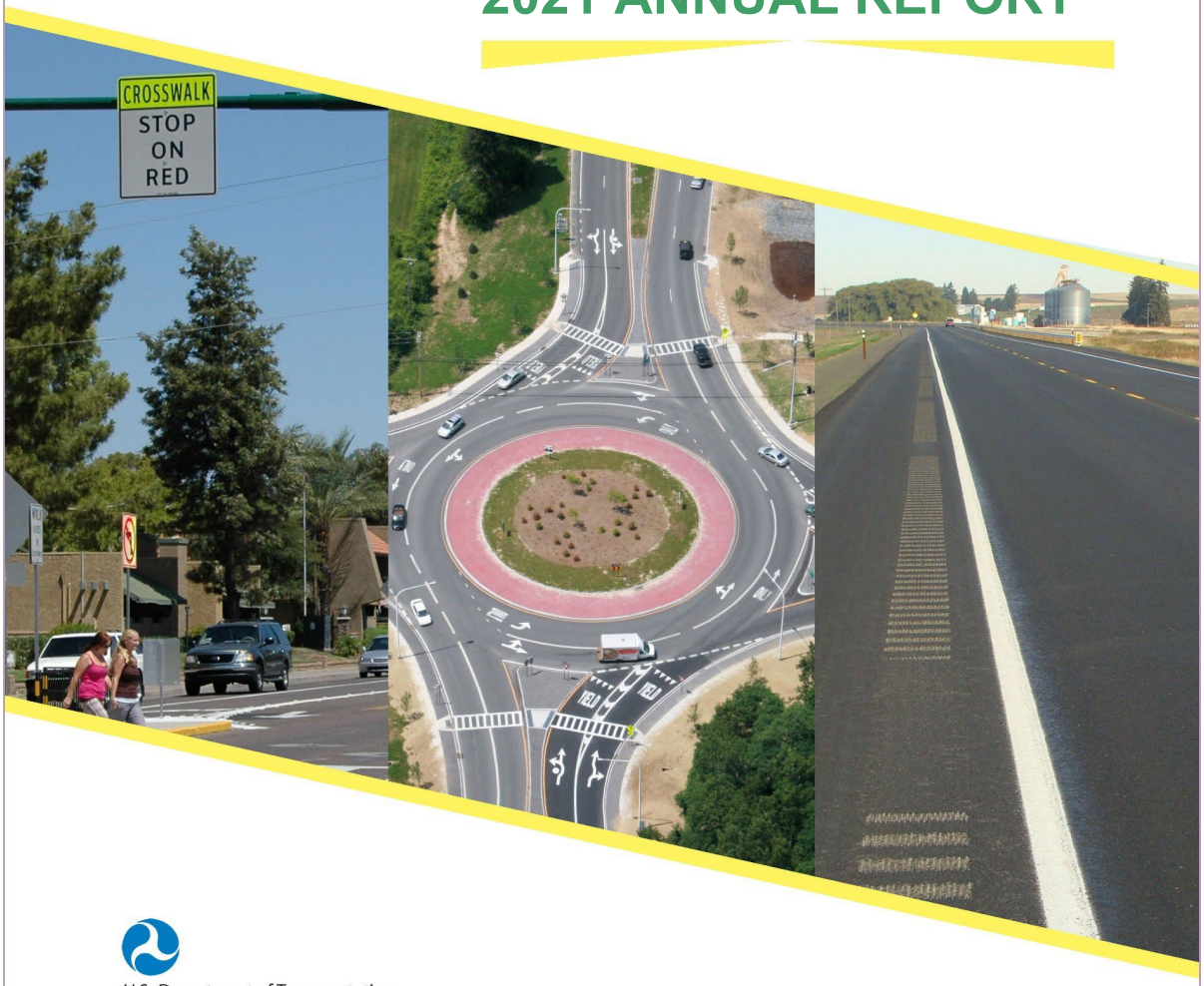
OREGON

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2021 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Improving highway safety has long been a national goal, articulated through all major federal highway legislation. The Highway Safety Improvement Program (HSIP) is a federal program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The primary goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned roads and tribal roads. It requires a data-driven and strategic approach to improving highway safety on all public roads that focuses on performance.

The HSIP is a core federal-aid program under the Fixing America's Surface Transportation (FAST) Act that went into effect in December, 2015. The FAST Act, which replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21), largely maintained the program structure of the HSIP with slight increases in funding and a change that disallows HSIP funds to be transferred to and used for educational and enforcement type activities. The HSIP funds are primarily intended for infrastructure improvement projects. Non-infrastructure highway safety improvements such as education and enforcement programs are administered by the ODOT Transportation Safety Office (TSO), and are typically funded through the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), or state funds.

The Oregon Department of Transportation (ODOT) administers the federally-funded Highway Safety Improvement Program (HSIP) to implement safety projects. ODOT developed the All Roads Transportation Safety (ARTS) Program to achieve the goals of the HSIP using a data-driven, jurisdictionally-blind process. The majority of the funding for the ARTS Program comes from the Highway Safety Improvement Program (HSIP).

The ARTS Program is a statewide application based competitive process. Projects are ranked or prioritized based on an ODOT-approved prioritization method such as Benefit-Cost Ratio. Through the ARTS program, projects on all public roads in Oregon, regardless of roadway ownership, compete for HSIP funding.

The ARTS program principal guidelines include:

- The program goal is to reduce fatal and serious injury crashes.
- The program must include all public roads.
- The program is data driven and blind to jurisdiction.
- The process will be overseen by ODOT regions.
- Both "hot spot" methodology and systemic methodology will be used.
- Only proven countermeasures from the ODOT Crash Reduction Factor list will be used.

For purposes of programming Highway Safety funds in the Statewide Transportation Improvement Program (STIP), all highway safety infrastructure improvement projects shall follow these guidelines.

FHW recently completed a comprehensive review to evaluate the policies, procedures, and achievements of Oregon's All Roads Transportation Safety Program, funded by HSIP funds. The review was done in partnership with ODOT and involved a series of structured interviews with ODOT and local agency staff involved with the program. In addition, technical analyses of crash data, safety screening, and countermeasures were included. The team also performed a comprehensive review of legislation, policies and procedures, and institutional relationships. In addition, the team assessed how safety issues are identified and countermeasures are developed and chosen. This culminated with a look at how individual and bundled projects were developed and delivered.

The review confirmed that there were key strengths of the program, including a concentration of efforts on fatality and serious injury crashes, a well-documented and historically strong network screening process,

strong project development and selection process that aligned with other transportation projects though a statewide delivery process, inclusion of local agencies in the program to ensure fair consideration of safety needs throughout the system, and a flexible organizational structure within ODOT that accounted for differences within the state and with local agencies yet still created a sound structure for the program. In addition, the six key actions below, which are already top priorities for ODOT, were identified to ensure a data driven program that reduces fatalities and serious injuries.

1. Improve processes for collecting and processing crash data so data can be available for analysis in a timelier manner.
2. Strengthen the analyses used for network screening, individual site analysis, and countermeasure selection.
3. Ensure the knowledge and skills evidenced in the ARTS program are fully engaged with transportation safety plans in the state, both those carried out by ODOT and those carried out by other agencies.
4. Streamline the safety project delivery processes to more rapidly deliver effective safety countermeasures.
5. Address funding gaps in the program (both addressing the size of projects and state and non-state projects) to ensure the full span of safety countermeasures with the best benefit-cost ratios can be delivered.
6. Develop comprehensive program and project metrics to monitor the effectiveness of the ARTS program and safety countermeasures.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The objective of the ARTS Program is to select the best safety projects using a jurisdictionally blind and data-driven approach to significantly reduce the occurrence of fatalities and serious injuries on all roads in the state. A data-driven approach uses crash data, risk factors, or other data supported methods to identify the best possible locations to achieve the greatest benefits. The ARTS Program is intended to address safety needs on all public roads in Oregon. About half of the fatal and serious injury crashes in the state occur on non-state roadways. By working collaboratively with local road jurisdictions (cities, counties, MPOs, and tribes) ODOT can expect to increase awareness of safety on all roads, promote best practices for infrastructure safety, complement behavioral safety efforts, and focus limited resources to reduce fatal and serious injury crashes in the State of Oregon.

ARTS Safety projects are selected using multiple tools. One of the main tools is the Safety Priority Index System (SPIS) that was developed in 1986 by the Oregon Department of Transportation (ODOT) for flagging potential safety problems. SPIS includes all public roads in Oregon (not just state highways) - the system includes both a component that produces Annual SPIS reports for both On-State Roadways (State Highways only) and Off-state Roadways (non-State Highways).

On state highways, project selection and identification is done at the region level using crash data, the Safety Priority Index System (SPIS), and safety implementation plans. At the local agency level, ODOT provides consultant services at no charge to support project selection therefore, projects can be selected based on local priorities or through consultant support using tools such as SPIS and the systemic safety plans. Oregon DOT primarily uses SPIS which is a flagging tool to assist Region Traffic Investigators in identifying high crash locations to investigate and determine if there are appropriate safety countermeasures that can be implemented within a safety project to eliminate or reduce fatal or serious injury crashes.

While many highway projects incorporate design features or elements that relate to highway safety, such as updating guardrail or improving intersection channelization, signing, and pavement markings. The appropriate use of HSIP funds is only for locations or corridors where a known problem exists as indicated by location-specific data on fatalities and serious injuries, and/or where it is determined that the specific project can with confidence produce a measurable and significant reduction in such fatalities or serious injuries. To achieve the maximum benefit, the focus of the ARTS Program is on cost-effective use of the funds allocated for safety improvements addressing fatal and serious injury crashes. The general program guidelines are as follows:

- All projects shall address specific safety problems that contribute to fatal and serious injury crashes.
- All projects shall use only countermeasures from the ODOT approved countermeasure list.
- Only the most recent available five years of ODOT reported crashes shall be used for crash analysis.

- Projects shall be prioritized based on ODOT approved prioritization method such as Benefit-Cost Ratio.
- ODOT Regions will be responsible for developing and delivering projects.

The ARTS Program has two components – a hotspot component and a systemic component. The hotspot approach is the traditional approach used in safety analysis (ODOT users a program called SPIS), in which 'hotspot' locations are identified based on crash history and appropriate countermeasures are implemented to reduce crashes. Hotspot projects typically focus on a particular location (for example, an intersection or a short segment of a roadway) that may have multiple causes to address. For the ARTS Program, a hotspot location is defined as a location that has at least one fatal or serious injury crash within the last five years.

The systemic approach identifies a few proven low-cost countermeasures that can be widely implemented and then applies the countermeasures where there is evidence that they would be most useful. The HSIP places a significant emphasis on the systemic approach, which has been proven to successfully reduce the occurrences of fatal and serious injury crashes. The systemic component of the ARTS Program has been further divided into three emphasis areas – roadway departure, intersection, and pedestrian/bicycle. Based on Oregon data, these three emphasis areas accounted for approximately 85% of the fatal and serious injury crashes in the state.

The systemic approach originally used Section 164 penalty funds allocated to the Safety Program, but under the ARTS Program the systemic approach has been moved into the mainstream safety program equal with the hotspot approach.

Where is HSIP staff located within the State DOT?

Other-Traffic-Roadway Engineering Section

ODOT has placed the responsibilities of Highway Safety Program management with the Traffic-Roadway Section (TRS).

TRS is responsible for:

- Developing program guidance and tools necessary for identifying and analyzing highway safety problems as they relate to engineering solutions,
- Evaluation of countermeasures, projects and performance measures and
- Preparing annual HSIP reports.

ODOT Regions are responsible for:

- Diagnosing safety issues within each region,
- Selecting projects for the STIP and delivering projects in a timely fashion,
- Managing safety funds allocated to their Region, and

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

The ARTS Program funds are allocated to the five ODOT Regions based on the proportion of the fatal and serious injury crashes that occurred within the last five years of available data. For a given Region, total funding should be divided equally between the hotspot and systemic components. Funds are further divided

within each region between State Highways and local jurisdictions based on a 49%/51% split. This split is based on the statewide FA crash distribution.

Describe how local and tribal roads are addressed as part of HSIP.

The State's annual safety performance targets represent an important step in helping States work toward the ultimate goal of eliminating traffic deaths and serious injuries. About half of the fatal and serious injury crashes in the state occur on local (non-state) roadways. By working collaboratively with local road jurisdictions (cities, counties, MPOs, and tribes) ODOT can expect to increase awareness of safety on all roads, promote best practices for infrastructure safety, complement behavioral safety efforts, and focus limited resources to reduce fatal and serious injury crashes in the State of Oregon.

In order to deliver the ARTS program effectively, ODOT provides consultant outreach services to support Local Agency and Tribal project selection. These services are provided to local jurisdictions and tribes at no charge. The consultant helps facilitate outreach meetings in each region as well as with tribes to make them aware of ARTS timelines. In addition the consultant helps prepare local crash data summary reports that include:

- Number and location of fatal crashes
- Number and location of serious injury crashes
- Number and location of roadway departure, intersection and bicycle and pedestrian crashes
- Number and location of older (less than or equal to age 65) driver and older pedestrian crashes
- Number and location of younger (less than or equal to age 20) drivers
- Fatal and severe crash patterns (predominant crash types, high-crash intersections, high-crash segments, and predominant contributing factors)
- All severity crash patterns (predominant crash types, high-crash intersections, high-crash segments, and predominant contributing factors)
- Summary of bicycle and pedestrian crashes by location

The existing data reports, SPIS lists, and safety implementation plans (Roadway Departure, Intersection and Pedestrian and Bike Implementation Plans) and other sources as necessary are used to help identify and prepare ARTS safety projects. Based on local agencies that provided feedback during the last round of ARTS-88% of local agencies said the ARTS process identified locations with known safety concerns and 70% of local agencies that submitted applications (and participated in the survey) used ODOT-provided consultant technical support for ARTS applications.

Lastly, in an effort to better understand the challenges and barriers to participating in the All Roads Transportation Safety (ARTS) program, ODOT conducts a two-part local agency survey (an online stakeholder survey and one-on-one interviews with Counties that did not submit an application for funding). Responses help provide recommendations for facilitating improvements in future rounds of the ARTS program as well as evaluating the usefulness of existing methods and tools in the ARTS decision-making process.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

- Other-Highway Safety Engineering Committee (HSEC)
- Other-Traffic Safety Office (TSO)

Describe coordination with internal partners.

ODOT established a Highway Safety Engineering Committee (HSEC) on February 18, 2005 which meet quarterly.

The *Highway Safety Engineering Committee* (HSEC) provides operational decisions for the Safety Management System within ODOT and provides advice and recommendations to Highway Leadership Team as well as other leadership teams within ODOT regarding funding issues or major safety policy matters. The committee is comprised of individuals with a mix of expertise within the Department. Members of the committee represent the Transportation Safety Division, Region and Headquarters Traffic, Region Technical Centers, Transportation Development (Planning), Maintenance, Federal Highway, Transportation Safety, Association of Oregon Counties and Roadway Section. The purpose of the committee is to provide a leadership forum to enhance, strategize, coordinate, and direct the engineering/infrastructure related highway safety activities for the Department including the ARTS/HSIP program.

HSEC meetings scheduled in 2020 were canceled because of COVID, scheduling conflicts and lack of agenda items. Towards the end of 2020, we were in the midst of the ARTS season (planning for the project selection and outreach) and we wanted a more ODOT centric group to discuss how we would solicit projects so that we would be able to talk openly about issues. We instituted the ARTS subgroup which met monthly during the ARTS cycle and functioned much like an ODOT version of HSEC. Since a majority of the topics between ARTS and HSEC were very similar we didn't find much value in repeating the same topics for the HSEC when we're in the middle of the ARTS cycle. Before we reschedule we want to take some time to revisit the mission and vision for the committee.

- Better defining the purpose and need for the HSEC- what does this group do differently than the ARTS subcommittee.
- Is the committee a decision making committee or information sharing?
- Expanding the group to get more city and county representation

In addition, the Traffic Operations and Standards Team (TOAST) was established to provide statewide policy and procedure leadership for traffic engineering related issues. This team involves a mix of internal and external (FHWA, local jurisdictions) partners.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

Local government agencies include city and counties and law enforcement agency includes the State Police

Describe coordination with external partners.

ODOT Region Traffic offices work closely with external partners in determining appropriate safety projects to fund in Oregon to reduce fatal and serious injuries crashes. At the planning level, external partners are involved through the SHSP process as stakeholders in the strategic planning document that defines Oregon's traffic safety emerging safety trends & challenges and identify actions to address safety needs. At the project selection level, TRS and Region Traffic offices conduct outreach meetings with local agencies interested in submitting proposed ARTS safety projects for funding consideration. In addition, ODOT provides consultant services at no charge to help support local jurisdictions. ODOT also works closely with representatives from FHWA and the Office of Safety to assure coordination between HSIP and the SHSP which identifies Oregon's policies and strategies to eliminate fatalities and serious injuries. Some External Partners are involved in HSEC, but all are involved in the planning through the SHSP process as stakeholders in the strategic planning document that defines Oregon's traffic safety trends and challenges.

Describe HSIP program administration practices that have changed since the last reporting period.

Several ARTS program changes were implemented to support safety project selection in the 2025-2027 STIP. The following key takeaways which were identified through stakeholder surveys and feedback:

- Difficult to mix local projects and ODOT projects.
- Often the local projects were much smaller and focused in scope –
    - Does not work well under federal delivery
    - Made local projects more cost effective with state funds
- Recommend to separate local agency funds from State so that larger state projects are practical.
- Safety Leverage would be a lot more effective if made more flexible to extend existing ODOT safety projects or go after needs on other parts of the state system.

To address the key takeaways, the following changes in funding splits and project size were implemented:

- Funding split- within each region, the funding was split between state highways (49%) and local jurisdictions (51%). The split was determined based on statewide analysis of the last five years of available fatal and serious injury crash data. Because state highway projects are typically more expensive, this change allowed ODOT to be more strategic with project selection and gave local agencies an advantage with smaller more focused safety efforts.
- Project size- because smaller cost projects are not well suited for delivery within the federal STIP project delivery process, a minimum of $500,000 for all federal projects was implemented.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

Oregon DOT recently updated several tools and spreadsheets supporting the ARTS program:

ARTS application form: (https://www.oregon.gov/odot/Forms/2ODOT/7345159.pdf)

CRF appendix: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/CRF-Appendix.pdf)

Countermeasure Search Tool (https://www.oregon.gov/odot/Engineering/Pages/ARTS.aspx)

Oregon DOT recently updated their Pedestrian and Bicycle Safety Implementation Plan. The update followed the seven-step systemic safety process outlined in*NCHRP Research Report 893: Systemic Pedestrian Safety*

Analysis. While *NCHRP Research Report 893*provides a framework for evaluating systemic pedestrian safety, the approach was adapted to evaluate systemic bicycle safety in addition to pedestrian analysis.

https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Bike-Ped-Safety-Implementation-Plan.pdf .

Oregon DOT recently updated the Safety Investigations Manual and SIM worksheet, this update will be posted online after September. This Provides assistance to traffic investigators with highway safety project screening and evaluation. Though the content of this manual is targeted for use within ODOT, the procedures outlined within could be easily adapted by local jurisdictions for similar safety assessments.

https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Safety-Investigation-Manual.pdf

Oregon DOT recently updated the SPIS to reflect 2019 crash data

State Highway reports: https://www.oregon.gov/odot/Engineering/Pages/SPIS-Reports-On-State.aspx

Local road reports: https://www.oregon.gov/odot/Engineering/Pages/SPIS-Reports-Off-State.aspx

Presenting unambiguous and meaningful crash data statistics is a critical need for both state and local agencies. To accomplish this, Oregon DOT partnered with the University of Portland to develop a methodology, in R, that utilizes state crash data and has the ability to generate output (graphics and data tables) that can be used to support local safety action plans. Oregon DOT continues to seek opportunities to develop local Safety plans for counties.

Oregon DOT recently collaborated with Oregon State University to Determine if the typology of heavy vehicle involved crashes differ at traffic signals and roundabouts in such a way that it should be considered in the selection process for intersection control in Oregon.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Oregon DOT Safety: https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx
All Roads Transportation Safety (ARTS) program:
http://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx .

Select the programs that are administered under the HSIP.

- Bicycle Safety
- HRRR
- Intersection
- Pedestrian Safety
- Roadway Departure

Program: Bicycle Safety

Date of Program Methodology:2/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Volume • Other-Risk Factors	• Functional classification • Roadside features • Other-Risk Factors

What project identification methodology was used for this program?

- Other-Cost Effectiveness for Bike/Peds

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Cost Effectiveness:100

Program: HRRR

Date of Program Methodology:9/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Volume
- Population

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Crash Severity

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:100

Program: Intersection

Date of Program Methodology:6/1/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Volume	• Horizontal curvature • Functional classification • Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Crash Severity

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:100

Program: Pedestrian Safety

Date of Program Methodology:2/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

- Fatal and serious injury crashes only
- Volume
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Other-Cost Effectiveness for Bike/Peds

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Cost Effectiveness:100

Program: Roadway Departure

Date of Program Methodology:9/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- Fatal and serious injury crashes only

Exposure

- Population

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Crash Severity

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:100

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation
- Upgrade Guard Rails
- Wrong way driving treatments

The ARTS Program has two components – a hotspot component and a systemic component. The systemic approach identifies a few proven low-cost countermeasures that can be widely implemented and then applies the countermeasures where there is evidence that they would be most useful. The HSIP places a significant emphasis on the systemic approach, which has been proven to successfully reduce the occurrences of fatal and serious injury crashes. The systemic component of the ARTS Program has been further divided into three

emphasis areas – roadway departure, intersection, and pedestrian/bicycle. Based on 2015 through 2019 data, these three emphasis areas accounted for approximately 85% of the fatal and serious injury crashes in the state.

The ARTS Program funds are allocated to the ODOT Regions based on the proportion of the fatal and serious injury crashes occurred within the last five years of available crash data. For a given Region, total funding should be divided equally between the hotspot and systemic components. It is recommended that Regions split the available systemic funding between the emphasis areas identified in the TSAP (currently those are roadway departure, intersection, and pedestrian/bicycle) based on the proportion of the fatal and serious injury crashes occurred between these three areas within the last five years.

- Roadway Departure: 50%
- Intersection: 35%
- Pedestrian/Bicycle: 15%

These splits were developed in the first round of the ARTS Program, based on the 2009 to 2013 statewide proportions of fatal and serious injury crashes between roadway departure, intersection, and pedestrian/bicycle crashes. The splits have been relatively constant over the years however, ODOT plans to re-evaluate the splits prior to the next round of ARTS.

ODOT's CRF list includes countermeasures by ARTS application type:
https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/CRF-Appendix.pdf

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-Region Traffic Investigator's investigate the top 5% Safety Priority Index System (SPIS) each year and identify potential cost effective countermeasures.

Once locations have been identified for potential safety improvements through networking screening and diagnoses, the next step is to identify potential countermeasures that can be implemented to improve safety. A countermeasure can be defined as a roadway strategy intended to decrease crash frequency and/or severity at a given site.

ODOT has compiled a list of countermeasures, known as the ODOT Crash Reduction Factor (CRF) List, which have been proven to reduce crashes. A Crash Reduction Factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure(s) at a specific site. These countermeasures were primarily chosen from the Highway Safety Manual, the Crash Modification Factors (CMF) Clearinghouse, national research and the FHWA Desktop Reference for Crash Reduction Factors. All the countermeasures were listed as either ‘hotspot’ or ‘systemic’ countermeasures. Any countermeasures listed in the ODOT CRF List can be used for hotspot projects. However, for systemic projects only countermeasures that are listed as ‘systemic’ shall be used.

The ODOT CRF List is updated periodically as new countermeasures or better studies on existing countermeasures become available. Suggestions for including new countermeasure(s) to the ODOT CRF List can be submitted to ODOT TRS Staff using the CRF Request Form provided on the ARTS website.

Some CRFs may be applicable to all crash types and/or all severities while others may be applicable to a particular crash type and/or severity. Oregon DOT's

- Safety Investigation Manual provides information on countermeasure identification CRF: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Safety-Investigation-Manual.pdf
- CRF Appendix provides background information on each countermeasure: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/CRF-Appendix.pdf
- Countermeasure Search Tool supports the CRF appendix and helps users select countermeasures by location, crash type/cause, lighting and pavement conditions: https://www.oregon.gov/odot/Engineering/Pages/ARTS.aspx

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

ODOT's All Roads Transportation Safety (ARTS) program includes several ITS technologies as potential countermeasures, especially curve and intersection warning systems and variable speeds Oregon is in the formative stages of developing connected vehicle technologies .

Intelligent Transportation Systems (ITS) connected vehicles website https://www.oregon.gov/odot/Programs/Pages/Connected-Vehicles.aspx

Automated Vehicles website https://www.oregon.gov/odot/Programs/Pages/CAV.aspx

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

ODOT is implementing HSM methods and approaches to support HSIP efforts.

- The Safety Priority Index System (SPIS) tool is an example of an HSM sliding window application which is one of the three principle screening methods in the HSM. SPIS calculates a score for qualifying 0.10-mile segments of roadways (statewide) based on the frequency, rate and severity of crashes occurring within each segment over a three-year period.
- In ARTS, for Pedestrian and Bicycle safety project prioritization, we use the cost-effectiveness index (CEI) analysis tool outlined in the HSM. Rather than comparing the economic value of the crash reductions to the project cost, cost-effectiveness analysis compares the project cost to the reduction in one fatal and serious injury crash. The lower the CEI value of a project, the higher it will rank in the prioritized list.
- The HSM predictive spreadsheets have been updated to include Oregon specific calibration factors. While these predictive spreadsheets are not used for systemic analysis, they are used for project analysis where SPF's are available.
- ODOT is planning to pilot the AASHTOWare Safety software later this year. Some of the features and functions we're interested in learning more about include:
    - the ability to query multiple years of crash data to identify crash trends by crash type, severity, and geometric features statewide.
    - hands-on experience to determine fi the ability to query and export selected crash data is self-guiding, if the dashboard is intuitive and how insightful the graphs and data displays are
    - accessibility and functionality for local jurisdictions- how easy is it for local jurisdictions to access the data and develop trends based on boundaries

- Our ODOT Planning unit has incorporated several methodologies and tools into the Analysis Procedures Manual (APM) such as the critical crash rate and the excess proportion of specific crash type calculators.

Describe program methodology practices that have changed since the last reporting period.

Yes, we implemented several program changes in the last round of ARTS. The following key takeaways which were identified through stakeholder surveys and feedback:

- Difficult to mix local projects and ODOT projects.
- Often the local projects were much smaller and focused in scope –
    - Does not work well under federal delivery
    - Made local projects more cost effective with state funds
- Recommend to separate local agency funds from State so that larger state projects are practical.
- Safety Leverage would be a lot more effective if made more flexible to extend existing ODOT safety projects or go after needs on other parts of the state system.

To address the key takeaways, the following changes in funding splits and project size were implemented:

- Funding split- within each region, the funding was split between state highways (49%) and local jurisdictions (51%). The split was determined based on statewide analysis of the last five years of available fatal and serious injury crash data. Because state highway projects are typically more expensive, this change allowed ODOT to be more strategic with project selection and gave local agencies an advantage with smaller more focused safety efforts.
- Project size- because smaller cost projects are not well suited for delivery within the federal STIP project delivery process, a minimum of $500,000 for all federal projects was implemented.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

The All Roads Transportation Safety Program (ARTS) is a statewide safety program that addresses safety for all public roads in the state of Oregon. The primary objective of the ARTS Program is use data driven safety methods to select the best projects to reduce fatalities and serious injuries on all public roads in the state. The program is a competitive program with a focus on implementation of cost-effective and proven safety countermeasures. It is supported through federal and state funds based on the federal Highway Safety Improvement Program . HSIP adopts a data-driven approach that uses crash data, risk factors, and other supported methods to identify the best possible locations to achieve the greatest benefits.

The third round of the ARTS project selection began in the fall of 2020 and extended through the spring of 2021. During this period, projects were selected for the Statewide Transportation Improvement Program (STIP) and which will be delivered in years 2025 through 2027.

ODOT uses two different methods for selecting projects – traditional ‘Hotspot’ method and ‘Systemic’ method. ODOT regions are encouraged to spend at least half of the funding for Systemic projects. These two methods are designed to select the most cost-effective projects among all public roads in Oregon to reduce the most fatal and serious injury crashes with available funds. The 2014 – 2018 crash data was used to support applications for this round of ARTS. The following tools and safety plans were helpful in safety project identification:

Safety Priority Index System (SPIS): https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx

Oregon Adjustable Safety Index System (OASIS): https://zigzag.odot.state.or.us/oasisapp/OasisTool.aspx

Systemic Roadway Departure Plan: https://www.oregon.gov/odot/Engineering/Pages/Roadway-Departures.aspx

Systemic Intersection Safety Plan: https://www.oregon.gov/odot/Engineering/Pages/Intersection-Safety.aspx

Systemic Pedestrian and Bicycle Plan: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Bike-Ped-Safety- Implementation-Plan.pdf

Addressing Oregon's Rise in Deaths and Serious Injuries for Senior Drivers and Pedestrians: https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf

For the STIP period, 2025 through 2027, approximately $30 million per year was programmed through the ARTS program. Funds were allocated to each ODOT region based on the proportion of fatalities and serious injuries that occurred within the region during the last five years of available crash data. The region allocations during the last round of ARTS funding was approximately:

Region 1 (32%), Region 2 (37%), Region 3 (14%), Region 4 (10%), Region 5 (6%)-

The ARTS FAQ is available at this link: https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/ARTS_Key-Facts.pdf

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

During the period of 2025 through 2027, approximately $40 million per year will available for the safety program (~$30 million of that is allocated through the ARTS program). This funding was determined by the Oregon Transportation Commission (OTC).

Funds will be allocated to each ODOT region based on the proportion of fatalities and serious injuries that occurred within the region during the last five years then funds will be further split between State highways (49%) and local roads (51%). The region allocations are: Region 1 - 32% Region 2 - 37% Region 3 - 14% Region 4 - 10% Region 5 - 6%.

In addition to the HSIP funds, state funds in the amount of $10 million per year were set aside in HB 2017 for safety. With the exception of guaranteeing each region at least $1 million per year, these funds are distributed to each of the regions based the ARTS distribution described above. These funds may be used to add safety features to any ODOT project on a state highway system or for a standalone project including maintenance or maintenance forces. More information on this funding can be found at this link under "Other Highway Safety Funding": https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$30,000,000	$30,000,000	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$9,500,000	$9,500,000	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$39,500,000	$39,500,000	100%

Oregon DOT has approximately $30 million of funding for each of the next three years between 2025 and 2027 for the ARTS program.

State Safety Planning Funds (SSPF) (HB 2017 State funds) provides an additional $10million per year for state highways. The Safety Leverage Funds are meant to help improve the safety of the state highway system where the Agency is planning to make a separate Fix-It program investment. The intent is to improve the most important safety issues that are in the general area of a planned Fix-It project. Investment decisions from this leverage fund will follow the general priorities outlined in the 2016 Transportation Safety Action Plan (TSAP). The funds should be used for engineering countermeasures that can demonstrate a measurable cost-effective benefit. Guidance for the use of the funds can be found at this link:https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/State-Safety-Priority-Funding-Guidance.pdf

Principles of State Safety Priority Funds

- Improving safety on the state highway system
- Be proactive to reduce fatal and serious injury crashes
- Allow regions to address the highest priorities by region
- Meeting safety needs not addressed by other programs
- Allow flexibility for region safety needs that may not otherwise be addressed

Eligible Uses for State Safety Priority Funds

- Updating and replacing aging, out of date traffic control devices and safety hardware (i.e., striping legends, signing upgrades, delineation, signals, flashers, ITS, guardrail, roadside clear zones).
- Pedestrian focused elements - these may include (but not limited to) improvements that enhance crosswalks, RRFBs, PHBs, Road Diets, RSAs, lighting and pedestrian refuge islands or any other pedestrian focused safety countermeasure.
- Roadway Departure improvements - these may include (but not limited to) improvements that widen shoulders, add rumble strips, update guardrail or cable barrier or any other roadway departure safety countermeasure.
- Intersection improvements- these may include (but not limited to) improvements that upgrade controllers or new signal pole replacements to allow for a signal head per lane, or left turn signal head, or install intersection lighting and pedestrian improvements such as countdown timers and pushbuttons, or any other intersection safety countermeasure.
- Wrong way driver improvements - improve directional signing and striping and improvements to road design at interchange ramp terminals.
- Older driver projects - improve directional signing, durable or wide striping, delineation and illumination.
- Applying any ARTS countermeasure with a B/C of at least 1.0.
- Other eligible HSIP elements.

The funds may be used to add safety features to any ODOT project on the State Highway System or for a standalone project including a maintenance projects or maintenance forces. The funds should not be used to supplant project funds for required features triggered by the project, those features should be covered by the project budget.

The State Safety Priority Funds are allocated to the regions by the Traffic-Roadway Section in Statewide Project Delivery and Operations Branch. The funds will be split based on the percentage of fatal and serious injury crashes in the region, except that the minimum allocation for any region will be $1 million per year.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

40%

How much funding is obligated to local or tribal safety projects?

40%

The amount obligated will change, this is based on the local safety projects submitted on the 150% list which will be scoped over the next 6 months. After scoping concludes, the 100% list will be developed. While we target a split of 51% of the ARTS funding for local agencies, we typically do not receive enough applications from local jurisdictions to reach that goal. Below are some examples of the feedback we've received from local jurisdictions:

- Local jurisdictions typically submit small projects (~$500,000) however, these projects are less cost effective because of the project delivery constraints of the federal process. It would helpful if FHWA reduced requirements for project development and oversight for Safety projects under a certain size (for example, less than $500,000) in order to facilitate delivery.
- HSIP requires a 10% match so smaller jurisdictions often do not have the funding to support larger safety projects. It would be helpful if FHWA updated the countermeasures and project types that are fully reimbursable to include more countermeasures specific to vulnerable users and to all make local agency projects fully reimbursable.
- Oregon has often collaborated with our partners on increased enforcement (including automated enforcement) and other strategies such as education campaigns. Currently this is not allowed under the HSIP program.

Making HSIP funds more flexible:

- Oregon has often collaborated with our partners on increased enforcement (including automated enforcement) and other strategies such as education campaigns which are very successful. While this is not allowed under the current HSIP program, it would be helpful if FHWA could expand the use of the funds to make them more flexible.

How much funding is programmed to non-infrastructure safety projects?

$0

How much funding is obligated to non-infrastructure safety projects?

$0

Oregon has often collaborated with our partners on increased enforcement (including automated enforcement) and other strategies such as education campaigns which are very successful. Because this is not allowed under the HSIP program, other funds in the amount of $218,000 per year are used for roadway departure enforcement through the Transportation Safety Office (TSO).

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

While Oregon DOT has had much success, we still face challenges with obligating HSIP funds to appropriate safety projects.

Low participation from local jurisdictions in the ARTS program:

- Local jurisdictions typically submit small projects (~$500,000) however, these projects are less cost effective because of the project delivery constraints of the federal process. It would helpful if FHWA reduced requirements for project development and oversight for Safety projects under a certain size (for example, less than $500,000) in order to facilitate delivery.
- HSIP requires a 10% match so smaller jurisdictions often do not have the funding to support larger safety projects. It would be helpful if FHWA updated the countermeasures and project types that are fully reimbursable to include more countermeasures specific to vulnerable users and to all make local agency projects fully reimbursable.
- Oregon has often collaborated with our partners on increased enforcement (including automated enforcement) and other strategies such as education campaigns. Currently this is not allowed under the HSIP program.

Getting safety projects programmed and built in an appropriate time frame:

- Consider ARTS project delivery improvements (master agreement, uniform data, etc.) to improve delivery of non-State projects such as developing master intergovernmental agreements for ARTS projects or otherwise group projects to deliver under single IGAs.
- Identify opportunities to program safety projects earlier in the STIP
- Explore opportunities for Pubic Interest Finding with FHWA for use of state-forces to construct certain low cost safety countermeasures.
- Explore potential peer exchange opportunities of other states that use other methods to fund maintenance forces use of HSIP funds.
- Examine efforts to use IDIQ (indefinite delivery/indefinite quantity) for contracting and delivering low cost safety treatments. This approach appears to provide to use federal funds to deliver low cost safety improvements in a more rapid deployment of measures. This may be a more efficient way to deliver some more traditional STIP fixes.
- Continue to support the use of the State Funded Local Projects program for ARTS applications on non-state roads.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

Several challenges we've come up against include:

- Estimating safety project costs (during COVID),
- Encouraging tribes and local jurisdictions to participate in the ARTS program
- Programming and constructing projects in a timely fashion, especially local safety projects.
- Small dollar safety projects (less than $500k) where the administration costs overrides the project costs. Some Regions have bundled safety projects where practical to reduce administration costs.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US20: Geary St. to Waverly St. (Albany): WORK PHASE (CN)	Access management	Access management - other			$3110500	$3110500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Access Management	Access Management
Lancaster Dr: Center St to Monroe Ave (Salem): WORK PHASE (RW)	Access management	Access management - other			$295000	$295000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Access Management	Access Management
SE Stark St: 148th Ave - 162nd Ave (Portland): WORK PHASE (PE)	Access management	Access management - other			$261782	$261782	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Access Management	Access Management
OR217: OR10 - OR99W: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$22000000	$109620838.94	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Bike/Ped	Bike/Ped
US199: Kerby Pedestrian Improvements: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$630000	$630000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Bike/Ped	Bike/Ped
US199: Holton Cr. Pedestrian Bridge (Kerby): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$44000	$44000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Bike/Ped	Bike/Ped
US199: Holton Cr. Pedestrian Bridge (Kerby): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$10000	$10000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Bike/Ped	Bike/Ped
OR22: Doaks Ferry Rd - Riggs Ave (Salem): WORK PHASE (RW)	Access management	Access management - other			$100000	$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR22: Doaks Ferry Rd - Riggs Ave (Salem): WORK PHASE (UR)	Access management	Access management - other			$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR551 at Ehlen Road: WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$6054200	$6054200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
Doaks Ferry Road realignment: WORK PHASE (RW)	Intersection traffic control	Intersection traffic control - other			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR47: Main Street (Carlton): WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$2000000	$5637025	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
US101 @ Perkins Lane intersection improvements: WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$1595000	$1595000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR99W (Barbur Blvd) at SW Capitol Hwy: WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$2116600	$2116600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR8 at River Rd: WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$1102167	$1102167	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR8 at River Rd: WORK PHASE (OT)	Intersection traffic control	Intersection traffic control - other			$300000	$300000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR8 at River Rd: WORK PHASE (RW)	Intersection traffic control	Intersection traffic control - other			$91548	$91548	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
Hilfiker Ln SE at Commercial St SE (Salem): WORK PHASE (RW)	Intersection geometry	Modify lane assignment			$170000	$170000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Intersections	Intersection
53rd St & Country Club intersection (Corvallis): WORK PHASE (CN)	Intersection traffic control	Modify control – Modern Roundabout			$816566.37	$816566.37	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Spot	Intersections	Intersection
53rd St & Country Club intersection (Corvallis): WORK PHASE (PE)	Intersection traffic control	Modify control – Modern Roundabout			$33433.63	$33433.63	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Spot	Intersections	Intersection
US20/OR201: Burns to Ontario: WORK PHASE (RW)	Intersection traffic control	Modify control – Modern Roundabout			$325000	$325000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
US20/OR201: Burns to Ontario: WORK PHASE (UR)	Intersection traffic control	Modify control – Modern Roundabout			$30000	$30000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR99W: Orrs Corner Road - Clow Corner Road: WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$9000000	$9000000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR99W: Orrs Corner Road - Clow Corner Road: WORK PHASE (RW)	Intersection traffic control	Intersection traffic control - other			$312200	$312200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
OR99W: Orrs Corner Road - Clow Corner Road: WORK PHASE (UR)	Intersection traffic control	Intersection traffic control - other			$53200	$53200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
OR281 at Orchard Rd (Hood River): WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$1056076.14	$1056076.14	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
OR281 at Orchard Rd (Hood River): WORK PHASE (UR)	Intersection traffic control	Intersection traffic control - other			$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
US20: Harrison Blvd. (Corvallis): WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$649600	$649600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
US20: Waverly Dr. (Albany): WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$451600	$451600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR18: SE Cruickshank Rd.: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$239400	$239400	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
Bailey Hill Rd. @ Bertelsen Rd. (Eugene): WORK PHASE (PE)	Intersection traffic control	Modify control – Modern Roundabout			$169300	$169300	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Intersections	Intersection
OR99W: Theona Dr. (Eugene): WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$125600	$125600	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	Intersection
Silverton Rd. @ Desart Rd. (Marion County): WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$273800	$273800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		Other Local Agency	Spot	Intersections	Intersection
OR22: Kings Valley Highway: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$2397600	$2397600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR224 at SE Monroe St: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$932747	$932747	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR213 at NE Glisan St and NE Davis St: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$784463	$784463	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR8 at 174th Ave, Armco Ave, Main St and A&B Row: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$822640	$822640	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
NW West Union Rd at Neakahnie Ave (Washington County): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$154818	$154818	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Intersections	Intersection
SW Shattuck Rd at OR10 (Portland): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$195896	$195896	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		Other Local Agency	Spot	Intersections	Intersection
SE Gladstone St at Cesar Chavez Blvd (Portland): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$181737	$181737	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Intersections	Intersection
SE Flavel St at 72nd Ave (Portland): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$178003	$178003	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Spot	Intersections	Intersection
SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County): WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$120028	$120028	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Intersections	Intersection
US97: Earl St. - Colfax Ln. (Madras): WORK PHASE (RW)	Intersection traffic control	Intersection traffic control - other			$230000	$720000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
OR140: Lakeview Dr. Left Turn Lane: WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$429000	$429000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
US395: Baggett Lane safety improvements: WORK PHASE (PE)	Intersection traffic control	Modify control – Modern Roundabout			$600000	$600000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	Intersection
Duck Flat Rd rail x-ing (Marion Co): WORK PHASE (OT)	Railroad grade crossings	Railroad grade crossings - other			$425000	$425000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Rail	Rail
Duck Flat Road Rail Crossing (Marion	Railroad grade crossings	Railroad grade crossings - other			$250000	$250000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Rail	Rail

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Co): WORK PHASE (CN)															
Duck Flat Road Rail Crossing (Marion Co): WORK PHASE (UR)	Railroad grade crossings	Railroad grade crossings - other			$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Rail	Rail
Queen Avenue Rail Crossing (Albany): WORK PHASE (OT)	Railroad grade crossings	Railroad grade crossings - other			$950000	$950000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Rail	Rail
Queen Avenue Rail Crossing (Albany): WORK PHASE (CN)	Railroad grade crossings	Railroad grade crossings - other			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot	Rail	Rail
Evans Creek Rd Curve Correction (Jackson Co): WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$804264.8	$804264.8	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Spot	Roadway Departure	Roadway Departure
Evans Creek Rd Curve Correction (Jackson Co): WORK PHASE (PE)	Roadway signs and traffic control	Roadway signs and traffic control - other			$203566.2	$203566.2	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Spot	Roadway Departure	Roadway Departure
Evans Creek Rd Curve Correction (Jackson Co): WORK PHASE (RW)	Roadway signs and traffic control	Roadway signs and traffic control - other			$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Spot	Roadway Departure	Roadway Departure
Evans Creek Rd Curve Correction (Jackson Co): WORK PHASE (UR)	Roadway signs and traffic control	Roadway signs and traffic control - other			$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Spot	Roadway Departure	Roadway Departure
OR99W: 1st Street to Parks Drive (Dundee) : WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2870000	$12487999.38	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
The Dalles riverfront access: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1334217	$1334217	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
The Dalles riverfront access: WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
US101: Ave A - Ave K (Seaside): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$6388600	$6388600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US101: Ave A - Ave K (Seaside): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$26000	$26000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: Ave A - Ave K (Seaside): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$111000	$111000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR214: Johna Ln to Fenne Ln (Silverton): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1333247	$1333247	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR214: Johna Ln to Fenne Ln (Silverton): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$30000	$30000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR219: Aldercrest - Foothills Drive: WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$251000	$251000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Hayesville Dr: NE Portland Rd - Fuhrer St (Salem): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5860698	$5860698	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
OR8: SW Hocken Ave - SW Short St: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$7901395.09	$7901395.09	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR99E: MP 20.35 - SW Berg Pkwy (Canby): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$0	$7267511.62	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US26: Ten Eyck Rd/Wolf Dr - Vista Loop (Sandy): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2234745	$2234745	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101-South of bridge streetscape (Depoe Bay): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$450500	$450500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101-South of bridge streetscape (Depoe Bay): WORK PHASE (OT)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$228450	$228450	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101-South of bridge streetscape (Depoe Bay): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$195500	$195500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US20: 54th Ave - Riggs Hill Rd. (Sweet Home): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1825667.35	$1825667.35	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US395: Sidewalk Improvements (John Day): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1640114	$1640114	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR 140: Exit 35 Blackwell Road: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$6458836	$6458836	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: Bunker Hill sidewalks & Flanagan signal: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1600000	$1600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
SE 129th Avenue - bike lane and sidewalk project: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3308325	$3308325	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Central City in Motion: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4346372	$4346372	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Central City in Motion: WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$111445	$111445	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
OR99E: Enhanced Pedestrian Crosswalk (Woodburn): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$400260	$400260	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR126B: S 20th Street - 75th Street (Springfield): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Commercial St: Oxford St SE to Madrona Ave SE (Salem): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$275000	$275000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Condon pedestrian access: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$375000	$375000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR99: I-5 to Scenic Ave: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2878000	$2878000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR99: urban upgrades (Cottage Grove): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4005100	$4005100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: urban upgrade (Garibaldi): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$7745600	$7745600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: urban upgrade (Garibaldi): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1203900	$1203900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: urban upgrade (Garibaldi): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$45000	$45000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: Parkview Dr - Lucky Ln (Brookings): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2134000	$2134000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: Parkview Dr - Lucky Ln (Brookings): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$525000	$525000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US101: Parkview Dr - Lucky Ln (Brookings): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2000	$2000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US26: Meadow Lakes Dr-Combs Flat Rd (Prineville): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3938200	$3938200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US30: Mosier Conn over UPRR - Mosier Creek Bridge: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$205500	$205500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR43: Marylhurst Dr - Hidden Springs Rd (West Linn): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4010221	$4010221	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR43: Marylhurst Dr - Hidden Springs Rd	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$439779	$439779	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
(West Linn): WORK PHASE (RW)															
OR43: Marylhurst Dr - Hidden Springs Rd (West Linn): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Stark Street multimodal connections: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3285795	$3285795	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
US20: Empire - Greenwood (3rd St, Bend): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US20: Empire - Greenwood (3rd St, Bend): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Region 1 Bike Ped Crossings: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2136451	$2136451	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Union St NE: Commercial St NE to 12th St NE (Salem): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$305000	$305000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Verda Ln: Dearborn Av to Salem Pkwy (Keizer): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$501600	$501600	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Hollywood Dr: Silverton Rd to Greenfield Ln (Salem): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2680000	$2680000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Hollywood Dr: Silverton Rd to Greenfield Ln (Salem): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$250000	$250000	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Lancaster Dr: Center St to Monroe Ave (Salem): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$2080000	$2080000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NE Halsey Street bike/ped/transit improvements: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3959019	$3959019	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Jade and Montavilla multimodal improvements: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5040792	$5040792	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Jade and Montavilla multimodal improvements: WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$386150	$386150	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Jade and Montavilla multimodal improvements: WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$50000	$50000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
West Pine St. reconstruction: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3449230	$3449230	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
West Pine St. reconstruction: WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$862308	$862308	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
West Pine St. reconstruction: WORK PHASE (OT)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$187462	$187462	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
West Pine St. reconstruction: WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Washington County safety, bike and pedestrian improvements: WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$724818	$724818	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
High Street protected bikeway (Eugene): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1460000	$1460000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Howard Elementary & Colin Kelly MS traffic congestion mitig: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$598339	$598339	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4996000	$14942706	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US26 (Powell Blvd): SE 99th Ave - East City Limits: WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$3000000	$3000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
Mill Street SE rail crossing (Salem): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1050000	$1050000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
8th Avenue streetscape and bikeway: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$425000	$1938212.25	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Maxwell Road and Prairie Road (Eugene): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$650000	$650000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Gilham Road: Ayers Road to Mirror Pond Way: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1273166	$1273166	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
US20: 3rd St - Purcell (Greenwood, Bend): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$350000	$900000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
State St. @ 25th St. (Salem): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$148700	$148700	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Chambers St.: 2nd Ave. - 28th Ave. (Eugene): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$127700	$127700	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Lincoln St: 5th Ave. - 13th Ave. (Eugene): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$152400	$152400	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
SE Madison St.: SE 1st Ave. - Pacific Blvd. SE (Albany): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$54700	$54700	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Martin Luther King Jr. Blvd: Centennial Lp. - Garden Way	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$131700	$131700	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped

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(Eugene): WORK PHASE (PE)															
Portland Metro & surrounding area audible crosswalk signals: WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$200000	$200000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$43789	$43789	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4080	$4080	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
W Burnside at SW St Clair Ave (Portland): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$114630	$114630	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$70478	$70478	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Lighting and rectangular rapid flash beacons (Gresham): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$67334	$67334	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
NE Fremont St: 102nd Ave - 122nd Ave (Portland): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$33473	$33473	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
US97: Earl St. - Colfax Ln. (Madras): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$4395000	$14672631	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
US97: Earl St. - Colfax Ln. (Madras): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$30000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped
OR99/OR238/OR62: Big X Intersection (Medford): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$350000	$1012000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
McAndrews Road Cycle Track (Medford): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1754924.8	$1754924.8	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
McAndrews Road Cycle Track (Medford): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$441231.2	$441231.2	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
McAndrews Road Cycle Track (Medford): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
McAndrews Road Cycle Track (Medford): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Crater Lake Ave Signal Improvements (Medford): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
10th Street Lane Reconfiguration (Medford): WORK PHASE (CN)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$321995.2	$321995.2	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
10th Street Lane Reconfiguration (Medford): WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$82998.8	$82998.8	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
10th Street Lane Reconfiguration (Medford): WORK PHASE (RW)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
10th Street Lane Reconfiguration (Medford): WORK PHASE (UR)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Washington/Monroe: SE Oak St - SE Linwood Ave: WORK PHASE (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$1655156	$1655156	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Bike/Ped	Bike/Ped
Washington County safety, bike and pedestrian	Pedestrians and bicyclists	Pedestrians and bicyclists – other			$724818	$724818	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Bike/Ped	Bike/Ped

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improvements: WORK PHASE (PE)															
OR22: Independence junction : WORK PHASE (CN)	Lighting	Intersection lighting			$750000	$750000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR221: Michigan City Lane - Edgewater St (W. Salem: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$8084800	$8084800	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR8: SW Watson Ave - SW 110th Ave (Beaverton): WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$2213407.46	$2213407.46	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
NE Columbia Blvd: Cully Blvd & Alderwood Rd: WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$2881729	$2881729	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
All Roads Transportation Safety (City of Bend): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$754040	$754040	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Intersections	Intersection
Region 4 signal upgrades and durable markings: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$952000	$952000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	Intersection
US20: Deschutes River Bridge - Robal Rd (Bend): WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$3022000	$10076815	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Region 2 (Central) signal improvements part 2: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$959200	$959200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Region 2 (North) signal improvements part 2: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$769600	$769600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
US20 @ Knox Butte/OR226: WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$393200	$393200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR211 @ Canby Marquam Hwy: WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$562400	$562400	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
OR211 @ Canby Marquam Hwy: WORK PHASE (UR)	Intersection geometry	Modify lane assignment			$15000	$15000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
OR99E @ Airport Rd. (Albany): WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$1457200	$1457200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
City of Salem signal enhancements (unit 3): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$668500	$668500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Broadway Street at Pine Street (Salem): WORK PHASE (UR)	Intersection geometry	Modify lane assignment			$27400	$27400	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Mission Street: 17th Street - I-5 north ramps (Salem): WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$1049500	$1049500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR540: Broadway @ Newmark realign (North Bend): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$1556000	$1556000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR540: Broadway @ Newmark realign (North Bend): WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$600000	$600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR540: Broadway @ Newmark realign (North Bend): WORK PHASE (UR)	Intersection traffic control	Systemic improvements – signal-controlled			$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
City of Salem local road signal enhancements unit 2: WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$10900	$10900	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Albany and Corvallis Signal Improvements: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$4102762	$4102762	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Gresham safety project: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$1081200	$1081200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
City of Portland safety project: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$5759350	$5759350	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
City of Portland safety project: WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$121000	$121000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
City of Portland safety project: WORK PHASE (UR)	Intersection traffic control	Systemic improvements – signal-controlled			$62000	$62000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Central Systemic Signals and Illumination (Portland): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$797260	$797260	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Central Systemic Signals and Illumination (Portland): WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$63500	$63500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Central Systemic Signals and Illumination (Portland): WORK PHASE (UR)	Intersection traffic control	Systemic improvements – signal-controlled			$18100	$18100	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Central Systemic Signals and Illumination (ODOT): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$2827811	$2827811	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Central Systemic Signals and Illumination (ODOT): WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$310200	$310200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Systemic signals and illumination (Clackamas): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$900900	$900900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
East systemic signals and illumination	Intersection traffic control	Intersection traffic control - other			$82100	$82100	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Systemic	Intersections	Intersection

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(Molalla): WORK PHASE (CN)															
East Systemic Signals and Illumination (ODOT): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$2590075	$2590075	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Systemic signals and illumination (Beaverton): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$1111851	$1111851	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Systemic signals and illumination (Beaverton): WORK PHASE (OT)	Intersection traffic control	Systemic improvements – signal-controlled			$245000	$245000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Systemic signals and illumination (Beaverton): WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$35000	$35000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
West Systemic Signals and Illumination (ODOT): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$5214351	$5214351	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
I-205 Exit Ramps at SE Division St: WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$2643117	$2643117	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Intersections	Intersection
US30: signal upgrades (Pendleton): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$1235124	$1235124	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
US30: signal upgrades (Pendleton): WORK PHASE (UR)	Intersection traffic control	Systemic improvements – signal-controlled			$15000	$15000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
NE Halsey Street bike/ped/transit improvements: WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$164181	$164181	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
NE Halsey Street bike/ped/transit improvements: WORK PHASE (UR)	Intersection traffic control	Systemic improvements – signal-controlled			$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Foothill Rd: Delta Waters to Dry Creek: WORK PHASE (CN)	Intersection traffic control	Intersection traffic control - other			$2748370	$2748370	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
OR99: Rogue Valley Intersection Improvements: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$642000	$642000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
City of Springfield signal enhancements (local roads): WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$1893100	$1893100	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
City of Springfield signal enhancements (local roads): WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$10000	$10000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Commercial St.: Madrona Ave. - Robins Ln. SE (Salem): WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$176900	$176900	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
City of Salem Downtown Signal Improvements (2024): WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$257200	$257200	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Intersections	Intersection
City of Eugene Signal Improvements (2024): WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$258900	$258900	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Intersections	Intersection
Portland Metro and surrounding areas traffic signal upgrades: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Portland Metro and surrounding areas signal detection: WORK PHASE (CN)	Intersection traffic control	Systemic improvements – signal-controlled			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
US26: SE 8th Ave - SE 87th Ave: WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$22626	$22626	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave: WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$466124	$466124	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City): WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$213637	$213637	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
SE Belmont St: 7th Ave - 34th Ave (Portland): WORK PHASE (PE)	Lighting	Intersection lighting			$53028	$53028	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Intersections	Intersection
OR281, OR282 and OR35 signs, signals and lighting: WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$11910	$11910	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Systemic	Intersections	Intersection
OR213: I-205 - OR211: WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$64261	$64261	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
OR213: I-205 - OR211: WORK PHASE (RW)	Intersection traffic control	Systemic improvements – signal-controlled			$48255	$48255	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	Intersection
All Roads Transportation Safety (City of The Dalles): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
Crater Lake Ave Signal Improvements (Medford): WORK PHASE (CN)	Intersection geometry	Modify lane assignment			$1611286.4	$1611286.4	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Crater Lake Ave Signal Improvements (Medford): WORK PHASE (PE)	Intersection geometry	Modify lane assignment			$405321.6	$405321.6	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection
Crater Lake Ave Signal Improvements (Medford): WORK PHASE (UR)	Intersection geometry	Modify lane assignment			$5000	$5000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Intersections	Intersection

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Springfield signal enhancements (state highways): WORK PHASE (PE)	Intersection traffic control	Systemic improvements – signal-controlled			$212805	$212805	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Intersections	Intersection
Cully/Columbia & Columbia/Alderwood Improvements: WORK PHASE (PE)	Intersection traffic control	Intersection traffic control - other			$1132482	$1132482	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Intersections	Intersection
SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland): WORK PHASE (PE)	Roadway	Roadway - other			$31174	$31174	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
All Roads Transportation Safety (Bend, phase 2): WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$562800	$562800	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
All Roads Transportation Safety (Bend, phase 2): WORK PHASE (PE)	Roadway signs and traffic control	Roadway signs and traffic control - other			$138200	$138200	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Region 4 ARTS: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$2024947.47	$2024947.47	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
I-5: Siskiyou Pass variable advisory speed signs: WORK PHASE (CN)	Advanced technology and ITS	Advanced technology and ITS - other			$5913000	$5913000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Region 2 (North) curve warning upgrades: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$1625677	$1625677	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Region 2 (Central & South) curve warning upgrades: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$1772760	$1772760	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Region 2 (South) curve warning upgrades: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$1417193	$1417193	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US20: MP 4.60 roadside	Roadside	Roadside - other			$308100	$308100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
improvements: WORK PHASE (CN)															
US101: curve warning upgrades: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$1311205	$1311205	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
West Lane County curve warning upgrades: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$942640	$942640	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
All Roads Transportation Safety (Wasco County): WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$676200	$676200	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
US26: OR217 - Cornell Rd: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$111000	$9268975	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US20: Safety upgrades (Albany to Corvallis): WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$20759000	$20759000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Juniper Canyon Rd: SE Paulina Hwy to Prineville Reservoir: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$103051.54	$103051.54	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Region 4 Sign Upgrades Phase 2: WORK PHASE (CN)	Roadway signs and traffic control	Roadway signs and traffic control - other			$331649	$331649	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Rumble Strips (Unit 1 NW Oregon) (2024): WORK PHASE (PE)	Roadway	Roadway - other			$830000	$830000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Portland Metro and surrounding areas pavement marking: WORK PHASE (CN)	Roadway delineation	Roadway delineation - other			$200000	$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
SE Mt Scott Blvd:101st Ave - 104th Ave (Portland): WORK PHASE (PE)	Roadway signs and traffic control	Roadway signs and traffic control - other			$17883	$17883	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
SE Division St: 148th Ave - 174th Ave	Access management	Access management - other			$482415	$482415	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
(Portland): WORK PHASE (PE)															
Polk County Signing & Striping Improvements (2024): WORK PHASE (PE)	Roadway signs and traffic control	Roadway signs and traffic control - other			$159900	$159900	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
I-5: Region 3 Clear Zone Improvements: WORK PHASE (PE)	Roadway delineation	Roadway delineation - other			$225000	$225000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US199: Clear Zone Improvements: WORK PHASE (PE)	Roadway delineation	Roadway delineation - other			$120000	$120000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
US199: Clear Zone Improvements: WORK PHASE (RW)	Roadway delineation	Roadway delineation - other			$3000	$3000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Libby Lane Rumble Strips (Coos County): WORK PHASE (CN)	Roadway	Roadway - other			$20960	$20960	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Libby Lane Rumble Strips (Coos County): WORK PHASE (PE)	Roadway	Roadway - other			$5740	$5740	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Libby Lane Rumble Strips (Coos County): WORK PHASE (RW)	Roadway	Roadway - other			$1000	$1000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Libby Lane Rumble Strips (Coos County): WORK PHASE (UR)	Roadway	Roadway - other			$1000	$1000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
Morgan Lake Road safety improvements: WORK PHASE (PE)	Roadway delineation	Roadway delineation - other			$249869	$249869	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Systemic	Roadway Departure	Roadway Departure
I-5 & OR138E: Variable Message & Curve Warning Signs: WORK PHASE (RW)	Speed management	Speed management - other			$1000	$1000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Speed Management	Speed Management

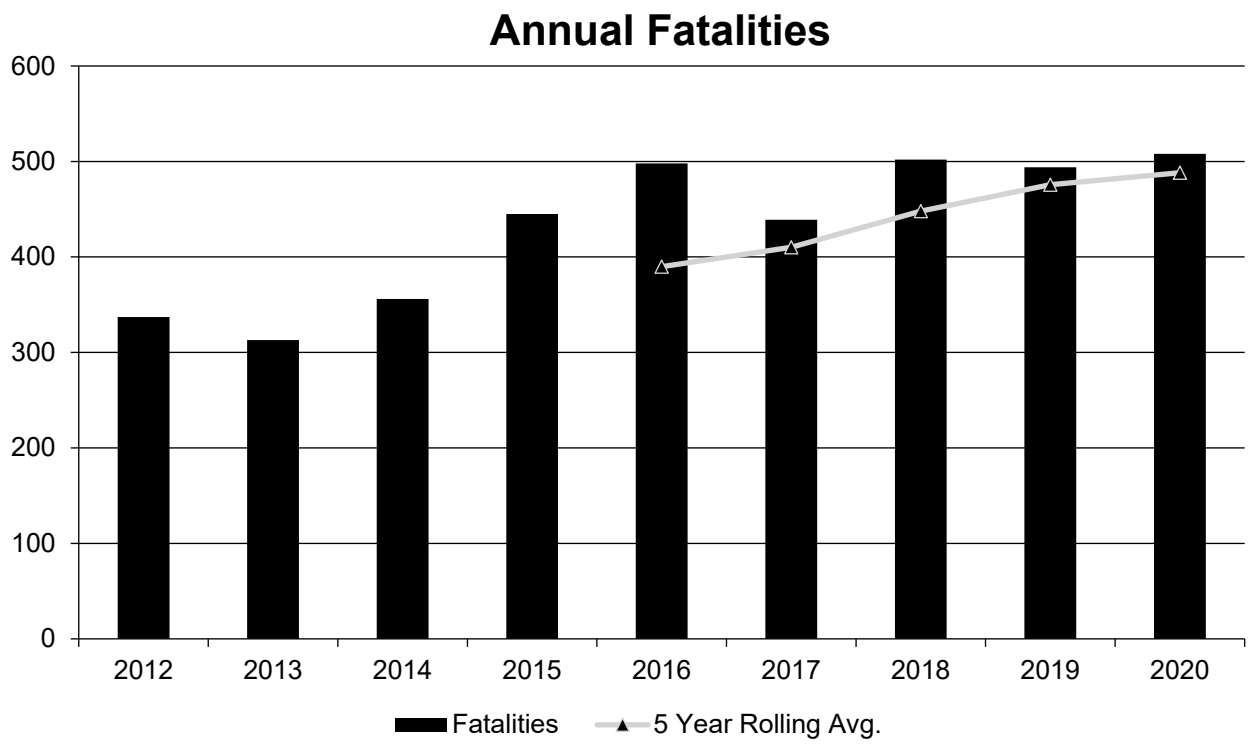
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US97 Road Weather Management: WORK PHASE (CN)	Speed management	Speed management - other			$2630000	$2630000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
US97 Road Weather Management: WORK PHASE (OT)	Speed management	Speed management - other			$100000	$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
OR62: Corridor Solutions unit 2 (Medford) Phase 4: WORK PHASE (CN)	Speed management	Speed management - other			$2045000	$2045000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
OR62: Corridor Solutions unit 2 (Medford) Phase 4: WORK PHASE (RW)	Speed management	Speed management - other			$61000	$61000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
OR62: Corridor Solutions unit 2 (Medford) Phase 4: WORK PHASE (UR)	Speed management	Speed management - other			$60000	$60000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
Eastern Oregon roadside traffic & weather cameras: WORK PHASE (PE)	Speed management	Speed management - other			$286279	$286279	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Speed Management	Speed Management
I-5: Southern Oregon Wrong Way Driver Mitigation: WORK PHASE (PE)	Miscellaneous	Miscellaneous - other			$260000	$260000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Wrong way driving	Wrong way driving
I-5: Southern Oregon Wrong Way Driver Mitigation: WORK PHASE (RW)	Miscellaneous	Miscellaneous - other			$6000	$6000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Wrong way driving	Wrong way driving

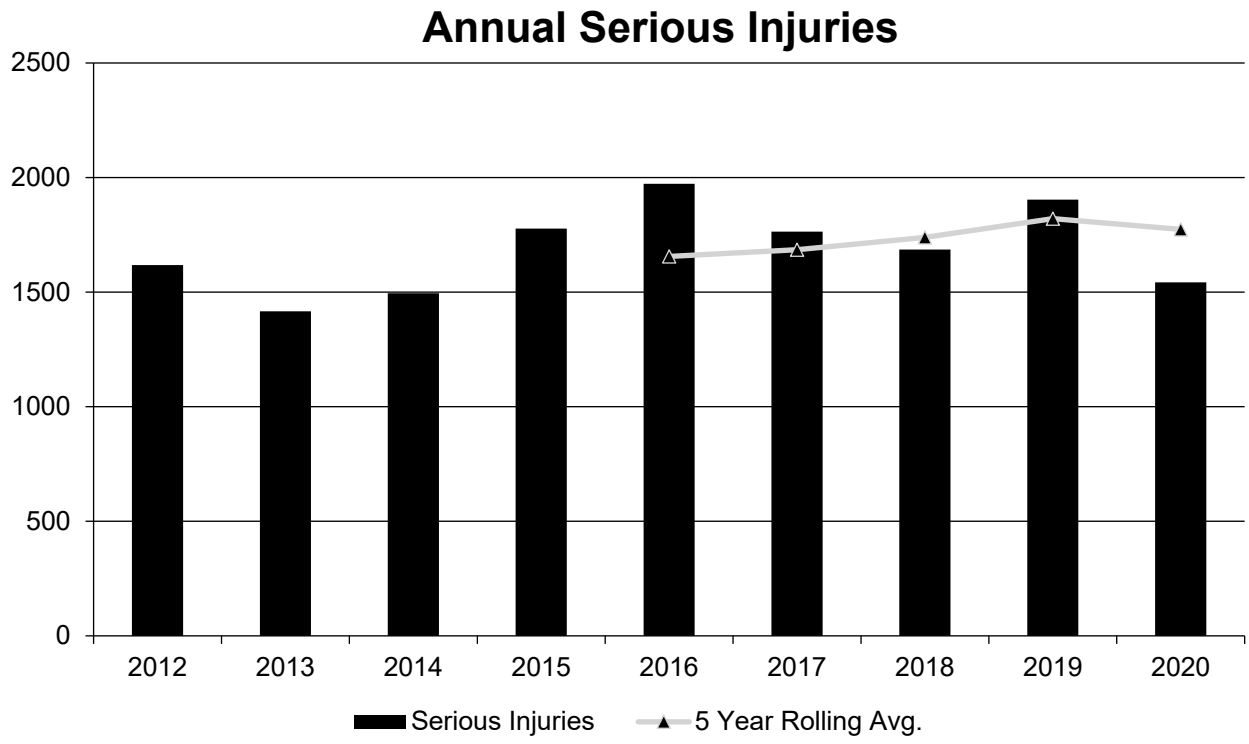
Safety Performance

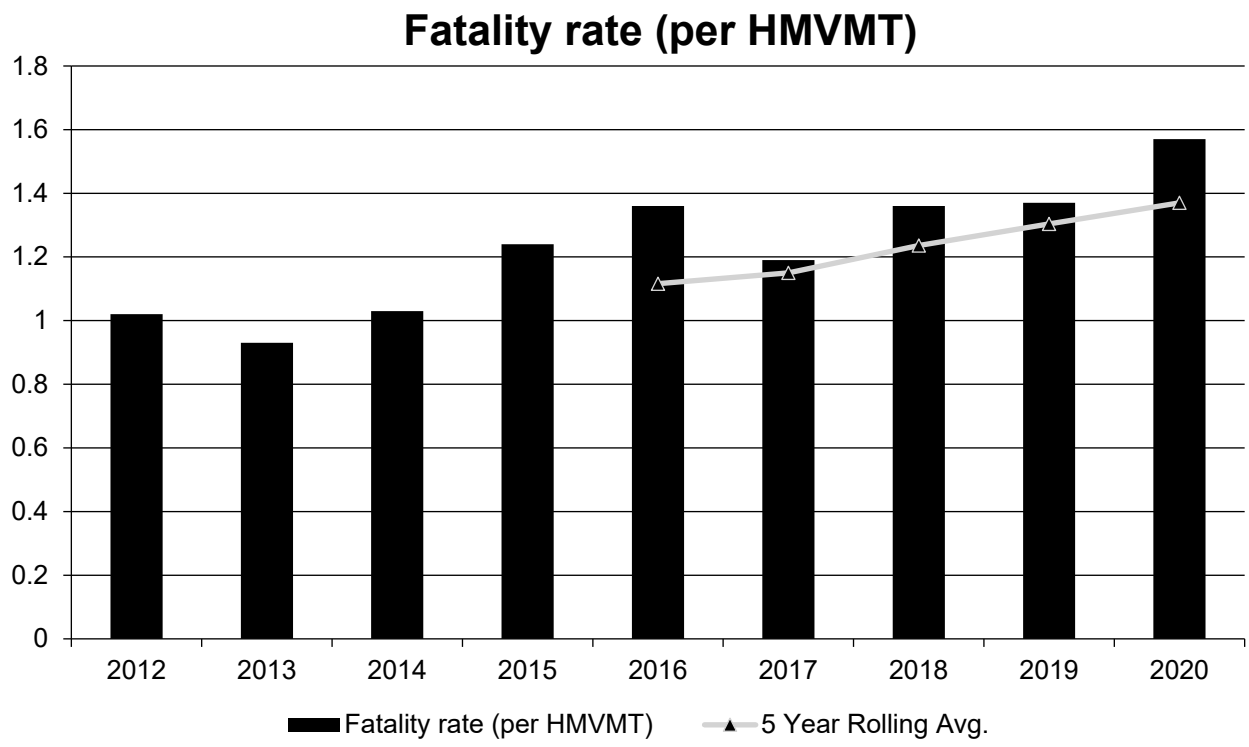
General Highway Safety Trends

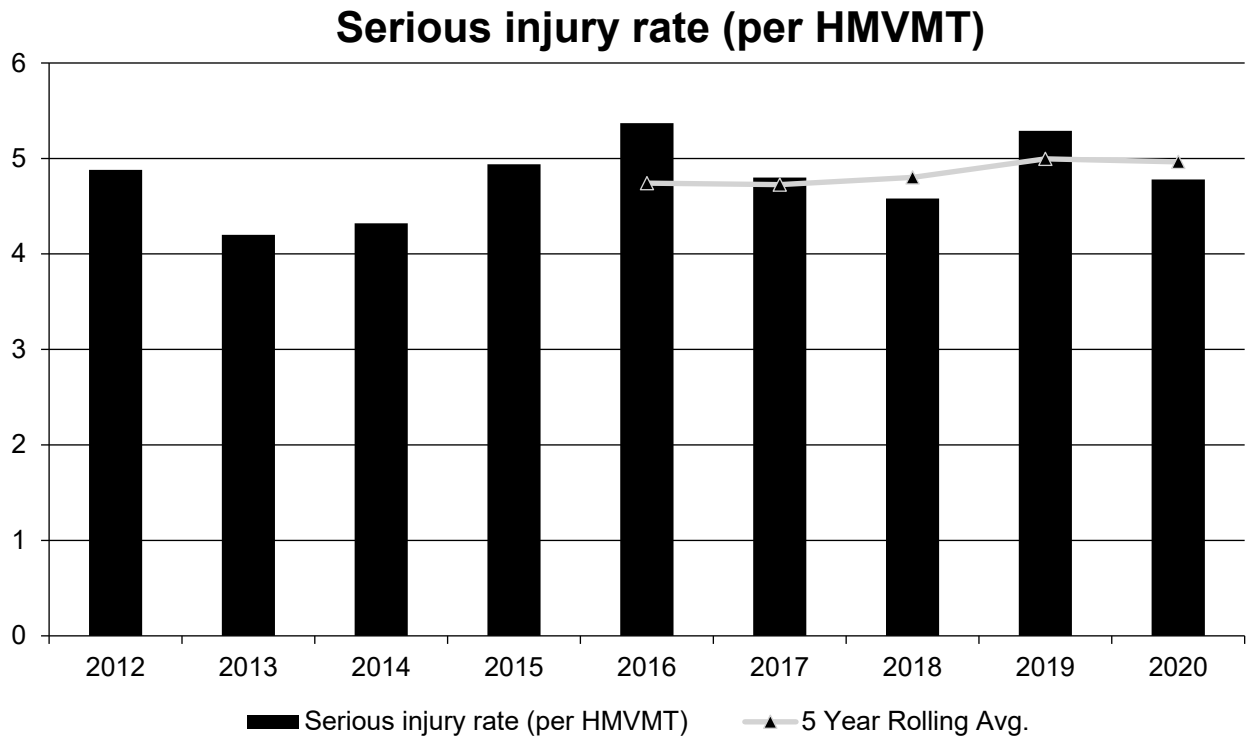
Present data showing the general highway safety trends in the State for the past five years.

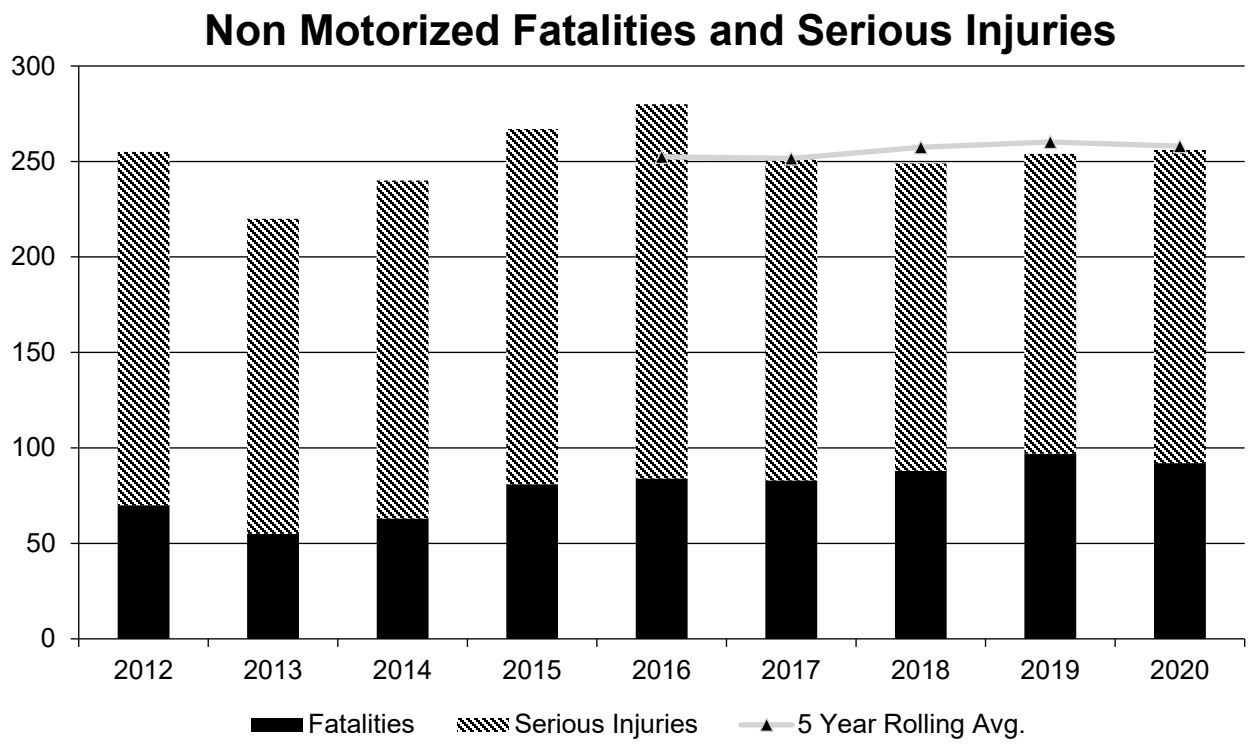
PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatalities	337	313	356	445	498	439	502	494	508
Serious Injuries	1,618	1,416	1,495	1,777	1,973	1,764	1,686	1,904	1,543
Fatality rate (per HMVMT)	1.020	0.930	1.030	1.240	1.360	1.190	1.360	1.370	1.570
Serious injury rate (per HMVMT)	4.880	4.200	4.320	4.940	5.370	4.800	4.580	5.290	4.780
Number non-motorized fatalities	70	55	63	81	84	83	88	97	92
Number of non-motorized serious injuries	185	165	177	186	196	168	161	157	164
PDO Crashes	25,036	26,228	26,716	26,025	29,317	28,926	21,977	22,640	0

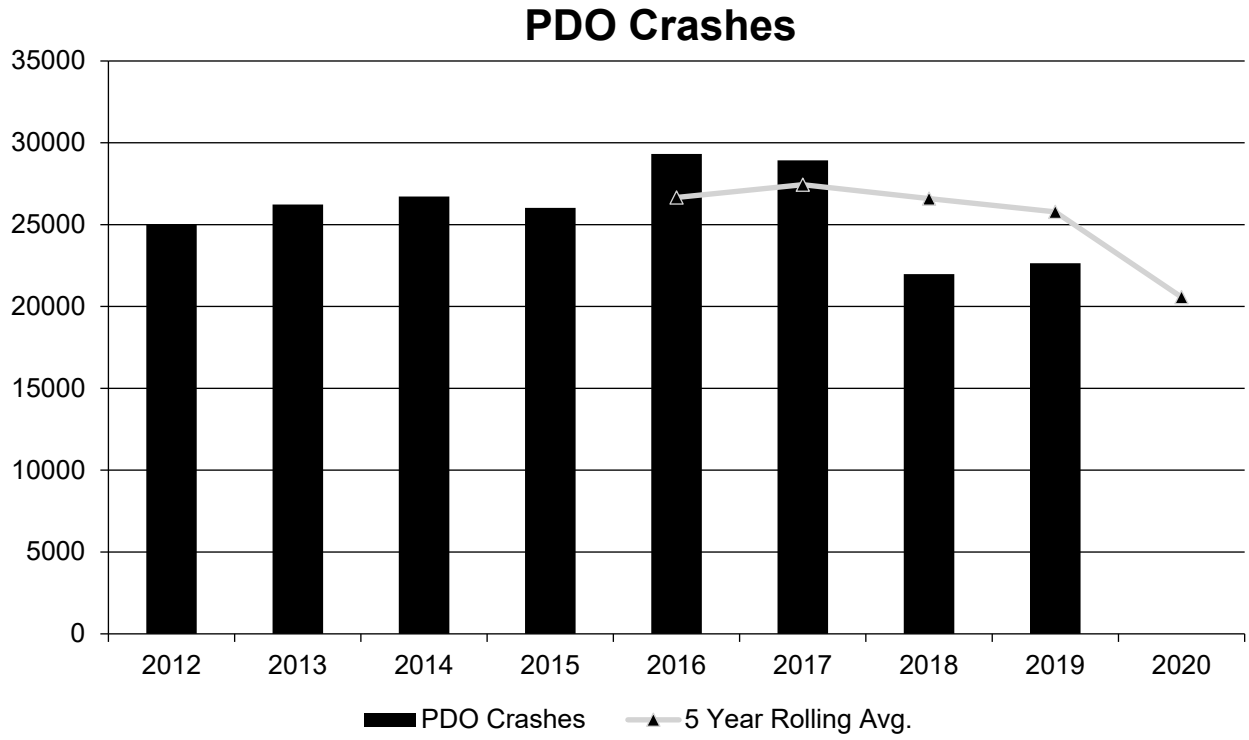

Annual Fatalities
600
500
400
300
200
100
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2500
2000
1500
1000
500
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2012
2013
2014
2015
2016
2017
2018
2019
2020
Serious injury rate (per HMVMT)
5 Year Rolling Avg.





Only 2020 preliminary fatal and serious injury data is available at the time of this report.

Describe fatality data source.

Other

If Other Please describe

Oregon Department of Transportation (ODOT) Crash Data Base System in comparison with FARS data

Oregon Department of Transportation (ODOT) Crash Data Base System (https://www.oregon.gov/ODOT/Data/Pages/Crash.aspx)

To the maximum extent possible, present this data by functional classification and ownership.

Year 2020

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	17.8	45.6	0.52	1.25
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	105	235.2	2.29	5.59
Rural Minor Arterial	55.6	161.4	2.81	8.19
Rural Minor Collector	18	49	3.03	8.01
Rural Major Collector	60	166.2	3.31	9.11
Rural Local Road or Street	22	48.8	1.6	4.14
Urban Principal Arterial (UPA) - Interstate	22.4	82.8	0.33	1.47
Urban Principal Arterial (UPA) - Other Freeways and Expressways	4.8	28.6	0.31	1.94
Urban Principal Arterial (UPA) - Other	90.8	409.4	1.39	7.27
Urban Minor Arterial	50	309.2	0.99	6.76
Urban Minor Collector	2	10.4	0.57	3.93
Urban Major Collector	30.6	160.6	0.99	6
Urban Local Road or Street	9.2	66.8	0.41	3.29

Year 2020

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	287	862		
County Highway Agency	121	376		
Town or Township Highway Agency				
City or Municipal Highway Agency	79	576		
State Park, Forest, or Reservation Agency	0.2	0.6		
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation	0.6	0.2		

Safety Performance Targets

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:444.0

Describe the basis for established target, including how it supports SHSP goals.

The 2021 SHSP (TSAP) is anticipated to be adopted by the OTC at the recommendation of the OTSC in September, 2021. The 2022 HSIP performance target was developed during the current Strategic Highway

Safety Plan update and was agreed upon by a multidisciplinary working group. The 2022 target is based on 2015-2019 crash data (decrease traffic fatalities to 444 by December 31, 2022). Annual targets will be documented and approved through an annual target setting process with the OTS.

***While the Performance Targets for the HSP and the HSIP do not match, they are in alignment with the SHSP (TSAP).
***The HSP reported two separate targets for fatalities, one using State data (which aligns with the TSAP and HSIP) and one using FARS with a trend analysis (which is the pre-populated value above).

Number of Serious Injuries:1722.0

Describe the basis for established target, including how it supports SHSP goals.

The 2021 SHSP (TSAP) is anticipated to be adopted by the OTC at the recommendation of the OTSC in September, 2021. The 2022 HSIP performance target was developed during the current Strategic Highway Safety Plan update and was agreed upon by a multidisciplinary working group. The 2022 target is based on 2015-2019 crash data (decrease traffic serious injuries to 1,722) by December 31, 2022). Annual targets will be documented and approved through an annual target setting process with the OTSC.

Fatality Rate:1.460

Describe the basis for established target, including how it supports SHSP goals.

The 2021 SHSP (TSAP) is anticipated to be adopted by the OTC at the recommendation of the OTSC in September, 2021. The 2022 HSIP performance target was developed during the current Strategic Highway Safety Plan update and was agreed upon by a multidisciplinary working group. The 2022 target is based on 2015-2019 crash data (decrease traffic fatality rate to 1.46 by December 31, 2022). Annual targets will be documented and approved through an annual target setting process with the OTSC.

Serious Injury Rate:4.980

Describe the basis for established target, including how it supports SHSP goals.

The 2021 SHSP (TSAP) is anticipated to be adopted by the OTC at the recommendation of the OTSC in September, 2021. The 2022 HSIP performance target was developed during the current Strategic Highway Safety Plan update and was agreed upon by a multidisciplinary working group. The 2022 target is based on 2015-2019 crash data (decrease serious injury rate to 4.98 by December 31, 2022). Annual targets will be documented and approved through an annual target setting process with the OTSC.

Total Number of Non-Motorized Fatalities and Serious Injuries:254.0

Describe the basis for established target, including how it supports SHSP goals.

The 2021 SHSP (TSAP) is anticipated to be adopted by the OTC at the recommendation of the OTSC in September, 2021. The 2022 HSIP performance target was developed during the current Strategic Highway Safety Plan update and was agreed upon by a multidisciplinary working group. The 2022 target is based on 2015-2019 crash data (decrease non-motorized traffic fatalities and serious injuries to 254 by December 31, 2022). Annual targets will be documented and approved through an annual target setting process with the OTSC.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

TSAP is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement agencies, emergency medical service providers, and others across the state to improve transportation safety in

Oregon. Collectively these stakeholders have the opportunity to improve Oregon's transportation system and save lives by integrating safety into all aspects of planning, programming, project development, operations, and maintenance. Not only is the system improved with responsive investments targeting specific safety issues, the transportation system also is improved by investing in projects, programs, and policies that proactively save lives and prevent injuries. The annual HSIP performance targets were developed during the current TSAP update and were agreed upon by a multidisciplinary working group (including a representative of an MPO). While the COVID-19 pandemic response limited the ability for in-person public outreach, the public was engaged at key points on the project. The following coordination and outreach opportunities were provided:

- 29 ODOT staff outreach meetings with a variety of leadership teams and transportation safety advisory committees were conducted
- 10 Stakeholder interviews with Oregon safety stakeholders across the 4 E's were conducted to solicit feedback on the 2016 TSAP and implementation progress
- 2 Fact sheets (English/Spanish) were developed to introduce the 2021 TSAP update and provide mid-project progress reports
- An online survey to learn about public perceptions of safety
- Several online stakeholder workshops and performance measure meetings

The Oregon Transportation Commission (OTC) adopted rules to implement ODOT's State Agency Coordination (SAC) Program in September 1990. The adoption of transportation policy falls under the requirements of those State Agency Coordination Program rules (Oregon Administrative Rule [OAR] 731-15). The rules require ODOT to involve interested parties and affected jurisdictions when developing plans or adopting major amendments to plans. The Department has found that the TSAP is in compliance with all applicable statewide planning goals.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	328.0	488.2
Number of Serious Injuries	1368.0	1774.0
Fatality Rate	0.780	1.370
Serious Injury Rate	4.060	4.964
Non-Motorized Fatalities and Serious Injuries	215.0	258.0

Oregon recognizes that eliminating traffic deaths and serious injuries will require time and significant effort by multiple disciplines and we face several challenges regarding why the State's 2018 Safety Performance Targets are not being met. While Oregon's Performance Targets were adopted before our current rising crash trends began, we continue to strive towards those goals of reducing Fatal and Serious crashes. We are confident that were we not applying proven countermeasures as consistently as we are, our current crash trends would be even higher (project level evaluations has shown that the projects implemented under HSIP

funding have improved the locations where invested). In addition, distracted driving issues, an increased in speed related crashes, a limited presence of law enforcement officers due to budget cuts and an increase in people moving to Oregon have also contributed to increasing fatal and serious injury crashes.

In the first half of 2020, fatal crashes were significantly lower (than in the first half of 2019) because of COVID restrictions but we saw a big increase towards the second half when traveling picked up and we ended the year pretty close to the 2019 total.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020
Number of Older Driver and Pedestrian Fatalities	58	68	86	67	102	99	84
Number of Older Driver and Pedestrian Serious Injuries	167	197	232	219	206	238	193

ODOT completed the following research project, "Addressing Oregon's Rise in Deaths and Serious Injuries for Senior Drivers and Pedestrians". OREGON DOT Report Template . ODOT incorporated several of the recommendations for practice into our CRF list (https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/CRF-Appendix.pdf) and several of ODOT policy and procedure manuals (https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx)

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Other-Fatal free days

In Oregon, the HSIP program funds the All Roads Transportation Safety (ARTS) program, an application-based program funding to address safety concerns on public roadways within the State. The ARTS Program is designed to address safety needs on all public roads in Oregon by collaborating with local road jurisdictions. The Oregon Department of Transportation can expect to:

- Increase awareness of safety on all roads.
- Promote best practices for infrastructure safety.
- Compliment behavioral safety efforts.
- Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon by selecting projects with the highest benefit/cost ratio.

The program is data driven to achieve the greatest benefits in crash reduction and should be blind to jurisdiction.

Hotspot, systemic roadway departure and systemic intersection projects are evaluated based on a benefit-cost ratio and systemic pedestrian and bicycle projects are evaluated based on a cost effectiveness index (CEI). Project level evaluations has shown that the projects implemented under HSIP funding have improved the locations where invested.

ARTS information can be found at this link: https://www.oregon.gov/odot/Engineering/Pages/ARTS.aspx

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Historically Oregon’s fatalities and serious injuries have trended downwards, Since 2013 however there have been annual increases, this increase has been common across the country. Project level evaluations has shown that the projects implemented under HSIP funding have improved the locations where invested.

Here is a link to the 2018 ODOT ARTS Program Summary Report
https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/ARTS_SUmmary-Report-2018.pdf

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

With the implementation of the ARTS program, there is an increased awareness of safety and a data-driven process for developing safety projects across all jurisdictions in Oregon. Policy level changes that are a direct result of HSIP implementation efforts include:

- The use of safety edge now incorporated into our Highway Design Manual.
- Improved guidance in our signing and striping manuals to reduce wrong way driving at interchange ramps (from a research project that was completed in September 2017).
- Improved guidance in our signal policy and guidelines to eliminate conflicts between left turn traffic and pedestrians.
- Project level evaluations has shown that the projects implemented under HSIP funding have improved the locations where invested
- ODOT recently completed research SPR 828, "Addressing Oregon's Rise in Deaths and Serious Injuries for Senior Drivers and Pedestrians" and have incorporated several of the recommendations into ODOT policy guidance and procedure manuals.
- the 2018 ODOT ARTS Program Summary Report https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/ARTS_SUmmary-Report-2018.pdf

Describe significant program changes that have occurred since the last reporting period.

As previously described in other questions, s everal program changes were implemented in the last round of ARTS. The following key takeaways which were identified through stakeholder surveys and feedback:

- Difficult to mix local projects and ODOT projects.
- Often the local projects were much smaller and focused in scope –
    - Does not work well under federal delivery
    - Made local projects more cost effective with state funds
- Recommend to separate local agency funds from State so that larger state projects are practical.
- Safety Leverage would be a lot more effective if made more flexible to extend existing ODOT safety projects or go after needs on other parts of the state system.

To address the key takeaways, the following changes in funding splits and project size were implemented:

- Funding split- within each region, the funding was split between state highways (49%) and local jurisdictions (51%). The split was determined based on statewide analysis of the last five years of available fatal and serious injury crash data. Because state highway projects are typically more expensive, this change allowed ODOT to be more strategic with project selection and gave local agencies an advantage with smaller more focused safety efforts.
- Project size- because smaller cost projects are not well suited for delivery within the federal STIP project delivery process, a minimum of $500,000 for all federal projects was implemented.

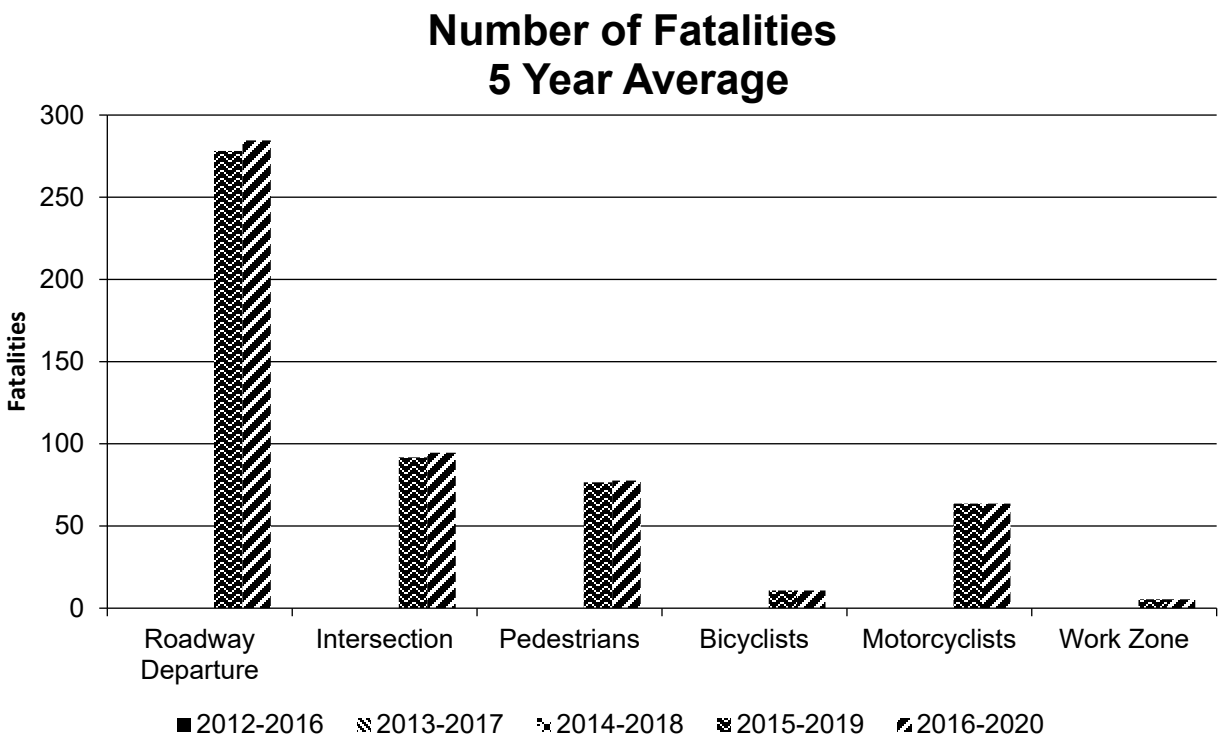
In addition, new guidance addressing the State Safety Priority Funding (formerly called Safety Leverage) was issued. These are state funds in the amount of $10 million per year, specifically set aside in HB 2017 for Safety and can only be used for safety improvements on state highways. Additional information can be found under "Other Highway Safety Funding" at the following link:
https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx

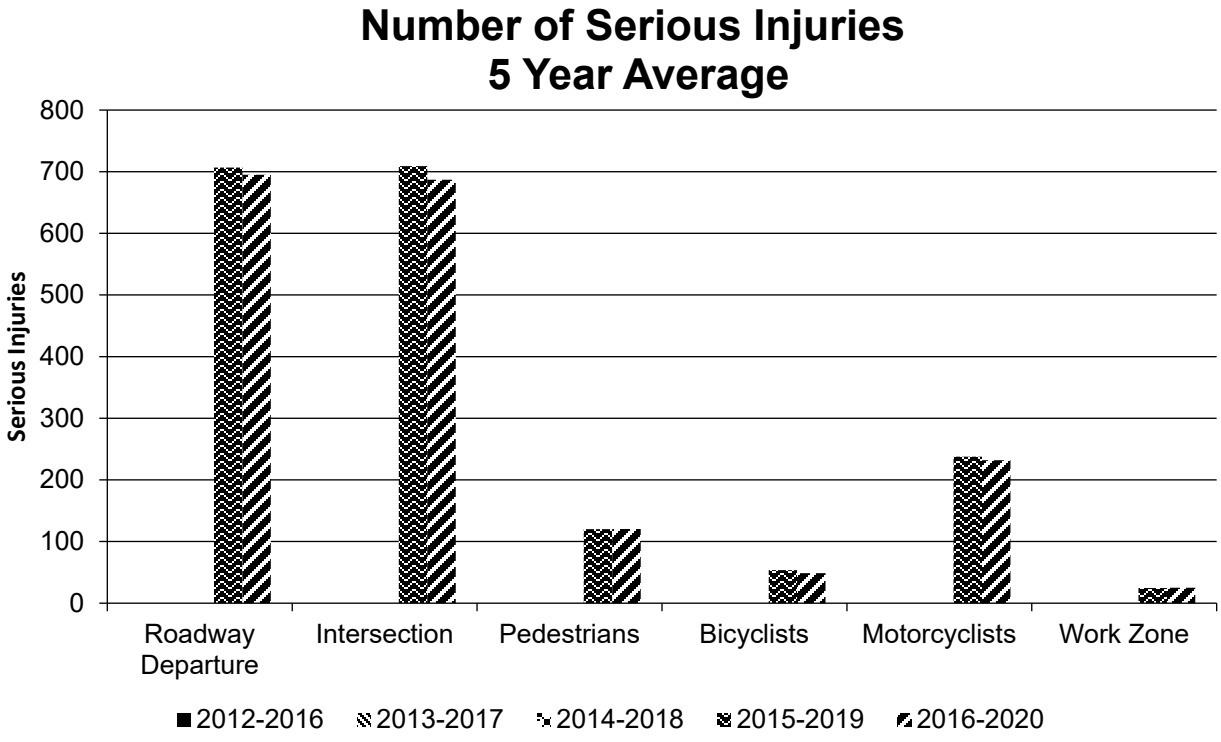
Effectiveness of Groupings or Similar Types of Improvements

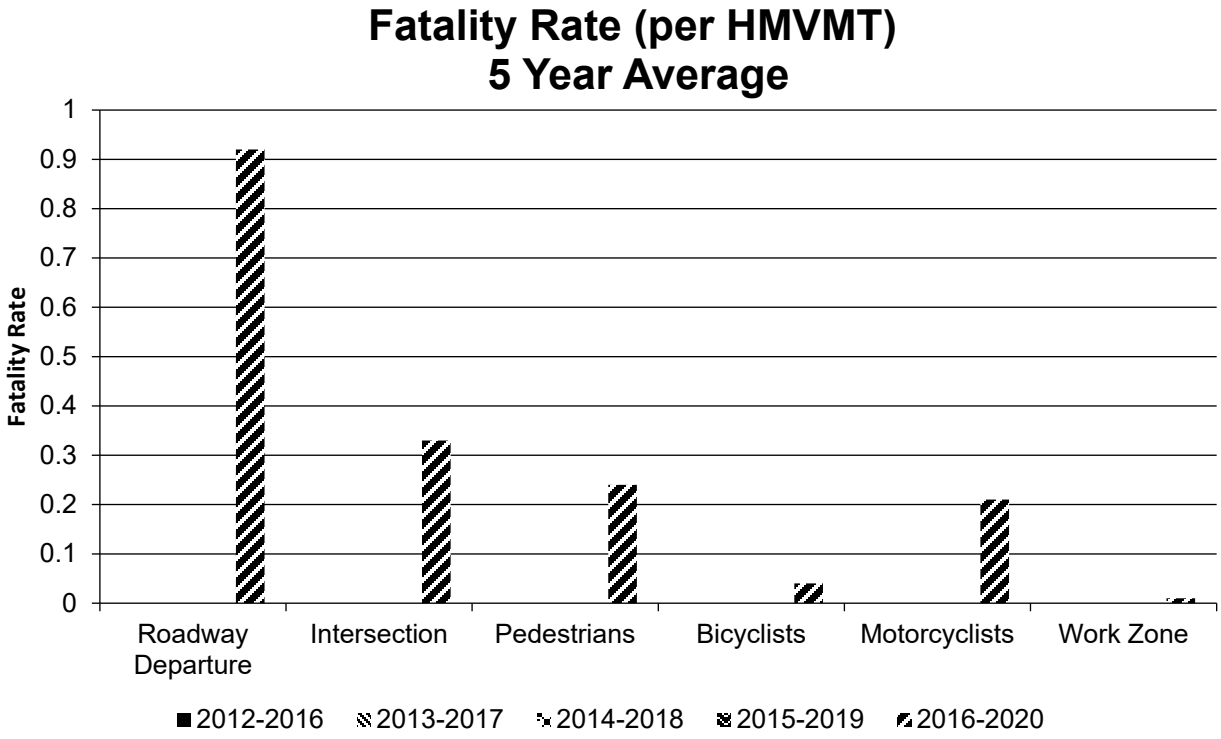
Present and describe trends in SHSP emphasis area performance measures.

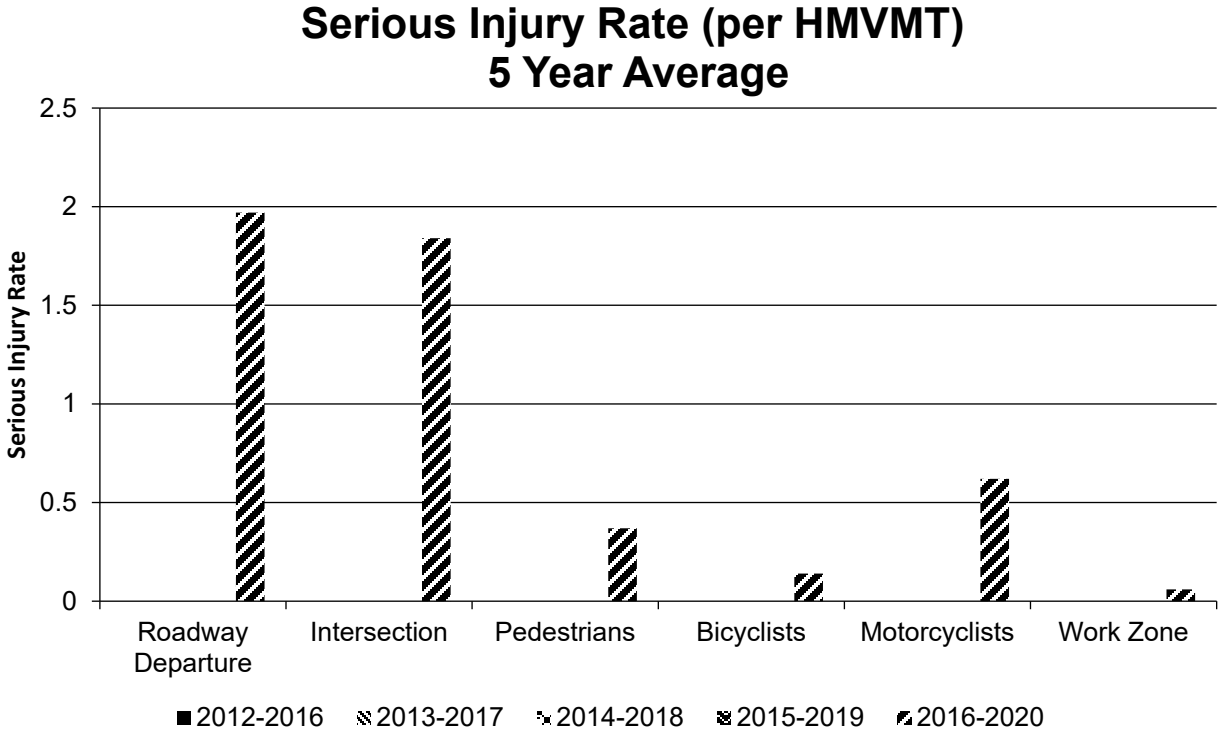
Year 2020

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Roadway Departure	284.6	695	0.92	1.97
Intersection	Intersection and Related	94.6	687	0.33	1.84
Pedestrians	Vehicle/Pedestrian	77.6	120.4	0.24	0.37
Bicyclists	Vehicle/Bicycle	10.8	48.8	0.04	0.14
Motorcyclists	Motorcyclists	63.6	232	0.21	0.62
Work Zone	Work zone	5.4	25.2	0.01	0.06


Number of Fatalities
5 Year Average
Fatalities
300
250
200
150
100
50
0
Roadway Departure
Intersection
Pedestrians
Bicyclists
Motorcyclists
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Roadway Departure
Intersection
Pedestrians
Bicyclists
Motorcyclists
Work Zone
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020





Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Up to 4 countermeasures can be applied within an ARTS safety application. While this provides flexibility to address multiple safety issues within a single project, it makes it difficult to determine the effectiveness of an individual countermeasure (hard to obtain a statistically significant sample size with specific combinations). Because of this, Oregon DOT relies primarily on studies from the CMF clearinghouse and the HSM to determine effectiveness.

Below is a link to published ODOT safety research (under the heading Safety Research):
https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
FFO-OR 138E: Coorridor Solutions (Roseburg): KN 13996	Urban Principal Arterial (UPA) - Other	Roadway	Pavement surface - other	63.00	47.00	1.00		1.00	3.00	54.00	47.00	119.00	97.00	
Or99E: Young Street safety & ADA ramps (Woodburn): KN 16008	Rural Minor Arterial	Intersection traffic control	Intersection traffic control - other	198.00	119.00	2.00	5.00	21.00	16.00	269.00	207.00	490.00	347.00	
OR18 @ Christensen Road: KN 16118	Rural Principal Arterial (RPA) - Other	Intersection geometry	Modify lane assignment	3.00		1.00				4.00	2.00	8.00	2.00	
OR154 @ Stringtown Road: KN 16119	Rural Major Collector	Intersection geometry	Intersection realignment	4.00				1.00		6.00	2.00	11.00	2.00	
OR8: SW 185th Ave. Sec.: KN 17704	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	58.00	11.00			5.00		62.00	17.00	125.00	28.00	
OR 213 (82nd Ave): Sandy Blvd.: KN 17707	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Intersection traffic control - other	13.00	11.00					13.00	19.00	26.00	30.00	
OR 8 at Quince St. (Forest Grove): KN 18003	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	21.00	14.00			1.00		28.00	27.00	50.00	41.00	
I-84: Baker Valley VSL 2015: KN 18135	Rural interstate, Urban interstate	Speed management	Variable speed limits	86.00	39.00	3.00	2.00	2.00	3.00	40.00	34.00	131.00	78.00	
OR58: Black Canyon - Middle Fork	Rural Principal Arterial (RPA) - Other	Roadway	Pavement surface - other	7.00	7.00		2.00	2.00	2.00	8.00	8.00	17.00	19.00	

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Willamette: KN 18616														
US30 (Astoria) & OR99W (McMinnville) signal: KN 18665	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Intersection traffic control - other	49.00	27.00				2.00	40.00	23.00	89.00	52.00	
US 20: OR126 Jct.-Deschutes River Bridge: KN 18684	Rural other principal arterial, Urban other principal arterial	Roadway	Roadway - other	59.00	53.00	5.00	1.00	4.00	6.00	52.00	41.00	120.00	101.00	
US26: MP53 - NW Glencoe Rd.: KN 18777	Rural Principal Arterial (RPA) - Interstate	Roadway	Roadway - other	11.00	4.00			2.00	1.00	9.00	8.00	22.00	13.00	
I-5: S. Medford - N Ashland Paving: KN 18874	Urban Principal Arterial (UPA) - Interstate	Roadway	Roadway - other	50.00	76.00	3.00	2.00	12.00	5.00	44.00	61.00	109.00	144.00	
Celilo Park safe access: KN 19441	Rural Principal Arterial (RPA) - Interstate	Intersection geometry	Intersection geometry - other											
Region 1 rural safety improvements (HSIP): KN 19502	Mixed	Roadway	Roadway - other	369.00	279.00	9.00	2.00	27.00	42.00	393.00	352.00	798.00	675.00	
I-5 Cable Barrier-Southern Oregon: KN 19659	Rural interstate, Urban interstate	Roadway	Roadway - other	706.00	489.00	19.00	8.00	50.00	29.00	474.00	353.00	1249.00	879.00	
I-84 and I-205 barrier installation: KN 19691	Urban Principal Arterial (UPA) - Interstate	Roadway	Roadway - other	339.00	198.00		1.00	10.00	6.00	352.00	220.00	701.00	425.00	

Describe any other aspects of HSIP effectiveness on which the State would like to elaborate.

ODOT maintains an extensive list of countermeasures with Crash Reduction factors proven to be effective. The intent of the Crash Reduction Factor (CRF) countermeasure table and appendix is to provide safety practitioners, intending to use HSIP funding, with a list of effective countermeasures that are appropriate improvements to many common safety issues. The countermeasures in this appendix are strategies intended to reduce crash frequency or severity on the road. For road safety engineers, this is typically a physical change to the infrastructure of a road section or intersection, such as the addition of signs, signals, or markings, or a change in roadway design.

The CRF list was developed using multiple sources such as the Crash Modification Factors Clearinghouse, the Highway Safety Manual, NCHRP Report Series 500 and other guidance documents such as the Pedestrian Safety Guide and Countermeasure Selection System and the Handbook for designing Roadways for the Aging Population. The countermeasures were also gathered from other states and various research efforts and are documented as to the source of the measure.

ODOT's Crash Reduction Factor list: https://www.oregon.gov/odot/Engineering/Pages/ARTS.aspx

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

10/01/2016

What are the years being covered by the current SHSP?

From: 2016 To: 2021

When does the State anticipate completing it's next SHSP update?

2021

August 2021: Request for Oregon Transportation Safety Committee (OTSC) to consider approval of the TSAP and recommend Oregon Transportation Commission (OTC) approval.

September 2021: 2021 OTC Transportation Safety Action Plan (TSAP) adopted and Implementation Plan Development initiated

Fall/2021 - Spring 2022: TSAP annual target setting

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100		
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100						100			
	Begin Point Segment Descriptor (10) [10]	100						100			
	End Point Segment Descriptor (11) [11]	100						100			
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100									

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Functional Class (19) [19]	100	100								
	Median Type (54) [55]	100									
	Access Control (22) [23]	100									
	One/Two Way Operations (91) [93]	100									
	Number of Through Lanes (31) [32]	100						100			
	Average Annual Daily Traffic (79) [81]	100	100					100			
	AADT Year (80) [82]	100									
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]										
	AADT Year (80) [82]										
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					90	60				
	Roadway Type at End Ramp Terminal (199) [189]					90	60				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					100	60				
	Year of Ramp AADT (192) [182]					100	60				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**50.00**	**0.00**	**0.00**	**80.00**	**67.27**	**88.89**	**33.33**	**20.00**	**0.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

We are currently working on establishing an intersection ID, planning for a non-state road ID in Trans Info and plan to conduct an operations evaluation for MIRE element to start in 2021. All three of these effort will help us in collecting the MIRE fundamental data elements for all roads by September 30, 2026.

- Spring 2021 Begin Phase 4, FDE data collection for signalized interchange-only intersections state-wide
- Winter 2021 Estimated completion of Phase 4 collection of FDE
- Spring 2022 Begin Phase 5, FDE data collection for signalized intersections on local roads
- Winter 2023 Estimated completion of Phase 5 collection of FDE
- Spring 2024 Begin Phase 6, FDE data collection for state-owned highway segments between signalized intersections state-wide
- Winter 2024 Estimated completion of Phase 6 collection of FDE
- Spring 2025 Begin Phase 7, FDE data collection for local road segments between signalized intersections state-wide
- Winter 2026 Estimated completion of Phase 7 collection of FDE
- Spring 2027 Data maintenance cycle begins

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

We are currently working on establishing an intersection ID, planning for a non-state road ID in Trans Info and plan to conduct an operations evaluation for MIRE element to start in 2021. All three of these effort will help us in collecting the MIRE fundamental data elements for all roads by September 30, 2026.

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- Spring 2025 Begin Phase 7, FDE data collection for local road segments between signalized intersections state-wide
- Winter 2026 Estimated completion of Phase 7 collection of FDE
- Spring 2027 Data maintenance cycle begins

Optional Attachments

Program Structure:

OregonDOT_Safety_HSIP-Guide.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.