional Transportation Plan (RTP). That model will include all projects listed on the RTP financially-constrained list and on the jurisdiction’s in-progress TSP financially-constrained list, to the extent that they can be added to the travel model. In addition, future MPO assumptions about land use population, demographics, and employment information are included in the model, with the opportunity to be modified within various constraints (PSU’s Population Research Center’s data, for example) based on the in-progress TSP.

Learn more here: [A Planner’s Guide to Calculating VMT per capita](#)

What types of projects are likely to influence the greatest increase in VMT?

Land use, employment, and population/demographic assumptions for a particular scenario generally have a larger effect on VMT than the selection and prioritization of transportation projects. Land use changes tend to have a larger effect on VMT if they substantially change existing patterns (e.g., the addition of hundreds of single-family homes at the edge of a city or in an urban reserve area). In terms of transportation projects, building new connections to developments on urban fringes can increase VMT. Projects that would increase the attractiveness of vehicle trips at the expense of transit trips (reducing congestion on a roadway leading to a CBD or an employment district) or reducing costs associated with driving (removal of parking fees) would also be expected to impact VMT.

When does the model base or future year change and do new TSPs and RTPs affect this? How are the financially constrained projects from other jurisdictions (rule 0830 projects or otherwise) included in the model (base or future year) for subsequent TSPs in the Region?

It depends. In general, the recommendation would be to build off the adopted RTP model, even if another jurisdiction’s TSP (or, to a lesser extent, a CFA or zone change) is adopted between RTP updates. Part of the reason for this is that land use, employment, and population demographic scenarios have the potential for larger deviations from the various adopted models, and modifications to those model inputs both cost nothing and are more uncertain

about occurring in the future. This is generally not the case with transportation projects. Based on funding, only so many projects can be programmed, and once in the project development pipeline, those projects are generally likely to be constructed in the future. These differences in land use/employment/population demographics and transportation projects suggest an approach to scenario development that builds off adopted models, rather than adopted models + an updated TSP. Other factors at play include cost, especially when consultants are retained to do the modeling work, and political support for specific projects.

Would this trigger rule 0830 review?

The rule exempts projects under \$5 million. Should we use current year estimates?

The \$5 million project cost should be based on a planning level cost estimate at the time the 0830 review is completed. The estimate should be for anticipated year of construction.

Are legislatively directed projects subject to rule 0830?

This will depend on how the legislation is written. A rule 0830 review may not be required if the legislation specifically includes a clause limiting the applicability of the statewide goals, rules, or local comprehensive plans to the development of the project.

If an arterial is generally built to a 5-lane cross section through a city (two travel lanes in each direction and a center turn lane) and there is a project in the TSP to build out an approximately quarter mile section to match that 5-lane cross section, would that project trigger rule 0830?

Yes, unless one of the factors in subsection 0830(1)(b) happens to apply. In the case of this example project, the most likely factor that may exempt the project from rule 0830 review is that the project cost is less than \$5 million.

What is the definition of a “modification necessary to address safety needs”?

This is not defined in the rules so apply your best engineering and planning judgement to determine whether a project is primarily a safety project. This is particularly important because, with few exceptions, almost all modernization projects seek to improve safety. Ask the following questions when considering if a project is a ‘safety project’:

- Are safety funds a source of funding, indicating that safety is the primary objective?
- Is the primary purpose of the project to create a safer experience for vulnerable road users?
- Is the primary purpose of the project to improve safety or to correct a safety deficiency?
- Is a key project objective the reduction of fatal and serious injuries?
- Is a key project objective the reduction of crash risks that are factors in fatalities or severe injury crashes?

Would a project that adds turn lanes on an arterial trigger enhanced review under rule 0830?

In general, turn lanes do not trigger rule 0830 review. A turn lane may trigger rule 0830 review if it is a shared through/right turn lane that includes a receiving lane.

What is an interchange?

The rules do not explicitly define what constitutes an interchange. Oregon’s Highway Design Manual (HDM) defines an interchange as, “A system of interconnecting roadways in conjunction with one or more grade separations that provides for movement of traffic between two or more roadways or highways at different levels.” (HDM, Section 601.5, page 600-5). The key term in the HDM interchange definition is “grade separation,” and you should use this as the baseline for evaluating what constitutes an interchange for the purposes of rule 0830 review.

Does rule 0830 require all bridges to be reviewed unless there is an exemption?

Bridges carrying any facility of any street classification must be reviewed, unless any exception in subsection (b) applies. Important exceptions in subsection (b) include projects under \$5 million, active transportation projects, facilities with only one travel lane in each direction and changes that do not increase the number of travel lanes – this may remove rule 0830 requirements for a bridge.

Image 1: Rule 0830 Enhanced Review Process



Source: TSP Guidelines