



U.S. Department of Transportation
**Federal Highway
Administration**

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OREGON FEDERAL LANDS ACCESS PROGRAM

Needs Assessment

Draft Report



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ACRONYMS & ABBREVIATIONS

AASHTO	The American Association of State Highway and Transportation Officials
AC	Asphalt Concrete
ADA	Americans with Disabilities Act
AOP	Aquatic Organism Passage
ARNOLD	All Roads Network of Linear Referenced Data
BIL	Bipartisan Infrastructure Law
BLM	Bureau of Land Management
BMP	Best Management Practices
CAT	Columbia Area Transit
CFI	Charging and Fueling Infrastructure
CLH	Cascade Lakes Highway
DMS	Dynamic Messaging Signage
DOT	Department of Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FLH	Federal Lands Highways
FLMA	Federal Lands Management Agencies
FLTP	Federal Lands Transportation Program
FS	Forest Service
FWS	Fish and Wildlife Service
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HCRH	Historic Columbia River Highway
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HWY	Highway
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation System
MOU	Memoranda of Understanding
MPOs	Metropolitan Planning Organizations
Mt.	Mount
MTB	Mountain Bike
NBIS	National Bridge Inspection Standards
NEPA	National Environmental Policy Act
NPS	National Parks Service
NSFLTP	Nationally Significant Federal Lands and Tribal Projects Program
NWR	National Wildlife Refuge
NWTA	Northwest Trail Alliance
OACES	Oregon Association of County Engineers and Surveyors
OCP	Oregon Community Paths
OCT	Oregon Coast Trail
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department Transportation
OR	Oregon
PDC	Planning Decisions Committee
POCL	Port of Cascade Locks
PPP	Public Participation Plan
PS&E	Plans, Specifications, and Estimates
RABS	Recycle Asphalt Base Stabilization
RAISE	Rebuilding American Infrastructure with Sustainability and Equity

Acronyms and Abbreviations

ROW	Right-of-Way
RRFB	Rectangular Rapid Flashing Beacon
RTP	Recreational Trails Program
RTPs	Regional Transportation Plans
RURAL	Rural Surface Transportation Grant Program
RWIS	Road Weather Information System
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives Set-aside
TAC	Transportation Advisory Committee
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TSP	Transportation System Plan
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USFS	United States Forest Service
WFLHD	Western Federal Lands Highway Division
WSA	Wilderness Study Area

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Acknowledgements

The Western Federal Lands project team would like to thank the Oregon Department of Transportation leadership and staff, whose engagement and support made this project possible.

Additionally, Western Federal Lands extends their appreciation to the representatives from various Federal land management agencies who provided insights and perspectives, allowing the project team to better understand the landscape. Responsible stewardship of America's natural and cultural treasures poses significant challenges, and it is the mission of the Federal Highway Administration Office of Federal Lands Highway to facilitate this task, ensuring that future generations can continue to appreciate and experience our Nation's wonders.

Finally, the project team would like to extend thanks to the numerous county engineers and local officials that actively participated in the Oregon Federal Lands Access Program Needs Assessment. The active involvement of a range of stakeholders forms the cornerstone of accountable planning for transportation access to federal lands.

About FHWA Federal Lands Highways

Federal Lands Highways, a division of the Federal Highway Administration, provides financial resources, planning, transportation engineering, and project delivery for mobility networks that service the transportation needs of US Federal and Tribal lands partners including the National Park Service, the US Forest Service, the US Fish and Wildlife Service, the Bureau of Indian Affairs and Tribal Governments, the Bureau of Land Management, the Department of Defense, the US Army Corps of Engineers, and the Bureau of Reclamation.

The agency's mission is to deliver effective, efficient, and reliable transportation systems, protect and enhance the Nation's natural resources, and to provide recreational access opportunities for the traveling public. These essential services are provided in all 50 states, the District of Columbia, Puerto Rico, and US Territories through the Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices.

EXECUTIVE SUMMARY

The Oregon Federal Lands Access Program (FLAP) has provided funding to state and local transportation system owners in support of federal lands access improvements since 2013. The FLAP supplements state and local resources for public roads, transit systems, and other multimodal transportation facilities, with an emphasis on high-use recreation sites and economic generators. From 2013 to 2024, Oregon has received approximately \$376 million in FLAP distributions; the most recent 2022 round of Oregon FLAP funding awarded \$35.7 million annually for projects programmed in 2024 and 2025. Due to the State's increased number of high-use recreational sites, and public road miles and bridges, Oregon benefits from a larger allocation of FLAP funding each cycle when compared to other states.

Currently, projects funded by the Oregon FLAP are identified through a competitive process where non-federal applicants propose projects, these projects are evaluated against a set of criteria, and final selections are determined collaboratively by the state's Programming Decision Committee (PDC). Many of Oregon's FLAP funds go towards needed maintenance and capital construction projects in rural counties, with local agencies historically receiving a slightly larger proportion of funds and project awards than the state. While the FLAP Request for Proposals process has advanced critical transportation improvements across the state, a more structured approach to identifying unmet federal access needs would help direct program funds towards projects that will measurably improve access and provide the greatest benefit to all partners. A "pipeline of projects" can provide decision makers with a tool to better understand and anticipate federal lands access needs in Oregon, for FLAP funding and beyond.

At the same time, FHWA and Federal Land Management Agencies (FLMAs) are prioritizing multi-agency integrated transportation planning and coordination, which brings together federal agencies, state departments of transportation, and metropolitan planning organizations for a comprehensive dialogue on transportation challenges and opportunities which require coordinated planning. The goal is to have better aligned planning processes, develop shared needs, and identify eligible funding opportunities to improve access to federal lands. There is a strong relationship between identifying federal access needs and increasing coordination between FLMAs and the statewide planning process. The Oregon FLAP Statewide Needs Assessment goals are to:

- Identify a comprehensive list of unmet federal lands access project needs throughout Oregon
- Evaluate statewide needs against the current scoring criteria to determine program alignment
- Establish a FLAP strategic investment plan that articulates federal lands access needs and improvement options for consideration in future Oregon FLAP funding cycles.

How to Read this Document

This report is written for the Oregon Department of Transportation, the eight Metropolitan Planning Organizations, and the 36 county engineering departments throughout the State. Primarily intended for mid- to long-range planning purposes, this Needs Assessment is intended to identify project-specific needs on transportation networks that access federal lands. During the planning process, FHWA planners collaborated with Federal, State, and local land management and transportation agencies to identify a total of **179 unfunded project needs across Oregon.**

All project needs identified through this effort are eligible for funding consideration through the FLAP. Further, they were scored against the existing FLAP project evaluation criteria to better understand which of the identified needs align best with the program goals. Where appropriate, these project needs should also be incorporated into State and local planning processes for inclusion in Transportation Improvement Programs and eventual programming per guidance provided by federal statute.

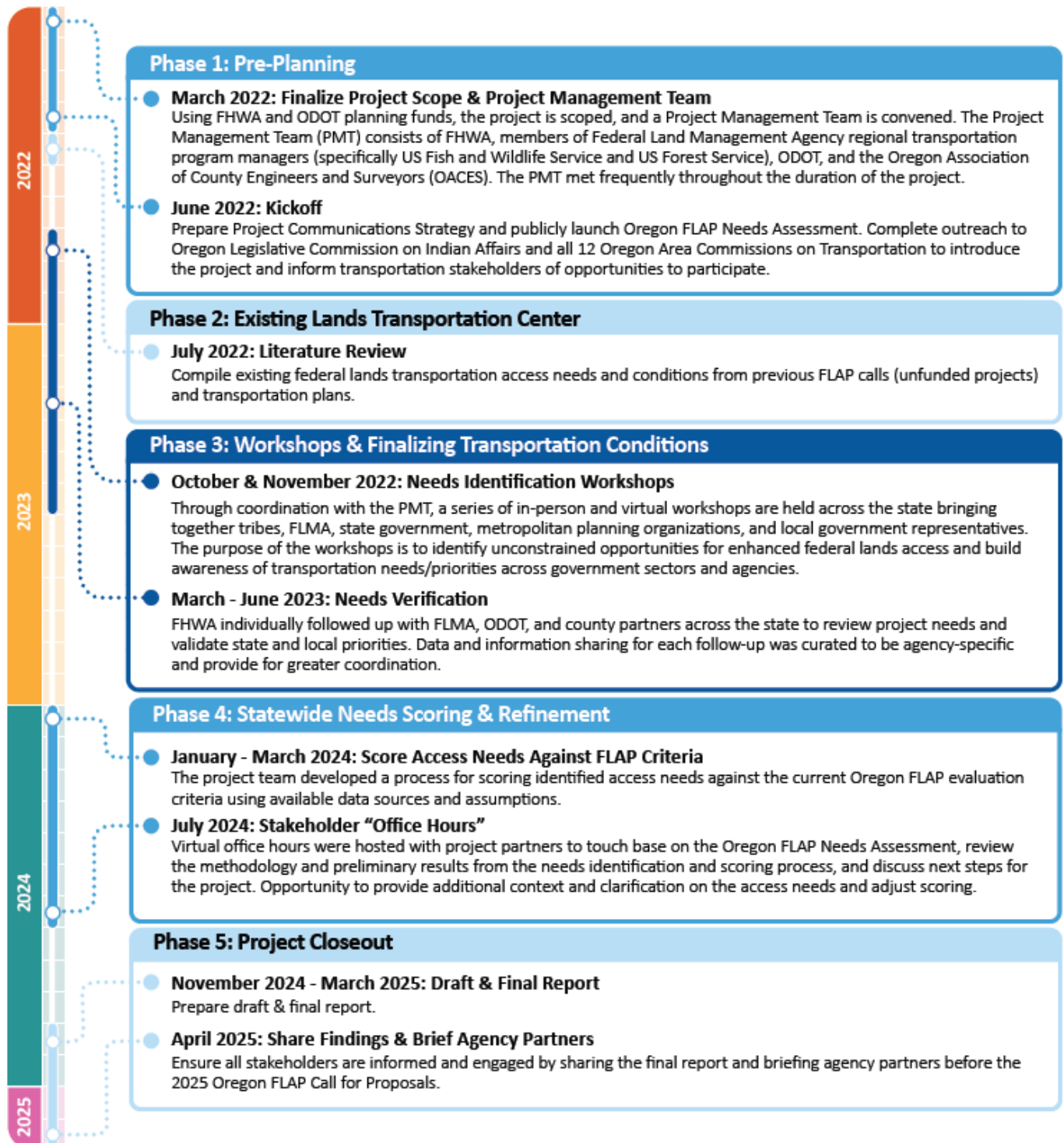
All identified projects are grouped geographically under the five Oregon Department of Transportation regions and further categorized by county. Each regional profile highlights the five highest scoring project needs for that area. These higher-scoring needs are not prescriptive, nor do they guarantee funding priority during future FLAP funding rounds. They are meant to provide decision-makers with a starting point when considering how to address the identified need.

The outcomes of the Oregon FLAP Needs Assessment do not make any funding decisions or prioritization recommendations for the identified projects. Relative priority and decisions around funding and programming remain with existing Federal, State, and local committees and processes. Nevertheless, this effort attempts to highlight potential projects that represent significant opportunities to enhance transportation infrastructure, improve access to federal lands, and support the economic and recreational interests of the surrounding communities.

Project Purpose & Timeline

Purpose

Identify opportunities (capital and planning projects) for enhanced federal lands access in the State of Oregon, with a focus on the Federal Lands Access Program.



Summary Data

179 Project Needs Identified

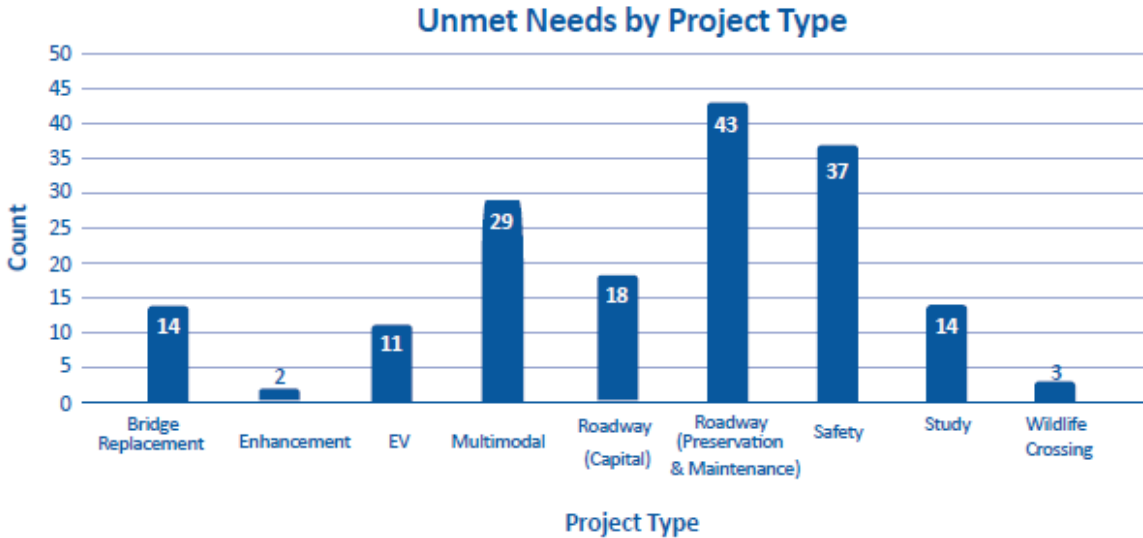
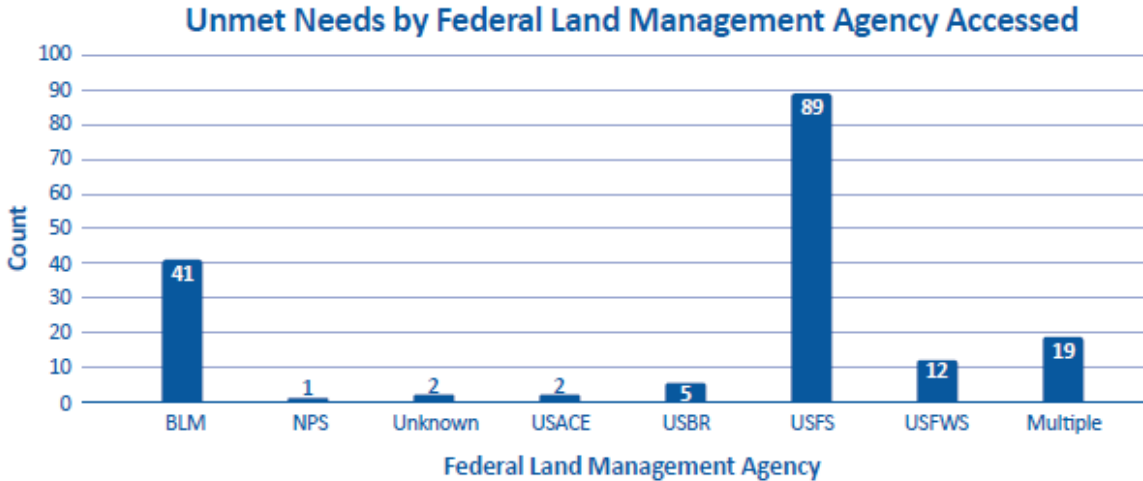
- 143 new project needs were identified throughout the course of the study.
- 36 previously submitted but unfunded FLAP projects were carried over and incorporated into the Needs.

Rough Order of Magnitude of Total Need

\$198M-\$559M*

*All rough order of magnitude costs are desktop level estimates based on 2024 US Dollars.

Number of Project by Federal Land Management Agency Accessed



1.0 PURPOSE AND SCOPE

1.1 Federal Lands Access Program Background

Since 2013, the Federal Highway Administration’s (FHWA) Federal Lands Access Program (FLAP) has provided funds to state and local transportation system owners for projects that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other multimodal transportation facilities, with an emphasis on high-use recreation sites and economic generators. **From 2013 to 2021, Oregon (OR) has received approximately \$376 million in FLAP distributions.** The most recent 2022 Oregon FLAP Request for Proposals estimates \$35.7 million annually for projects that will be programmed in 2024 and 2025. Due to the State’s increased number of high-use recreational sites, Federal land area (Figure 1), and public road miles and bridges, Oregon benefits from a larger allocation of FLAP funding each cycle when compared to other states.

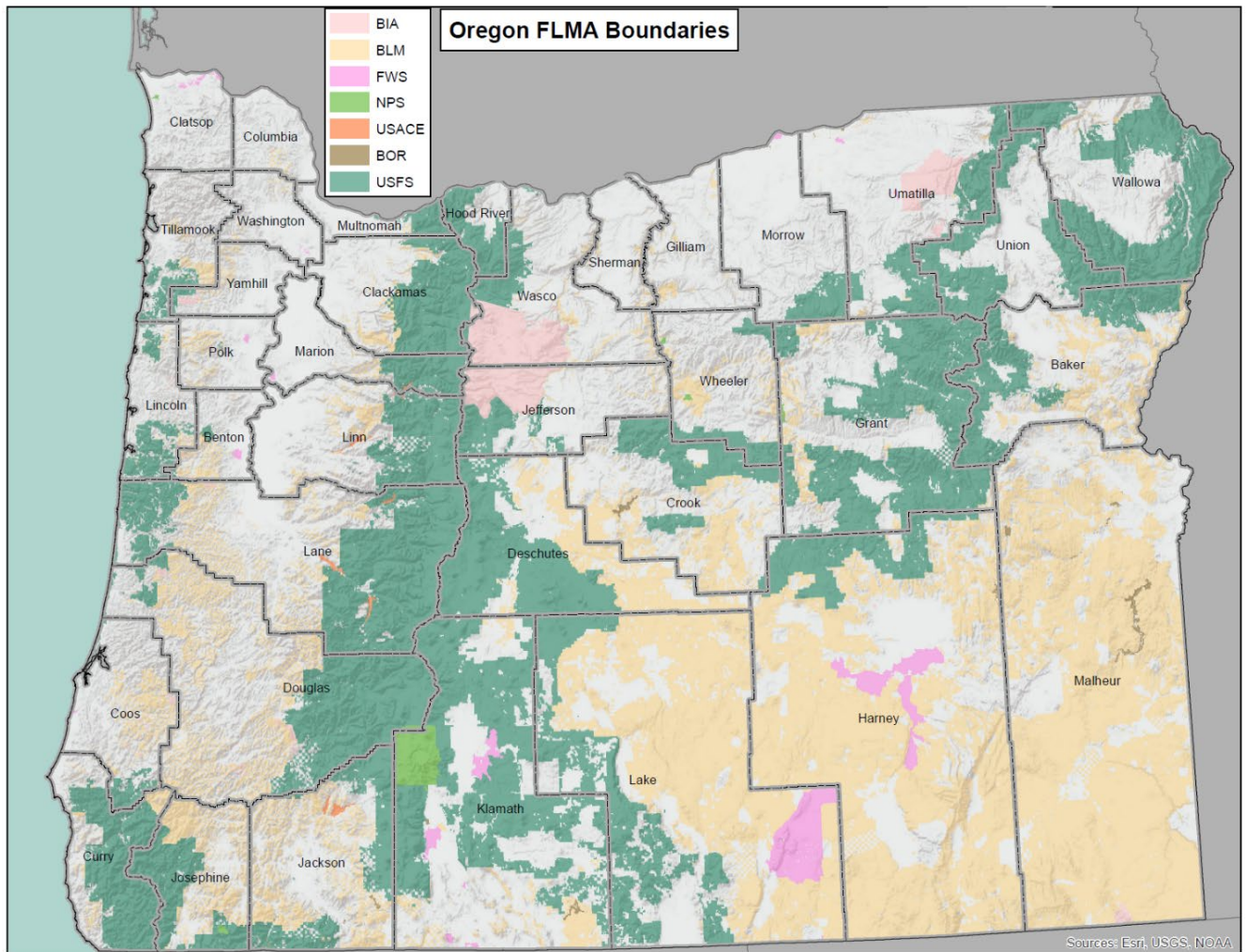


Figure 1: Oregon Federal Land Management Agency (FLMA) Boundaries

Currently, projects funded by FLAP are identified through a competitive process where non-federal applicants propose projects, these projects are evaluated against a set of ranking criteria, and final selections are determined collaboratively by the state's Programming Decisions Committee (PDC). Many of Oregon's FLAP funds go towards necessary maintenance and capital construction projects in rural counties, with local agencies historically receiving most funds and project awards. While the FLAP Request for Proposals process has advanced critical transportation improvements across the state, a more strategic approach to identifying unmet Federal access needs would help make sure limited program funds are directed towards projects that will measurably improve access and provide the greatest benefit to all partners.

1.2 Federal Land Management Agency Coordination

Essential and non-essential transportation systems are fundamentally different in the ways they are planned, built, and managed. Both are necessary for a safe and reliable national transportation network, but due to structural factors that drive funding decisions, the non-essential network often does not receive the investment needed to meet current and future mobility needs. Federal Land Management Agency (FLMA) coordination attempts to advance parity between these two systems by elevating the priorities of the participating agencies at the state and local levels.

Various factors at the federal, State, and local levels have led to persistent under investment in Federal lands access facilities. The FLAP was created to help close this funding gap, however without visibility into FLMA access needs or alignment of priorities between agencies, many of these needs remain unaddressed. FLMA coordination represents an opportunity to improve partnerships, seek alignment, and cost-effectively address Federal lands access needs across the country. By statute, state and metropolitan transportation agencies are required to, at a minimum, consider FLMA needs in long-range planning.

Through a process led by FHWA's Office of Federal Lands Highway (FLH), FLMA coordination encourages state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to go beyond just "consideration" of FLMA access needs. It achieves this by convening FLMAs, tribal government, and federal aid agencies (state DOTs, MPOs, and local governments) to collaboratively identify shared needs (*Figure 2*) to capture those needs in state and local planning processes.

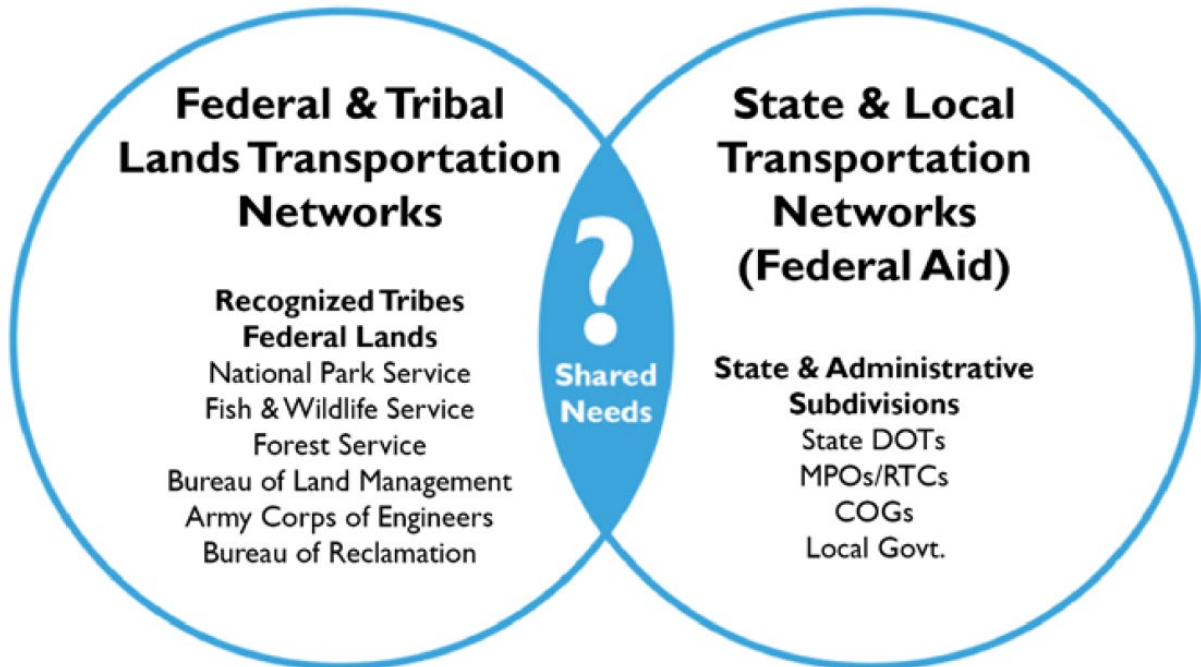


Figure 2: Shared Needs Diagram

Each state DOT, MPO, and FLMA operates differently and will have different policies, processes, and procedures for managing regular business and meeting federal transportation planning requirements. As such, the FLMA coordination process is driven by early and continuous communication and cooperation between all the partners and stakeholders involved in the transportation planning process. In addition to elevating Federal lands access needs at the state and local levels, a shared transportation vision creates an opportunity for the FLH capital programs (the Federal Lands Access Program (FLAP) and the Federal Lands Transportation Program (FLTP)) to be used strategically and leveraged to deliver more and higher-quality projects in any one state. Successful FLMA coordination not only maximizes the use of transportation funds, but also guarantees tangible benefits for the traveling public, fosters robust cross-agency partnerships, and opens new channels for economic growth.

1.3 Needs Assessment Overview & Approach

The FHWA Western Federal Lands Highway Division (WFLHD), in partnership with Oregon Department of Transportation (ODOT), completed an Oregon FLAP Statewide Needs Assessment to identify and prioritize unmet Federal lands access needs for consideration during future funding cycles. While this effort is focused on FLAP-eligible project needs, the comprehensive list of Federal lands access needs can also be integrated into State and local transportation planning processes and advance FLMA coordination. A “pipeline of projects” can provide decision makers with a tool to better understand and anticipate Federal lands access needs in Oregon, for FLAP funding and beyond. **The goal of the Oregon FLAP Needs Assessment is to have better aligned transportation planning processes, develop shared needs, and identify eligible funding opportunities to improve access to Federal lands.**

Oregon Federal lands access needs were determined through the following methods:

- Reviewing unfunded FLAP proposals submitted between 2013 and 2021, and “carrying over” project needs that are still an agency priority
- Reviewing existing plans and studies that have Federal lands access needs identified
- Vetting existing access needs and identifying new access needs through multi-agency collaborative workshops with local, State, and FLMA partners.

The following sections summarize the high-level findings from the needs identification process.

Planning to Programming

Needs identification through this effort was a fiscally unconstrained assessment of current and future needs to support the programming of capital investments before safety, congestion, or other concerns become acute. Needs identified through this study process represent agency priorities as of 2024, but these can evolve over time to reflect changing priorities. Many project needs require additional planning, scope refinement, cost estimates, or de-risking (e.g., through a public engagement process) before making programming and capital investment decisions.

1.3.1 Unfunded FLAP Project Proposals in Oregon (2013 to Present)

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

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

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

In total, 36 unfunded FLAP project proposals from the 2021 funding cycle were incorporated into the FLAP Needs Assessment.

1.3.2 Multi-Agency Workshops

The information gathered during the Existing Transportation Needs task was vetted by local, State, and Federal partners during a Fall 2022 workshop series. The purpose of these workshops was to:

- Review and confirm or remove the existing Federal lands access needs identified during the initial existing conditions scan
- Capture other unmet access needs that were missed by the project team, or identify new needs that have not yet been submitted as a FLAP proposal
- Encourage collaboration and coordination among local, State, and Federal land management agencies to identify mutually beneficial projects.

Workshops were hosted in each of the ODOT's five regions during October and November of 2022. Workshops in Regions 1, 2, and 3 were held in-person, while Regions 4 and 5 were conducted virtually. Invitations were sent out to county officials, ODOT planners and engineers, FLMA transportation coordinators, and other key stakeholders. The project team also attended the Oregon Association of County Engineers and Surveyors (OACES) conference in Hood River, Oregon, where they gathered input from county officials on unmet access needs on the local transportation system.

At each of the six workshops, there was an initial presentation on the background of the Oregon FLAP Needs Assessment with a summary of the unmet needs identified in the respective region (including number of unfunded projects and total cost of unfunded projects). Workshop attendees were then moved into breakout groups and a member of the project team facilitated the smaller group discussions. Each breakout group was tasked with reviewing the list of unmet needs documented in Technical Memorandum #1 for their respective area to confirm the project information was correct, complete, and/or still an unmet need. Poster-sized maps were available for all breakout groups and attendees were encouraged to document by hand any current or future needs for the area. All access needs were mapped by the project team using a web-based mapping tool (*Figure 3*).

Many FMLAs were under-represented during the workshop series. To incorporate Federal lands manager perspectives and encourage collaboration between State, local, and Federal partners, the project team initiated follow-up correspondence and one-on-one meetings with FLMA stakeholders to:

- Review access needs brought forth by local and State transportation system owners to ensure they are supported by the FLMAs

- Check with FLMAs not present at any of the workshops to see if additional access needs should be documented
- Establish/build relationships between key stakeholders.

In total, 139 unmet access needs were identified during the stakeholder workshops.

1.3.3 Needs Refinement

The identified access needs that emerged during the workshop series were organized into 11 groups based on geography, with each group consisting of related county, ODOT Region, and FLMA partners. An email was sent to the individual agencies and workshop attendees that corresponded to the group of needs in each area. The identified needs were included in the email and the project team requested a review and concurrence, or further discussion with partners. In addition to these 11 discussions, three discussions were held with individual FLMAs that had no representation during the workshop series.

The follow-up actions resulted in ten new needs identified, further clarification of previously listed needs, and concurrence from the FLMA whose lands the project would improve access. In some cases, FLMA representatives at the local level were identified and made aware of the proposed needs, which helped to form meaningful relationships between the local and State government agencies. In at least one case, the awareness of the local FLMA representative gave valuable insight into the timing of a proposed project and possible conflicts if addressed in the next few years, suggesting a further out-year would be more suitable.

In addition, previously absent FLMAs were given one-on-one attention from the project team to fully describe the Oregon FLAP Needs Assessment project and its connection to the FLMAs high-use recreational sites in Oregon. From those meetings, the United States Bureau of Reclamation (USBR) and the US Army Corps of Engineers (USACE) identified additional needs, contacted local government sponsors on other proposed needs and concurred or updated the needs based on those conversations. While projects for the National Park Service (NPS) had been identified during earlier FLAP calls for projects and during recent corridor site visits that included local level NPS staff, no new NPS projects were identified during the workshop series nor the follow-up discussions.

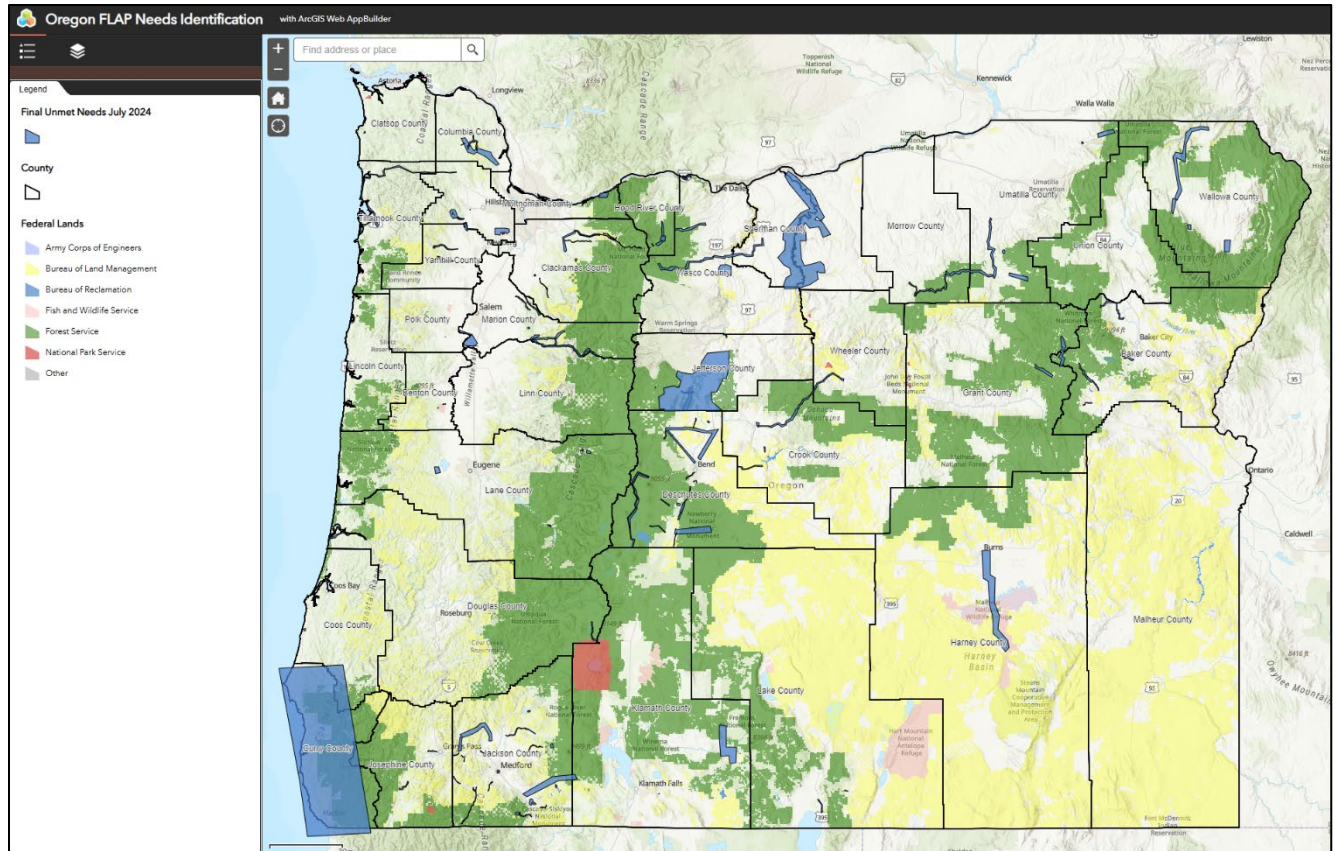


Figure 3: Oregon Federal Lands Statewide Access Needs

1.3.4 Needs Scoring

All 179 unmet access needs were scored using the existing 2021 Proposal Evaluation Criteria for the Oregon FLAP (Table 2). The scoring criteria evaluated the project’s performance in relation to a range of themes and program goals and assigned a score based on quantitative and qualitative inputs. To allow for consistent evaluation, the project team used available data and mapping tools where applicable. For criterion that required assumptions to score, reasoning for the assigned score were thoroughly documented to maintain transparency and facilitate future review and adjustments based on stakeholder feedback. The following data and scoring assumptions were used by category:

Safety

- If the project need description referenced a safety concern, full points were assigned. Unfortunately, reportable crash data is not as robust on local roads.
- *This assumption caused safety projects to generally score higher than other project types.*

Preservation

- National Bridge Inspection Standards (NBIS) bridge ratings were used where applicable. Scoring was assigned based on needs description and assumptions.

Recreation and Economic

- Where available, FLMA recreation sites data was incorporated into scoring. The Bureau of Land Management (BLM) and United States Forest Service (USFS) maintain recreation site data with levels of use assigned (e.g., highly developed versus dispersed), which assisted with scoring the projects.
- A measuring tool was used to determine area of Federal land accessed.
- National Scenic Byway Geographic Information System (GIS) data was incorporated into scoring.

Mobility

- All needs received full points for “identified in transportation plan”.
- The FHWA Highway Performance Monitoring System (HPMS) and All Roads Network of Linear Referenced Data (ARNOLD) were used to score route connections.
- Other scoring criteria relied on judgement from project team based on the needs description.

Sustainability and Environmental Quality

- This criterion was the most difficult to consistently score. The project team scored needs based on available information in the needs description.

Readiness and Support

- This criterion was removed from the scoring owing to a lack of available information. This resulted in a total potential score of 90.

Scores reflect the best data and methodology available given various constraints. Variations in data quality, availability, or contextual factors may result in scoring outliers or minor discrepancies.

Table 2: Existing Oregon Federal Lands Access Program Scoring Criteria

Category	Max Pts	
1. Safety: Improvements for the safety of its users	25	
a) Improves identified crash sites	0-12	
b) Improves identified hazardous conditions other than crash sites	0-8	
c) Improves safety for a wide range of users	0-5	
2. Preservation: Improvements for the economy of operation and maintenance	20	
a) Improves NBIS bridge above "Poor" or "Deficient" rating	0-8	
b) Improves surface condition	0-8	
c) Included in a surface management system	0-2	
d) Reduces maintenance or operating costs	0-2	
3. Recreation and Economic: Development, utilization, protection and administration of Federal Lands and its resources	20	
a) Federal high-use recreation site of Federal economic generator: (Scale of categories for each FLMA)	High Use Medium Use Low Use Or High Impact Medium Impact Low Impact	5-10 3-5 0-3
b) Federal Land area accessed:	Over 100,000 acres 25,000 – 100,000 acres Under 25,000 acres	5 2-4 0-2
c) Supports economic goals/needs or a designated National Scenic Byway management plan		0-5
4. Mobility: For users and continuity of the transportation network serving the Federal Lands and its dependent communities	15	
a) Need identified in transportation plan. FLMA plan, State plan, or County Comprehensive Plan		0-3
b) Route is connected to a designated route on the FLMA inventory for the FLTP		0-3
c) Fills missing link in network, removes travel restriction, bottleneck, size/load limit, sole access		0-5
d) Reduces travel time and congestion, increases comfort and convenience		0-2
e) Improves mode choices		0-2
5. Sustainability and Environmental Quality: Protection and enhancement of the environment	10	
a) Supports or advances environmental goals of the FLMA and/or Local Agency		0-2
b) Enhances wildlife connectivity or aquatic organism passage		0-2
c) Enhances water quality, riparian function, wetlands function		0-2
d) Uses design, materials or techniques that will exceed the <u>minimum</u> environmental requirements		0-2
e) Contributes to improved environmental quality (i.e., sustainability, resiliency, greenhouse gas (GHG) reductions)		0-2
6. Readiness and Support: Project readiness, local support, financial support, and project delivery	10	
a) Project support, agency priorities and previous federal investment		0-4
b) Applicant's share of project costs, types of funds, availability, and certainty of funds		0-4
c) Project readiness, project delivery schedule (environmental compliance, design ROW)		0-2
Total Available Points	90	

2.0 NEEDS AND PROJECTS: ODOT REGION 1

ODOT Region 1: The Portland Metro serves all of Clackamas, Multnomah and Hood River Counties and Eastern Washington County. A total of 38 project needs were identified in Region 1 across a broad range of project types and for facilities managed by a range of different landowners and managers.



Image 1. Multnomah Falls

2.1 Region 1 Top Scoring Projects

The five highest scoring projects for Region 1 are shown in Figure 4 and listed in Table 3. These projects were scored based on available information. Therefore, the ranking should be considered as a guide only and other projects may be a higher priority when evaluated in the future based on additional information, changing circumstances, and funding availability.

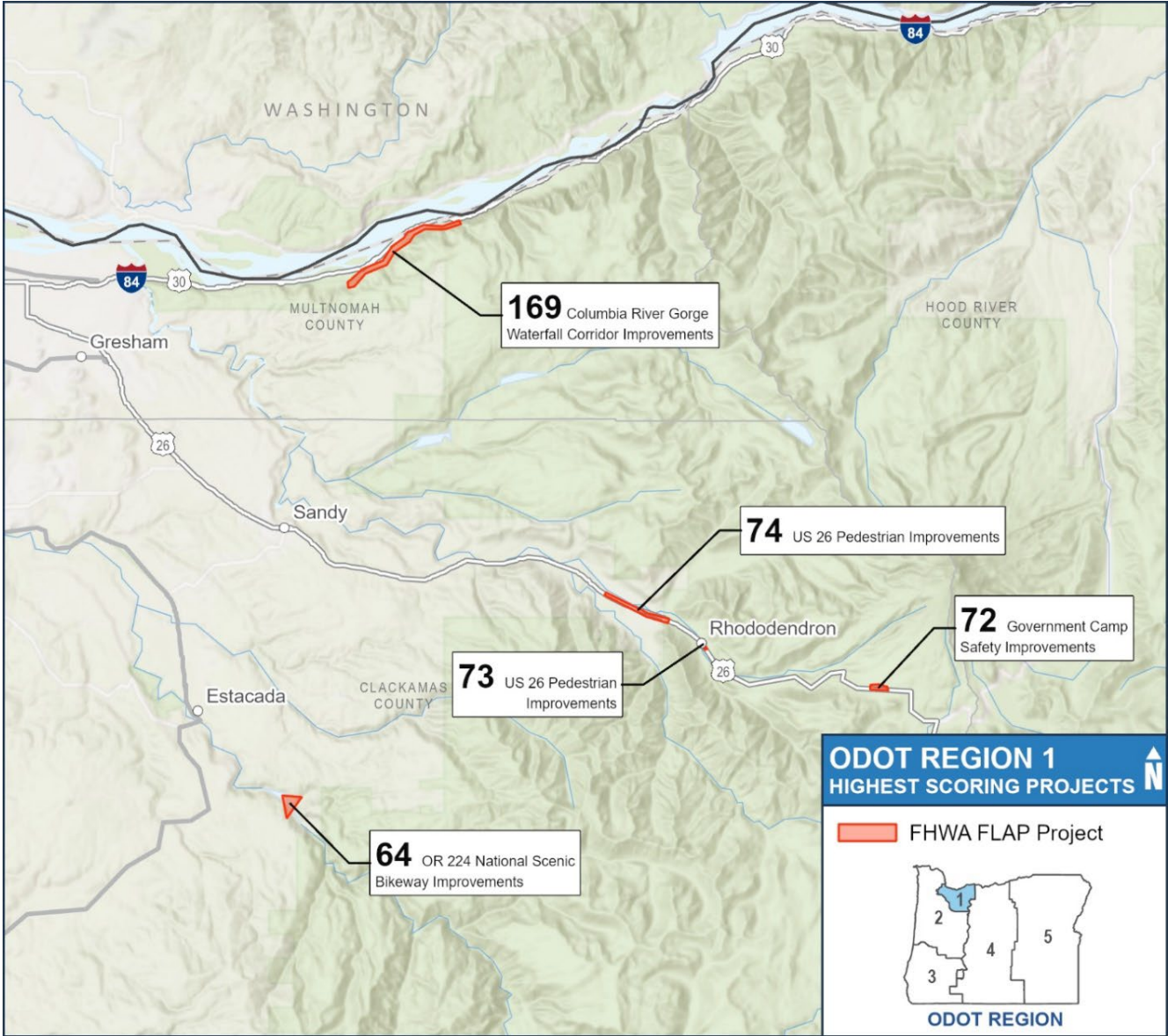


Figure 4: ODOT Region 1 – Top Scoring Projects

Table 3: Top Scoring Access Projects in ODOT Region 1

Project Number	Project Description	Ownership	County	Project Type
72	Government Camp Safety Improvements: Improve safety conditions at Government Camp to accommodate transit and pedestrians (dangerous intersections, challenging for transit).	City	Clackamas	Safety
169	Columbia River Gorge Waterfall Corridor Improvements: This proposal will deliver integrated, multi-modal access and demand management solutions to Columbia River Gorge "Waterfall Corridor" transportation system.	ODOT	Multnomah	Multimodal
73	US26 Rhododendron Design Refinement Plan Implementation: The plan suggests a lane reduction through Rhododendron, the addition of a rectangular rapid flashing beacon, and a crosswalk as well as sidewalk, bike lane and a transit pullout. Construction funding is needed.	ODOT	Clackamas	Safety
74	US26 Pedestrian Improvements: Miscellaneous pedestrian improvements along US26 in small communities - see Mt. Hood Multimodal Plan recommendations.	City	Clackamas	Safety
64	OR224 National Scenic Bikeway Improvements: Improve National Scenic Bikeway corridor to address bicycle safety concerns.	ODOT	Clackamas	Safety

2.2 Clackamas County

Twenty (20) project needs have been evaluated in Clackamas County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in order from highest to lowest score in Table 4. Projects are shown in *Figure 5*.



Image 2. Mt. Hood Express Transit

Table 4: Clackamas County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
73	US26 Rhododendron Design Refinement Plan Implementation: The plan suggests a lane reduction through Rhododendron, the addition of a rectangular rapid flashing beacon, and a crosswalk as well as sidewalk, bike lane and a transit pullout. Construction funding is needed.	ODOT	\$1,000,000 - \$5,000,000	Safety
74	US26 Pedestrian Improvements: Miscellaneous pedestrian improvements along US26 in small communities - see Mt. Hood Multimodal Plan recommendations.	City	\$1,000,000 - \$5,000,000	Safety
64	OR224 National Scenic Bikeway Improvements: Improve National Scenic Bikeway corridor to address bicycle safety concerns.	ODOT	Unknown Until Further Study	Safety
21	Barlow Trail Rd Maintenance: Apply a two-inch asphalt overlay on 6.73 miles of Barlow Trail Road from Sleepy Hollow Road to Lolo Pass Road. The proposed project will also add 1,300 linear feet of guardrail on Barlow Trail Road to improve safety.	Clackamas	\$5,000,000 - \$10,000,000	Safety Roadway (Preservation and Maintenance)
28	Dickey Prairie Rd Maintenance: County Road maintenance: pavement preservation.	Clackamas	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
75	Expanded Transit Service around Mt Hood: Implement strategies from Vision Around the Mountain (expanded service on both US26 and 35).	Various	\$1,000,000 - \$5,000,000	Multimodal
20	Wy'East Trail and Blossom Trail Maintenance: County Road maintenance: pavement preservation.	Clackamas	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
71	Multimodal Transit Hub in Sandy: Recommendation from Mt. Hood Multimodal Study - construct multimodal transit hub in Sandy (bicycle, pedestrian, transit and park and ride access into public lands).	City	Unknown Until Further Study	Multimodal
82	Mt Hood Sno-Park Intelligent Transportation System (ITS): Install ITS/variable signage to communicate Sno-Park parking capacity (both on US26 and US35).	ODOT	\$100,000 - \$500,000	Enhancement
80	OR224 Wildfire Repairs – Boat Ramps: Repair and replace boat ramps off OR 224 accessing the Clackamas River.	ODOT	\$100,000 - \$500,000	Multimodal

Project Number	Project Description	Ownership	ROM Cost	Project Type
77	Separated Multi-Use Path along US26: Feasibility study to construct separated multi-use path along US26.	ODOT	\$100,000 - \$500,000	Study
58	Meadows Access Road: Pavement preservation for approximately 1.6 miles of Mt Hood Meadows Drive facilitate ODOT winter maintenance.	USFS-ODOT	\$100,000 - \$500,000	Roadway (Preservation and Maintenance)
23	Wildcat Mountain Dr Maintenance: County Road maintenance: pavement preservation.	Clackamas	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
3	Bull Run Bridge Replacement: Bridge Replacement - bridge provides access to timber area and would impact operations if it were closed. Bridge design is the most critical need.	Clackamas	\$100,000 - \$500,000	Bridge Replacement
79	Electric Vehicle (EV) Chargers/Multimodal Hub at Government Camp: Install EV Chargers at Government Camp as part of Multimodal Transit Hub.	City	\$100,000 - \$500,000	EV
78	Molalla Forest Road Preservation: Road Maintenance on county road access BLM.	County	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
55	EV Charger: EV Charger for Access to Table Rock Federal lands.	County	\$100,000 - \$500,000	EV
76	Commuter Transit Sandy/Estacada: 2021 FLAP proposal - expand transit service to accommodate commuters in Estacada/Sandy. Mount Hood Express and City of Sandy Transit.	City	\$100,000 - \$500,000	Multimodal

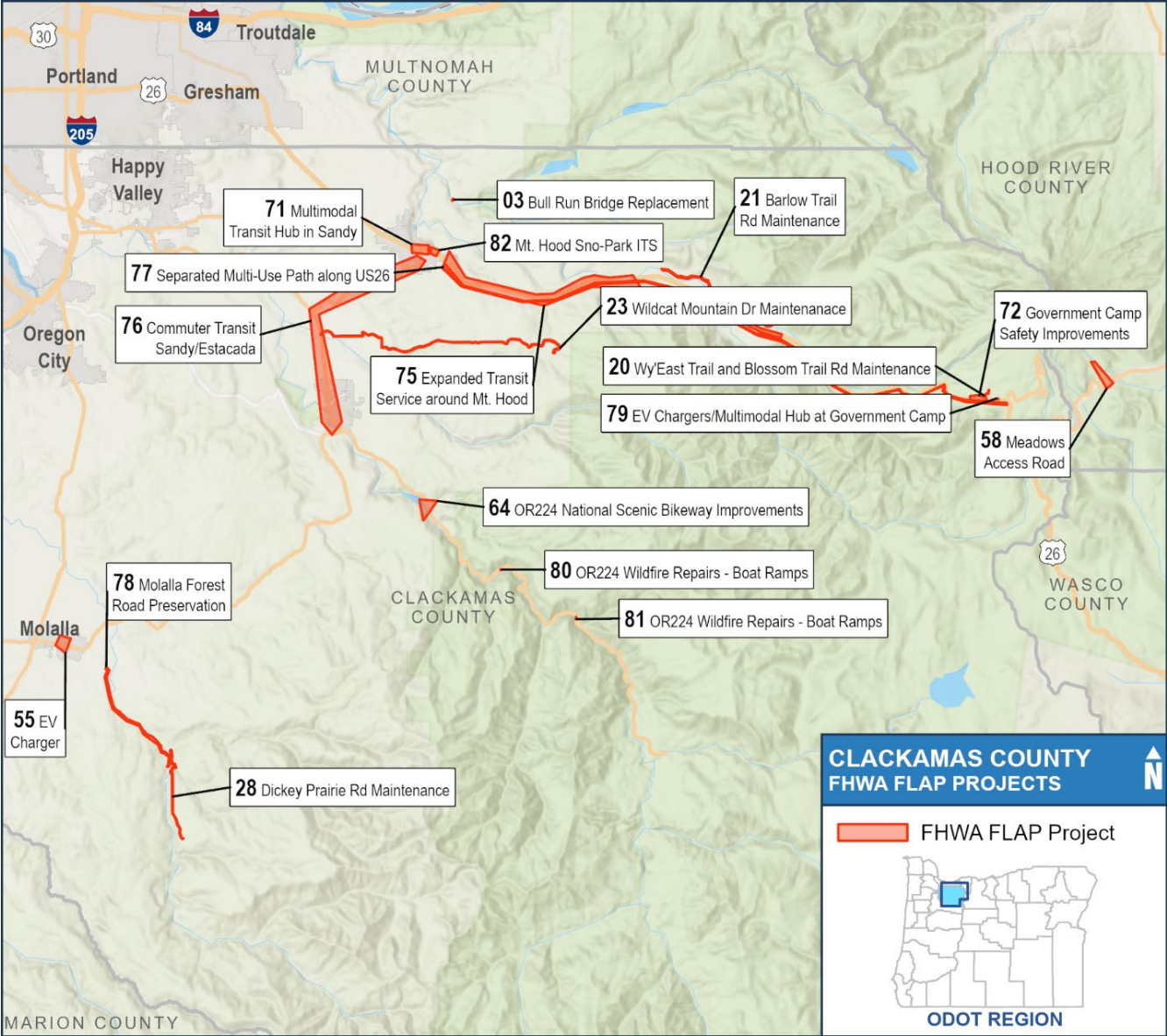


Figure 5: Clackamas County Federal Lands Access Needs

2.3 Hood River County

Four (4) project needs have been evaluated in Hood River County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 5. Projects are shown in *Figure 6*.



Image 3. Mitchell Point Tunnel

Table 5: Hood River County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
170	Cascade Locks Trail System and Trailheads: Proposed work includes design and construction of two trailheads for the Cascade Locks Trail System, a 15-mile shared use trail system being developed in partnership with the Port of Cascade Locks (POCL) and Northwest Trail Alliance (NWTa).	Hood River	\$1,000,000 - \$5,000,000	Roadway (Capital)
153	OR35 White River Bridge Reconstruction Study: The proposed planning study will evaluate alternatives to replace the existing bridge with a long-term solution. Proposed work is a study to identify viable alternatives with accompanying analysis covering design and construction costs, operations, and maintenance.	ODOT	\$100,000 - \$500,000	Study
59	Tamanawas Falls Trailhead Relocation: Move the Tamanawas Falls trailhead to a safer location.	ODOT	\$1,000,000 - \$5,000,000	Safety
57	Transit Stops Site Development on SR35: Transit stops site development was recommended in the Columbia Area Transit study.	ODOT	\$100,000 - \$500,000	Multimodal

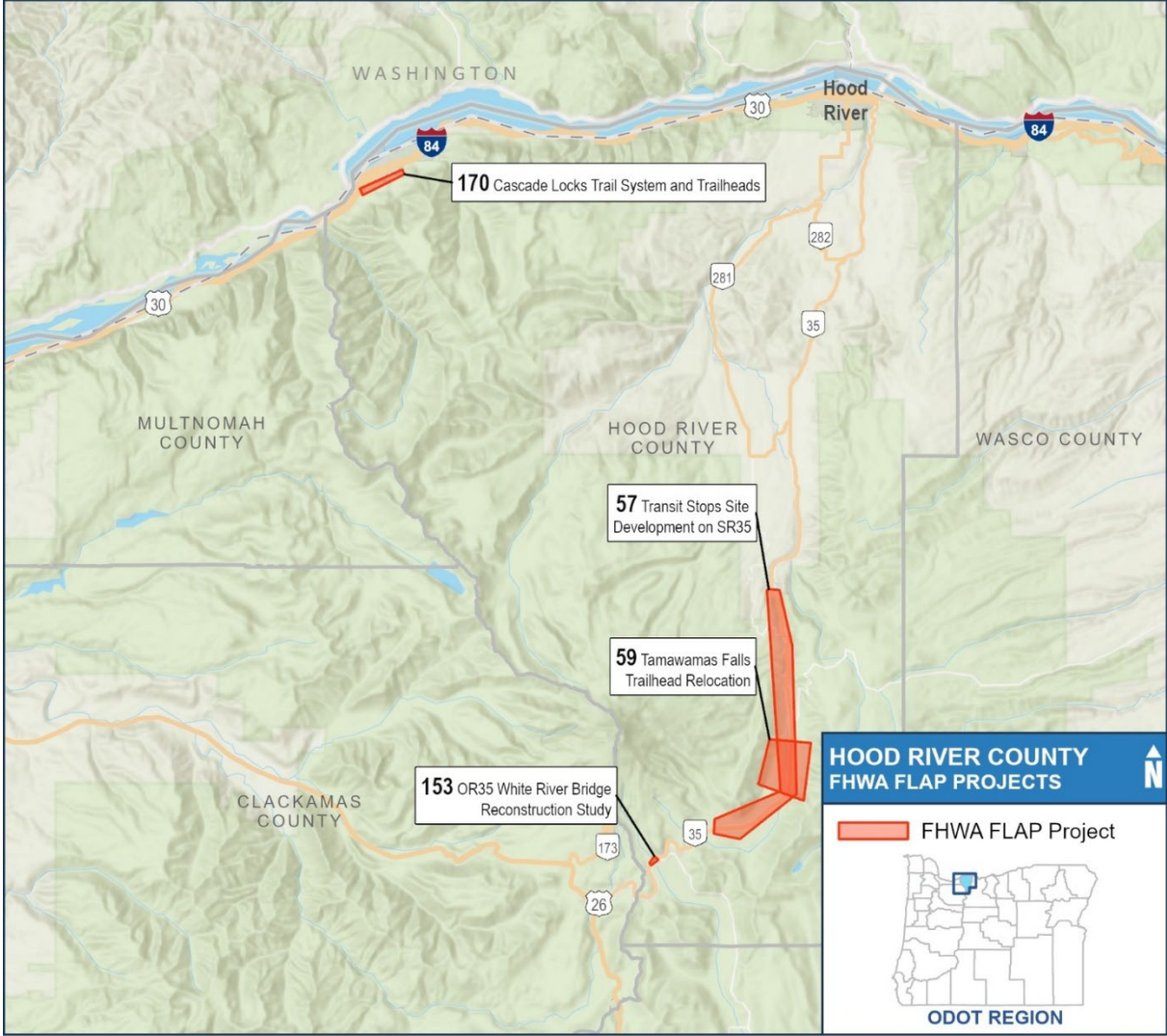


Figure 6: Hood River County Federal Lands Access Needs

2.4 Multnomah County

Seven (7) project needs have been evaluated in Multnomah County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 6. Projects are shown in *Figure 7*.

Table 6: Multnomah County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
169	Columbia River Gorge Waterfall Corridor Improvements: This proposal will deliver integrated, multi-modal access and demand management solutions to Columbia River Gorge "Waterfall Corridor" transportation system. The proposed sub-elements represent continued steps by partner agencies to resolve transportation challenges.	ODOT	\$1,000,000 - \$5,000,000	Multimodal
62	ODOT Gorge/Mt Hood Area Park and Ride Study: Identification of Park and Ride facility needs along I-84, US26, OR35, OR281.	ODOT	\$100,000 – \$500,000	Study
60	Troutdale Park and Ride Hub: Create a multimodal park and ride hub (parking garage, bike amenities, transit) to promote leaving cars behind, decreasing congestion.	Multnomah	Unknown Until Further Study	Multimodal
61	Eagle Creek Staircase Americans with Disabilities Act (ADA) Access: Accommodate ADA access.	Multnomah	Unknown Until Further Study	Enhancement
68	Expanded Transit Access to Bonneville Dam Visitor Center: New Columbia Area Transit (CAT) stop at Bonneville Dam - CAT/USACE in discussions, many challenges to address.	CAT	Unknown Until Further Study	Multimodal
63	Multnomah Falls Bike Parking: Provide bicycle parking facilities at Multnomah Falls.	USFS/ODOT	\$100,000 – \$500,000	Multimodal
69	Multimodal Access to Sandy River Delta Federal Lands: In conjunction with multimodal hub in Troutdale, create bicycle and pedestrian access improvements from downtown Troutdale to Federal lands on the Columbia River.	City	Unknown Until Further Study	Multimodal

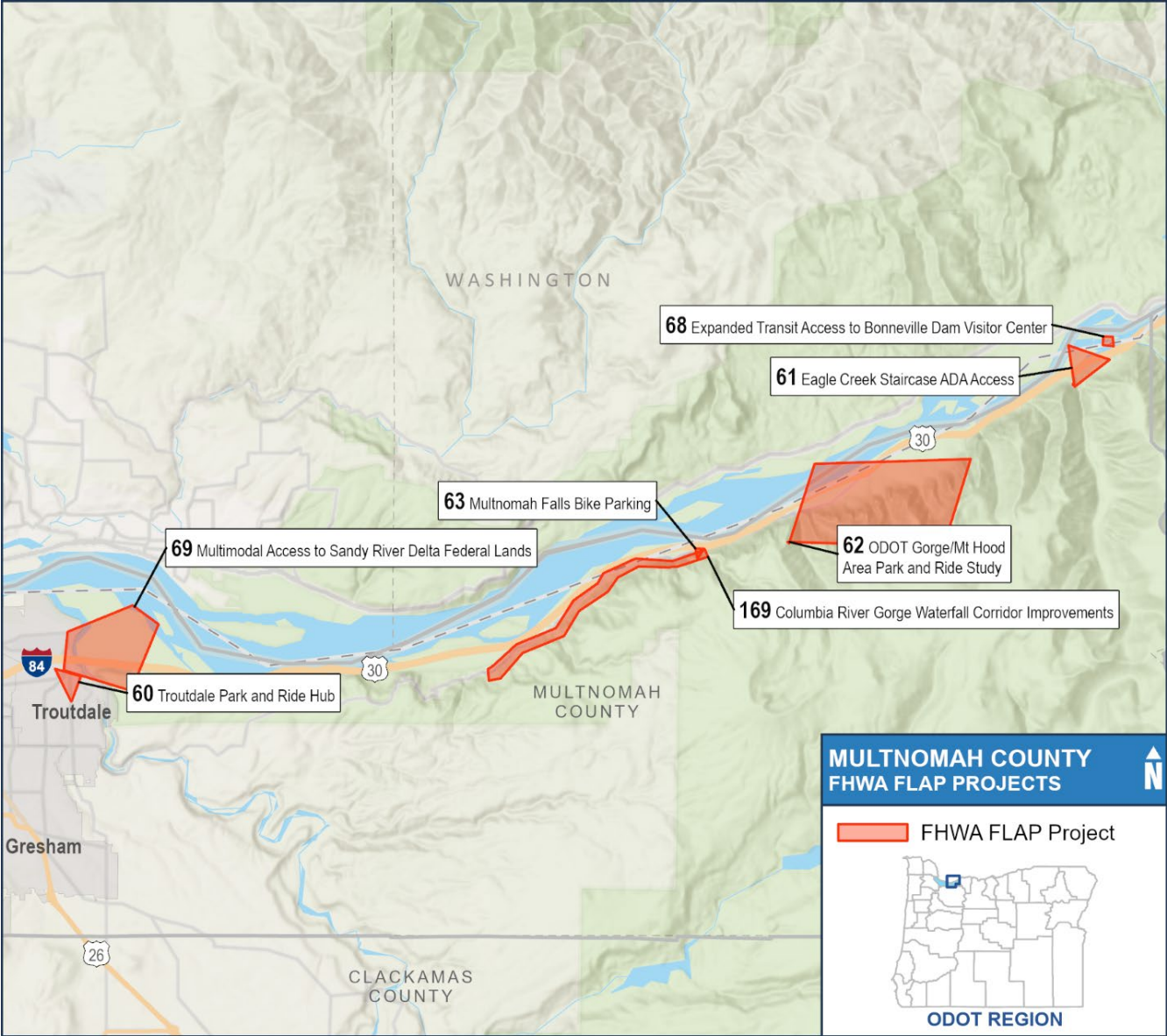


Figure 7: Multnomah County Federal Lands Access Needs

2.5 Eastern Washington County

Seven (7) project needs have been evaluated in Eastern Washington County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 7. All Washington projects are shown in *Figure 8*.

Table 7: Eastern Washington County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
7	Intersection Safety: Traffic Control - signal/roundabout.	ODOT/local	Unknown Until Further Study	Safety
51	99W Traffic Calming: Multi-agency corridor study to determine traffic calming, crossing, and transit access options on 99W to improve access to the Tualatin National Wildlife Refuge area.	ODOT	\$100,000 - \$500,000	Safety
25	Henry Hagg Lake Intelligent Transportation System: Project is identified in the Washington County ITS Plan - install Road Weather Information System (RWIS) and traveler information systems.	Washington	\$1,000,000 - \$5,000,000	Safety
171	New Road and Parking Lot for Scoggins Valley Park Hagg Lake: High priority project for the county. Looking to build a new 1000ft two-lane road and parking lot for a new facility and applying for FLAP funding for construction. The USBR has provided a grant to construct a new facility, and the FLAP grant could be federal match and build the road which would open a new area of the park to the public. The USBR confirmed those two funding sources could be matched.	Washington	\$1,000,000 - \$5,000,000	Roadway (Capital)
11	Henry Hagg Road Maintenance: County Road maintenance around Henry Hagg Lake.	Washington	Unknown Until Further Study	Roadway (Preservation and Maintenance)
53	National Wildlife Refuge (NWR)-Tualatin Trail Connections: Study to evaluate connecting Tualatin NWR trails to partner agency trail systems	Fish and Wildlife Service (FWS)	\$100,000 - \$500,000	Study
18	Henry Hagg Lake EV Chargers: Construct EV Chargers at Henry Hagg Lake.	USBR	\$100,000 - \$500,000	EV

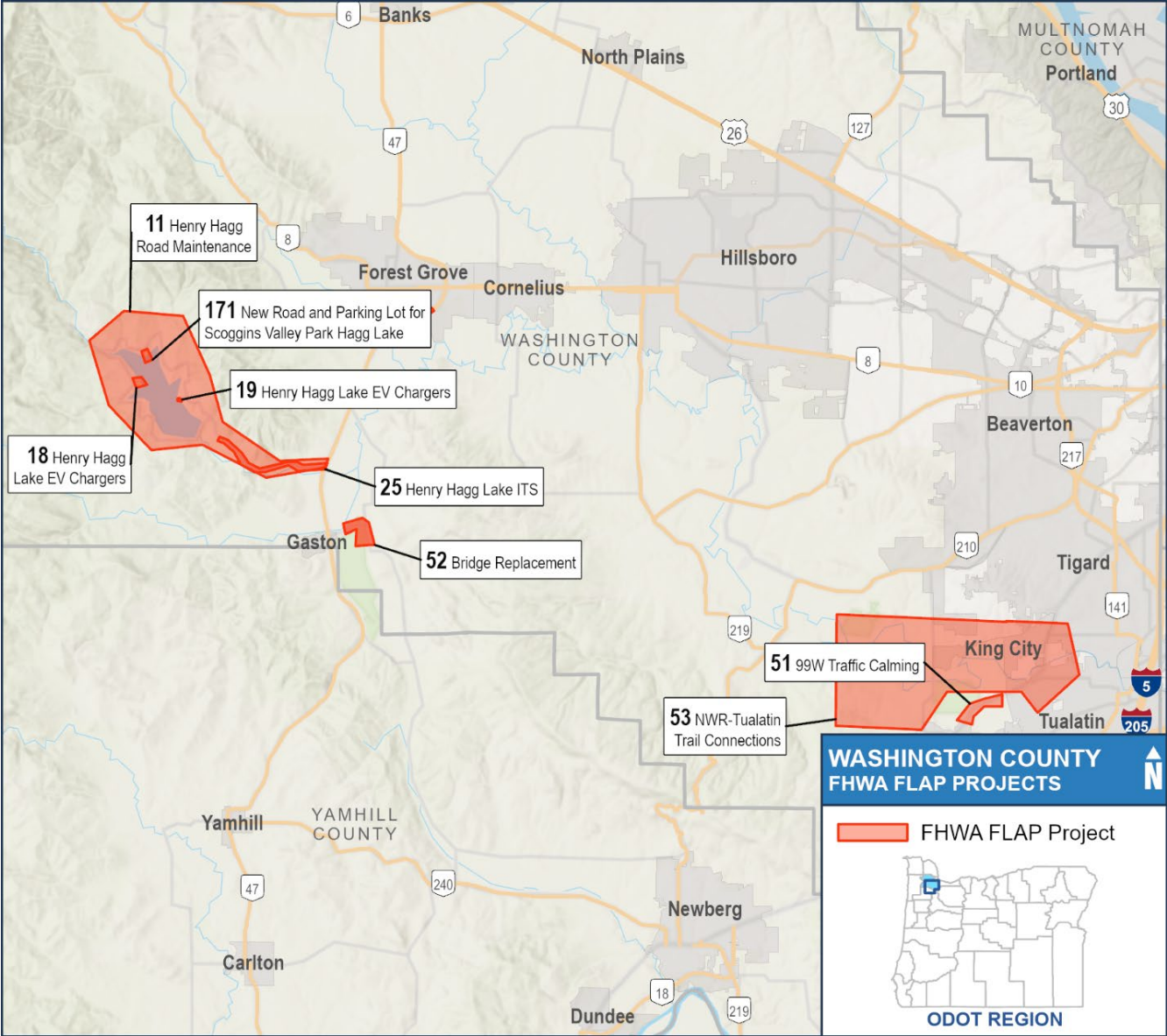


Figure 8: Washington County Federal Lands Access Needs

3.0 NEEDS AND PROJECTS: ODOT REGION 2

ODOT Region 2: Willamette Valley and North Coast serves Clatsop, Columbia, Tillamook, Polk, Marion, Lincoln, Linn, Benton, Lane, Yamhill, Western Washington, and Western Clackamas counties. A total of 40 projects were nominated in Region 2 across a broad range of project types and for facilities managed by a range of different landowners and managers.

3.1 Region 2 Top Scoring Projects

The five highest scoring projects for Region 2 are shown in *Figure 9* and listed in Table 8. These projects were scored based on available information. Therefore, the ranking should be considered as a guide only and other projects may be a higher priority when evaluated in the future based on additional information, changing circumstances, and funding available.

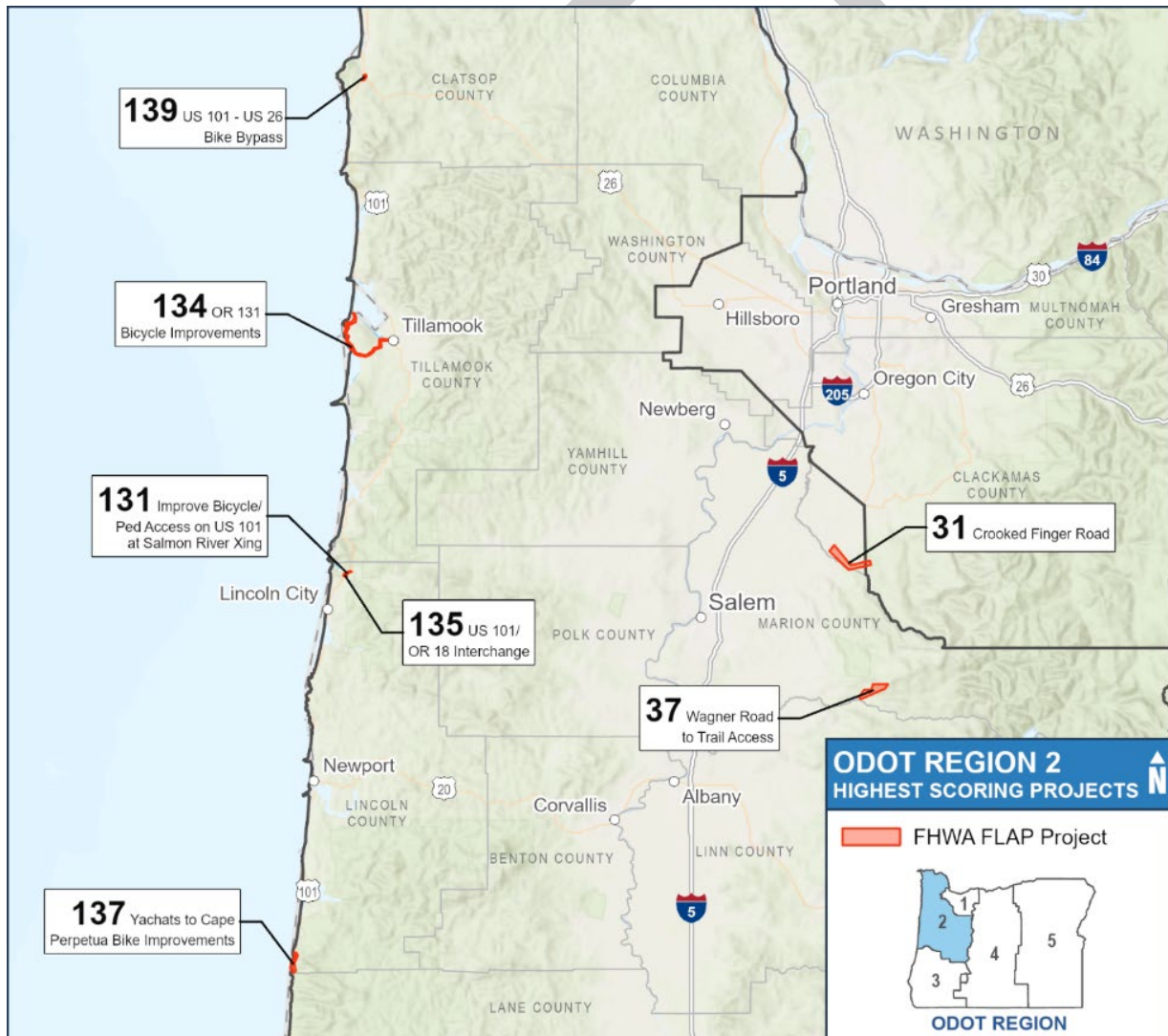


Figure 9: ODOT Region 2 – Top Scoring Projects

Table 8: Top Scoring Access Projects in ODOT Region 2

Project Number	Project Description	Ownership	County	Project Type
135	US 101 / OR 18 Interchange: Critical Need identified in Oregon Coast Bike Route Plan - recommends bike lane striping.	ODOT	Lincoln	Safety
137	Yachats to Cape Perpetua Bike Improvements: Critical Need identified in Oregon Coast Bike Route Plan - improve signage, install flashing beacon lights, explore transit shuttle.	ODOT	Lincoln	Safety
31	Crooked Finger Road: Construct a safety improvement and pavement preservation project including advisory curve warning signs and a chip seal and fog seal to address pavement distress.	Marion	Marion	Safety
131	Improve Bicycle and Pedestrian Access on Highway 101 at Salmon River Crossing: To make this portion of the Oregon Coast Trail (OCT) and Oregon Coast Bike Route safer and enhance the visitor-use experience, this section of Highway 101 (US 101) could use bike and pedestrian oriented improvements.	ODOT	Lincoln	Safety
37	Wagner Road to Trail Access: Construct a safety improvement and pavement preservation project including widening or a path to improve bike access and a chip seal and fog seal to address pavement distress.	Marion	Marion	Safety

3.2 Benton County

Two (2) project needs have been evaluated in Benton County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 9. Projects are shown in Figure 10.

Table 9: Benton County Federal Lands Access Needs

Project Number	Project Description	Ownership	County	Project Type
66	Bellfountain Road Safety: Intersection safety challenges - sight distance.	Benton	Unknown Until Further Study	Safety
27	Finlay Road Maintenance: County maintenance - road is gravel and a maintenance issue. NWR supports this. Many people recreate here.	Benton	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)

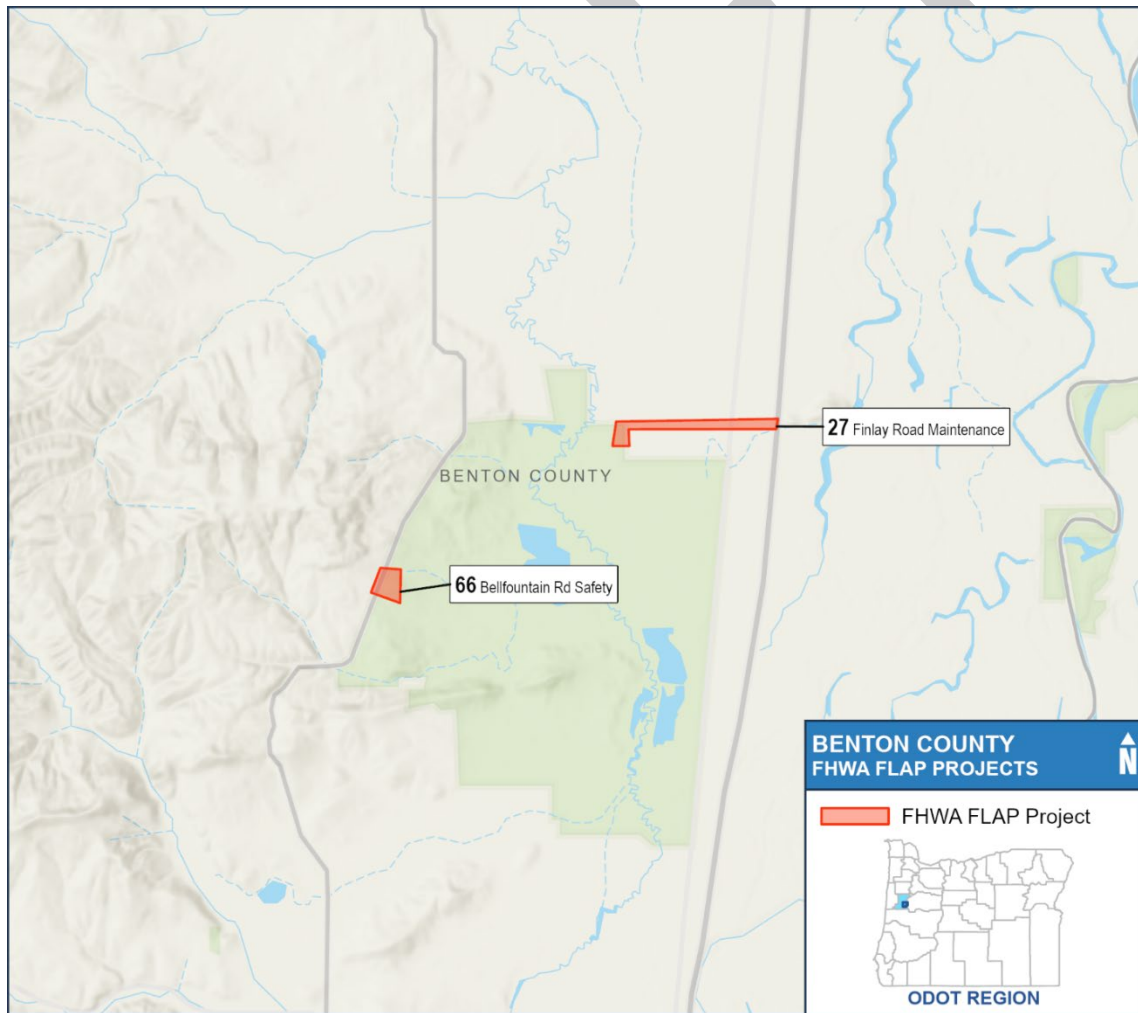


Figure 10: Benton County Federal Lands Access Needs

3.3 Clatsop County

One (1) project need has been evaluated in Clatsop County (Table 10). The project is shown in Figure 11.

Table 10: Clatsop County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
139	US101-US26 Bike Bypass: This project will construct a bicycle facility around the US 101/ US 26 interchange. The path will support the Oregon Coast Bike Route and provide access to the Lewis and Clark National Historical Park as well as numerous other Federal lands.	ODOT	\$1,000,000 - \$5,000,000	Roadway (Capital)

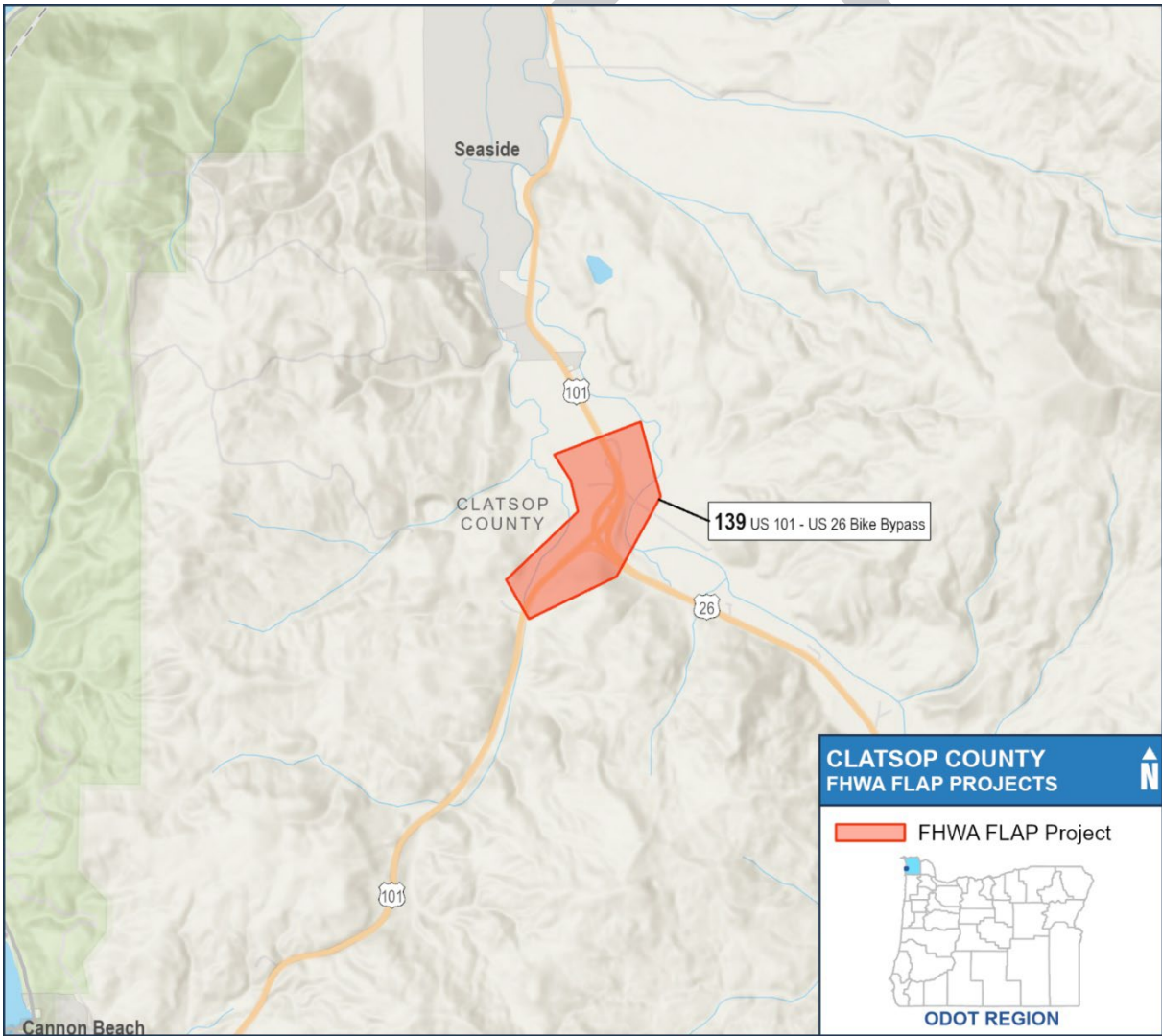


Figure 11: Clatsop County Federal Lands Access Needs

3.4 Columbia County

Three (3) project needs have been evaluated in Columbia County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 11. Projects are shown in *Figure 12*.

Table 11: Columbia County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
38	Scappoose - Vernonia Hwy: Pavement preservation, culvert, Aquatic Organism Passage (AOP) repair/replacement.	Columbia	Unknown Until Further Study	Roadway (Preservation and Maintenance)
123	East-West Connection Seap-Vern Rd and Apiary Rd: Planning Study for an east-west connection Nehalem/East Fork (OR47) to Banks.	Columbia	\$100,000 - \$500,000	Study
122	OR47 Connection to Banks-Vernonia Trail: Trail Corridor Planning along Crown-Zellerbock Trail.	Columbia	\$500,000 - \$1,000,000	Study

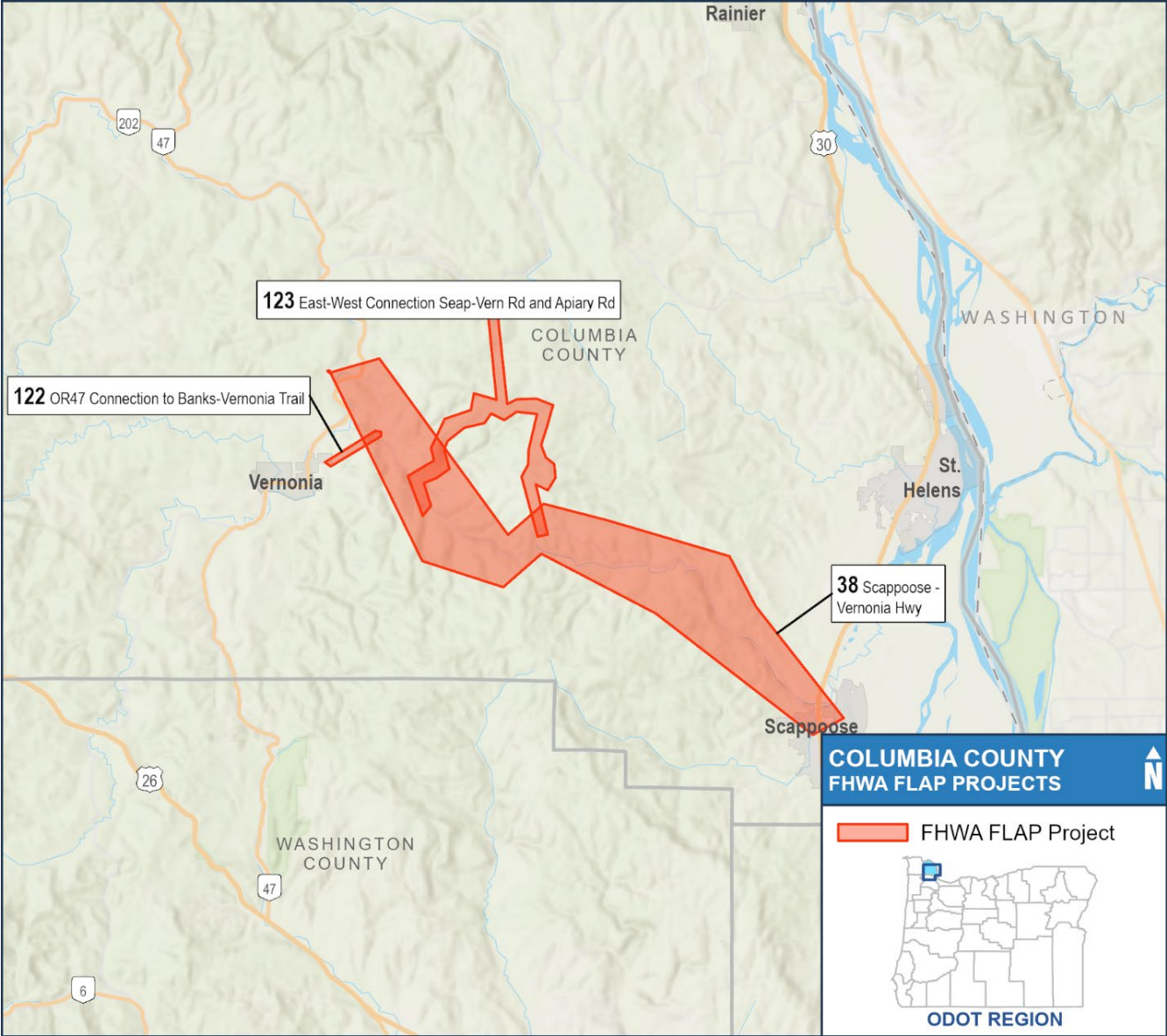


Figure 12: Columbia County Federal Lands Access Needs

3.5 Lane County

Seven (7) project needs have been evaluated in Lane County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 12. Projects are shown in *Figure 13*.

Table 12: Lane County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
138	Heceta Head South Bike Improvements: Critical Need identified in OR Coast Bike Route Plan - Install signage, flashing beacon, enhance tunnel lighting, reconfigure guardrail.	ODOT	\$1,000,000 - \$5,000,000	Safety
141	Fern Ridge Recreation Area Multi-Use Path: Construct a new multi-use path on the west side of Territorial Highway from Jeans Road to Suttle Road. The project includes a high visibility crosswalk across Territorial Highway to access an Oregon Department of Fish and Wildlife (ODFW) parking lot and trailhead.	Lane	\$5,000,000 - \$10,000,000	Multimodal
143	East King Road Realignment: Construct an 1,800-foot new alignment section of East King Road to avoid significant roadway damage caused by bank erosion. The project includes a new fish passage and drainage features.	Lane	\$1,000,000 - \$5,000,000	Roadway (Capital)
158	Oakridge Pedestrian Enhancements: Provide a sidewalk and install marked pedestrian crossings with lighting on Oregon Highway 58 in Oakridge.	ODOT	\$5,000,000 - \$10,000,000	Multimodal
65	OR126 - Blue River Res Road Intersection Improvement: Blue River Res Road intersection with OR126 is a safety concern with poor sightlines a	ODOT	Unknown Until Further Study	Safety
142	Delta Road Bridge Replacement: Bridge replacement. Bridge provides sole access to Horse Creek Delta Island.	Lane	\$1,000,000 - \$5,000,000	Bridge Replacement

Project Number	Project Description	Ownership	ROM Cost	Project Type
172	<p>Lake Creek Falls Rectangular Rapid Flashing Beacon (RRFB): Seeking construction funding for pedestrian flashing beacon across OR36. Safety concerns over vehicle and pedestrian conflicts, high use recreation site. Have a design completed and approved by ODOT. National Environmental Policy Act (NEPA) clearance completed. Memorandum of Understanding (MOU) in development for ongoing maintenance of beacon infrastructure. Additional safety benefits from emergency phone line needed for beacon.</p>	ODOT	\$500,000 - \$1,000,000	Safety

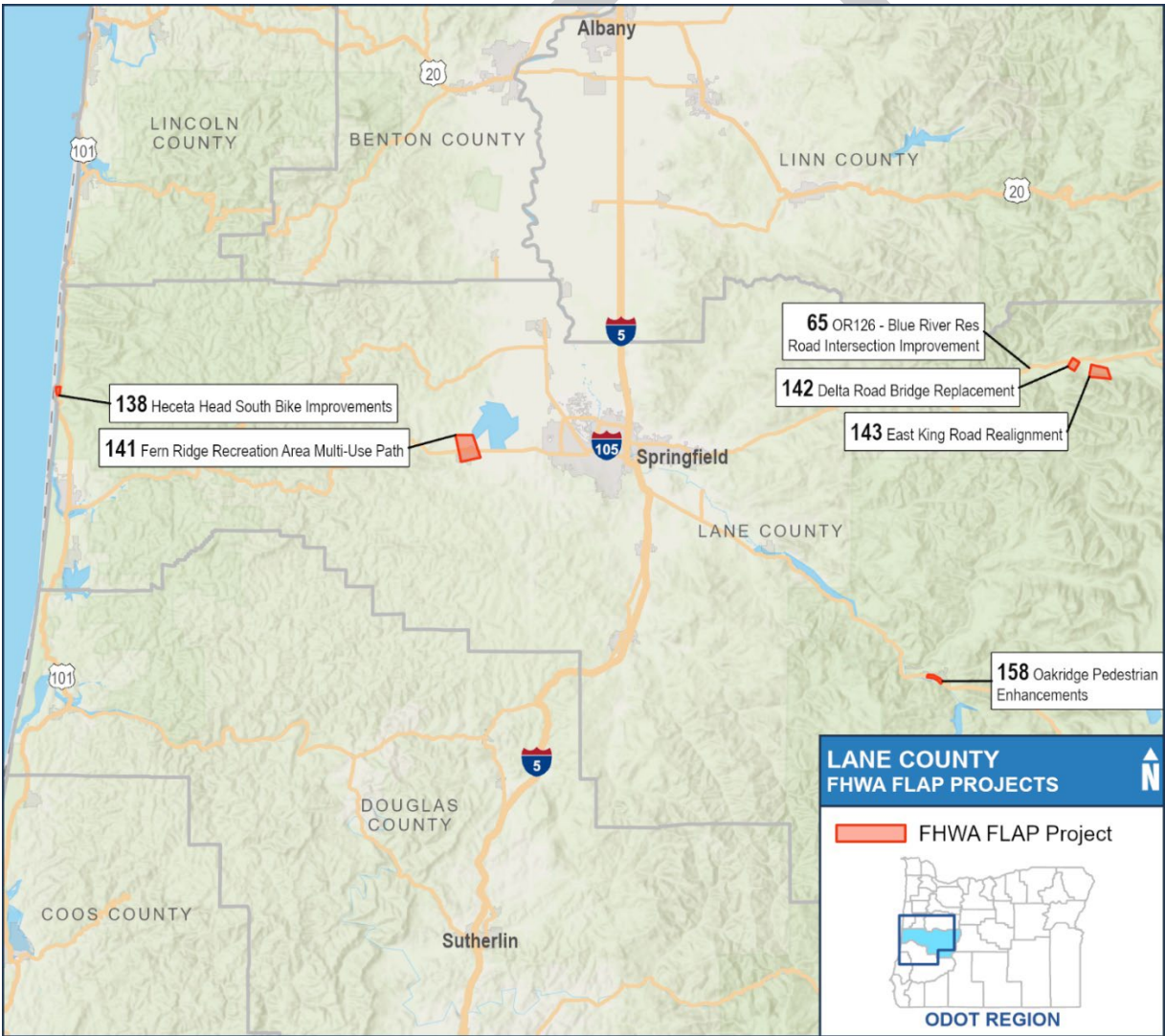


Figure 13: Lane County Federal Lands Access Needs

3.6 Lincoln County

Ten (10) project needs have been evaluated in Lincoln County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 13. Projects are shown in *Figure 14*.

Table 13: Lincoln County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
135	US 101 / OR 18 Interchange: Critical Need identified in Oregon Coast Bike Route Plan - recommends bike lane striping.	ODOT	\$500,000 - \$1,000,000	Safety
137	Yachats to Cape Perpetua Bike Improvements: Critical Need Identified in OR Coast Bike Route Plan - improve signage, install flashing beacon lights, explore transit shuttle.	ODOT	\$1,000,000 - \$5,000,000	Safety
131	Improve bicycle & ped access on Hwy 101 at Salmon River Xing: To make this portion of the OCT and Oregon Coast Bike Route safer and enhance the visitor-use experience, this section of Highway 101 could use bike and pedestrian oriented improvements.	ODOT	Unknown Until Further Study	Safety
129	Hwy 101/Three Rocks Road Intersection Improvement: From the CHRSA study: This intersection should be realigned to make it safer and easier for vehicles to enter and exit Three Rocks Road.	ODOT	\$1,000,000 - \$5,000,000	Safety
136	Lincoln City Bicycle Improvements: Identified as a critical need in OR Coast Bike Route Plan - Install signs leading up to bridge, provide flashing beacon lights, advisory speeds.	ODOT	\$500,000 - \$1,000,000	Safety
163	Cape Cove Trail Shoulder Recon and Stabilization: Reconstruction and stabilization of the Cape Cove Trail & Highway 101 shoulder with the installation of Self Drilling Super Nails faced with colored shotcrete to restore trail connectivity, maintain highway (HWY) integrity, and prevent further erosion.	ODOT	Unknown Until Further Study	Roadway (Capital)
130	Bike/Ped Improvements to Three Rocks Road: It is recommended that partners work with Lincoln County to create a striped bike/pedestrian lane or road-separated path within the Three Rocks Road right-of-way (ROW). This will allow/encourage biking and walking and hopefully reduce motorized traffic.	Lincoln	Unknown Until Further Study	Multimodal

Project Number	Project Description	Ownership	ROM Cost	Project Type
67	Beverly Beach Slide Repair: Unstable slope risk.	ODOT	Unknown Until Further Study	Roadway (Capital)
162	Schooner Creek Ped Bike Bridge: Construct a separated pedestrian and bicycle bridge parallel to the existing Schooner Creek Bridge that connects south Lincoln City (Taft) to Cutler City and Siletz Bay National Wildlife Refuge.	ODOT	\$5,000,000 - \$10,000,000	Pedestrian Bridge
132	Drift Creek-Anderson Creek Intersection: Bridge/AOP/Culvert repair/replace, flood plain.	Lincoln	\$1,000,000 - \$5,000,000	Bridge Replacement

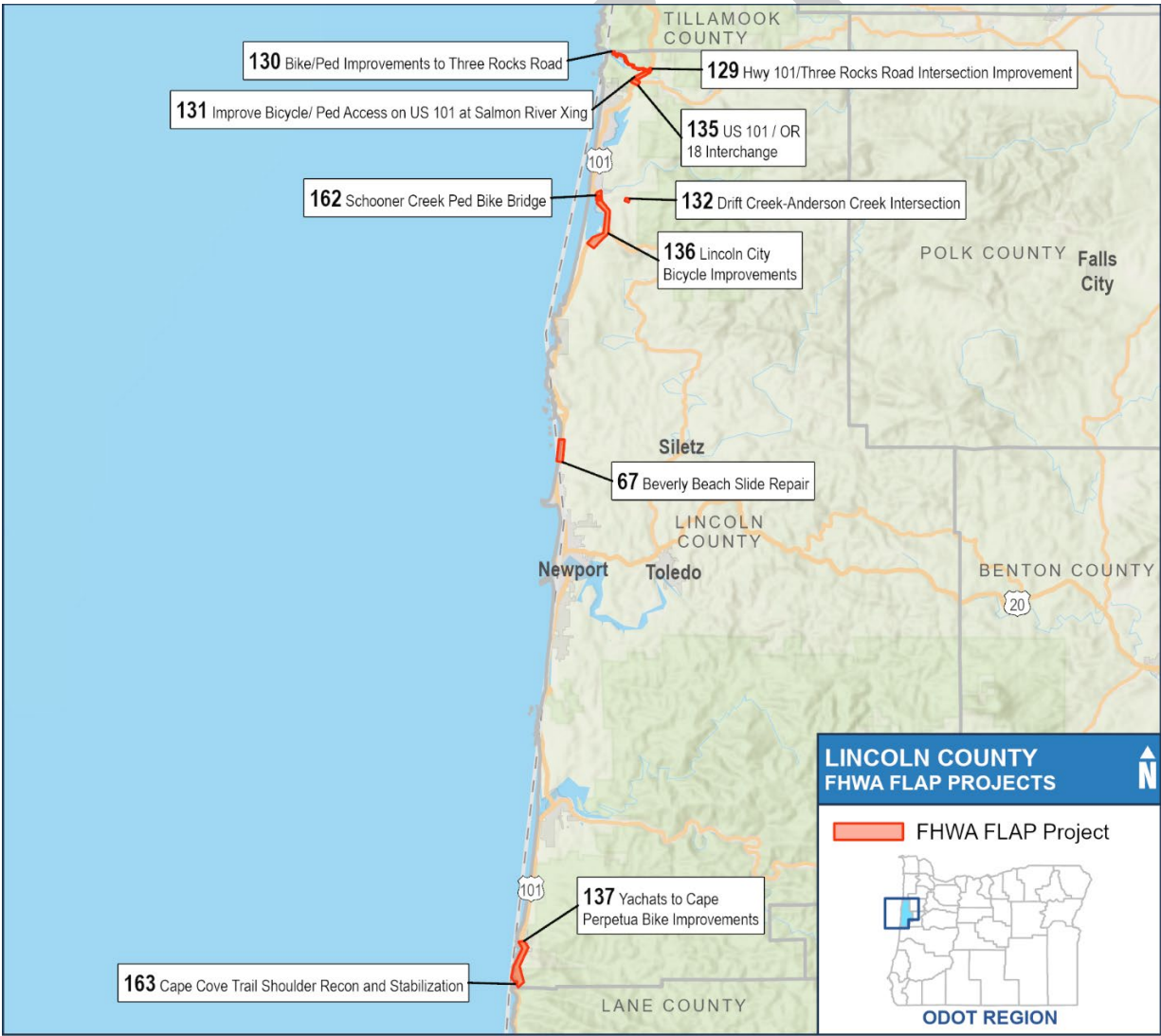


Figure 14: Lincoln County Federal Lands Access Needs

3.7 Linn County

No projects were nominated in Linn County.

3.8 Marion County

Nine (9) project needs have been evaluated in Marion County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 14. Projects are shown in *Figure 15*.

Table 14: Marion County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
31	Crooked Finger Road: Construct a safety improvement and pavement preservation project including advisory curve warning signs and a chip seal and fog seal to address pavement distress.	Marion	Unknown Until Further Study	Safety
37	Wagner Road to Trail Access: Construct a safety improvement and pavement preservation project including widening or a path to improve bike access and a chip seal and fog seal to address pavement distress.	Marion	Unknown Until Further Study	Safety
34	Abiqua Road: Construct a safety improvement, slide mitigation and pavement preservation project including advisory curve warning signs, appropriate slide repairs, as determined through geotechnical exploration, and pavement repairs where needed.	Marion	Unknown Until Further Study	Safety
35	Gates Hill Road: Construct a safety improvement and pavement preservation project including advisory curve warning signs and pavement repairs where needed.	Marion	Unknown Until Further Study	Safety
36	North Fork Safety: Construct a safety improvement, slide mitigations and pavement preservation project including advisory curve warning signs, appropriate slide repairs as determined through geotechnical exploration, and pavement repairs where needed. Marion County is currently aware of six active slides along the 15 miles of North Fork Road. Chip and fog seals for pavement preservation will be called for in 2030.	Marion	Unknown Until Further Study	Safety

Project Number	Project Description	Ownership	ROM Cost	Project Type
30	Wintel Road Reconstruction and Bridge Replacement: Construct a timber bridge replacement, safety improvement, and pavement preservation project including widening to at least American Association of State Highway and Transportation Officials (AASHTO) minimum width -wider for bikes if possible, pull-outs for bikers and birders, and approx. one mile of pavement reconstruction.	Marion	\$1,000,000 - \$5,000,000	Bridge Replacement
26	Riverside Road: Construct a safety improvement, slide mitigations and pavement preservation project including widening to at least AASHTO minimum width -wider for bikes where possible due to the corridor being designated a Scenic Bikeway, appropriate slide repairs as determined through geotechnical exploration, pavement repairs where needed, and a 2" overlay to address pavement distress and extend the life of the roadway.	Marion	Unknown Until Further Study	Safety
121	Lyons to Idanha Community Path: Linking to an NPS Community Paths Grant at 1.5 miles east of Gates; is incorporated in NPS Parks Master Plan.	Marion	\$1,000,000 - \$5,000,000	Multimodal
56	EV Charger: EV Charger for access to Table Rock Federal lands.	Oregon Parks and Recreation Department (OPRD)	\$100,000 - \$500,000	EV

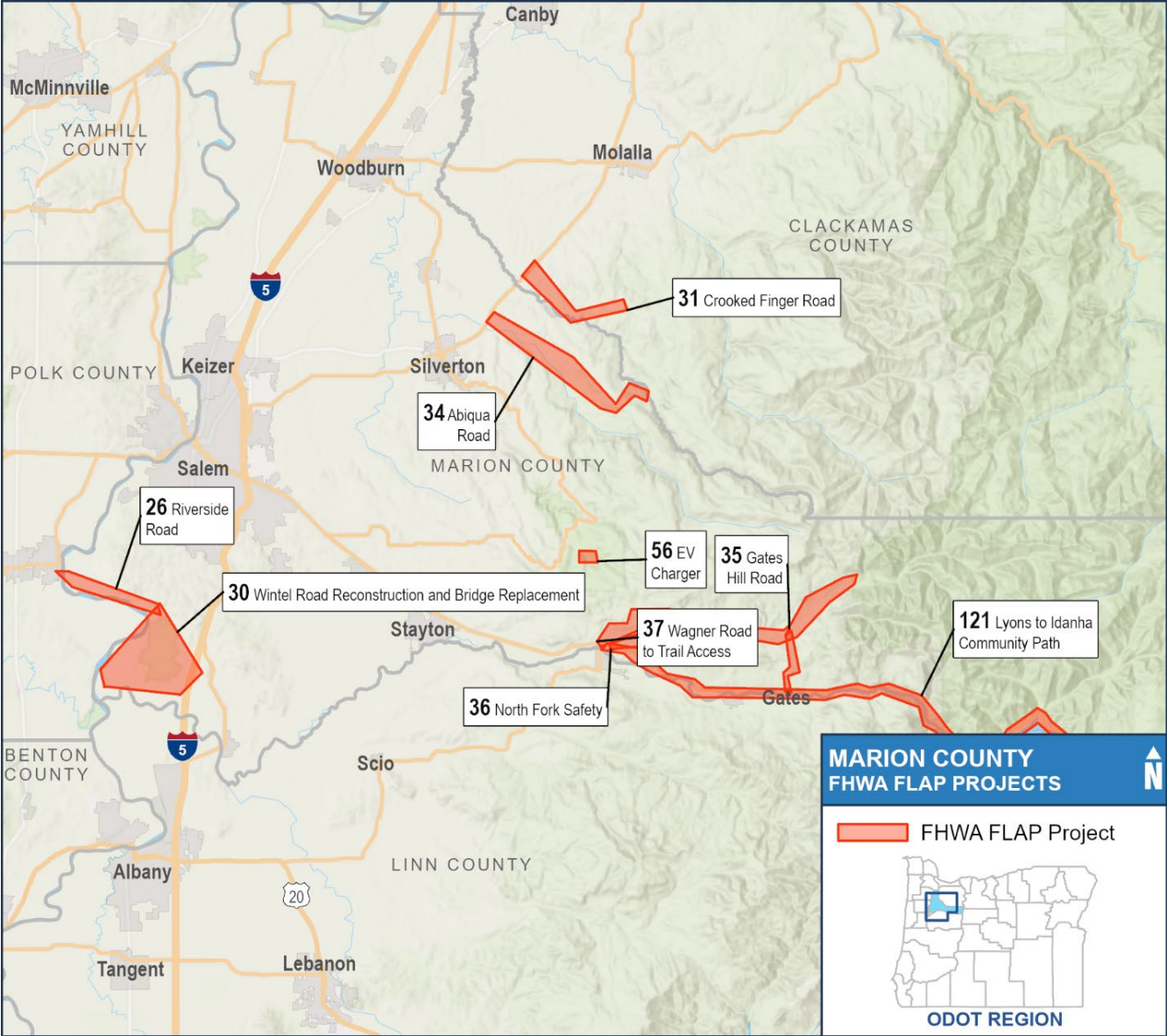


Figure 15: Marion County Federal Lands Access Needs

3.9 Polk County

No projects were nominated in Polk County.

3.10 Tillamook County

Three (3) project needs have been evaluated in Tillamook County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 15. Projects are shown in *Figure 16*.



Image 4. Cape Meares Road

Table 15: Tillamook County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
134	OR 131 Bicycle Improvements: Critical access need identified in Oregon Coast Bike Route Plan - solutions include beacon lights, speed study, and road widening.	ODOT	\$1,000,000 - \$5,000,000	Safety
128	Hwy 101/FS Road 1861 Intersection Improvements: From CHSRA study: The intersection of Highway 101 and USFS Road 1861 should be improved to allow for safer egress. An easier and less expensive improvement to this intersection would include installing a "Pork Chop".	ODOT	\$1,000,000 - \$5,000,000	Safety
133	Salmonberry Trail - Banks to Tillamook Rail Trail: Various projects identified in Salmonberry Trail Concept Plan.	Various	Unknown Until Further Study	Multimodal

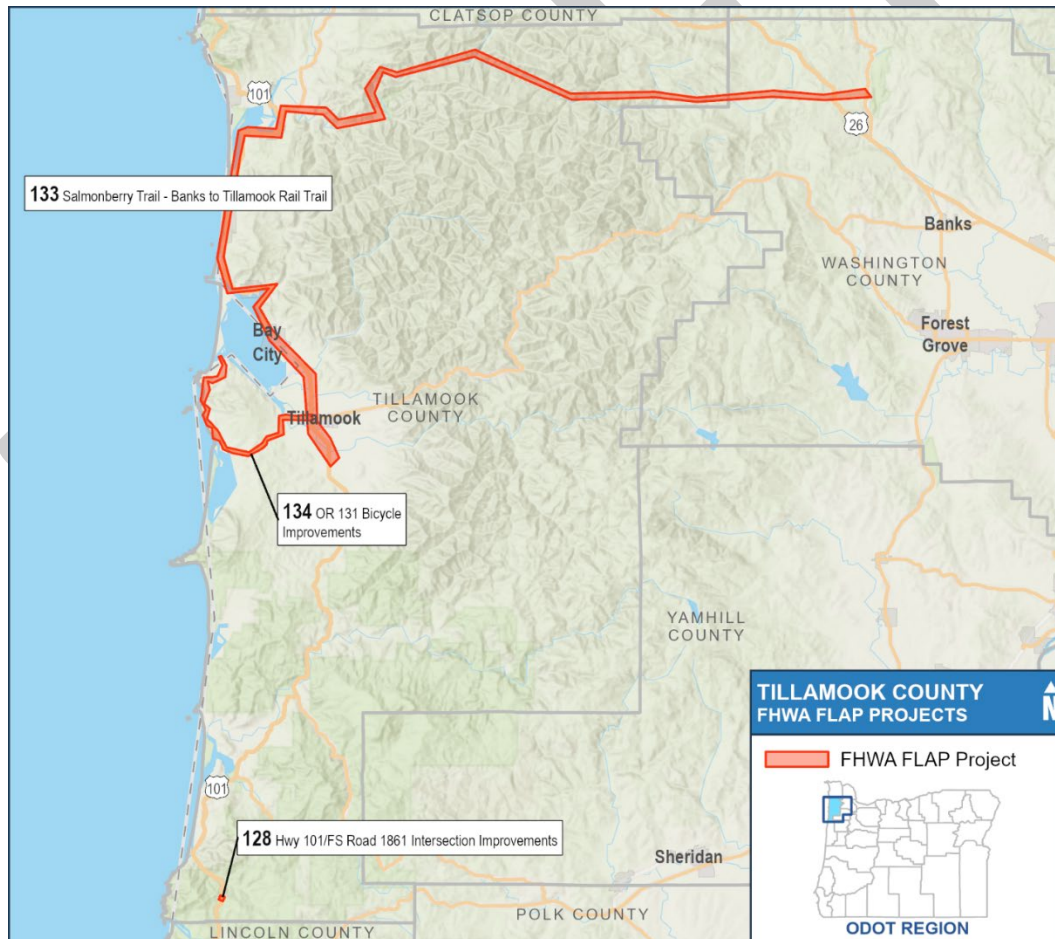


Figure 16: Tillamook County Federal Lands Access Needs

3.11 Western Washington County

Two (2) project needs have been evaluated in Western Washington County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 16. All Washington projects are shown in *Figure 17*.

Table 16: Western Washington County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
52	Bridge Replacement: Replace existing private bridge with public access bridge in partnership with Gaston and Washington County.	USFWS	\$1,000,000 - \$5,000,000	Bridge Replacement
19	Henry Hagg Lake EV Chargers: Install EV chargers at Henry Hagg Lake parking lots.	USBR	\$100,000 - \$500,000	EV

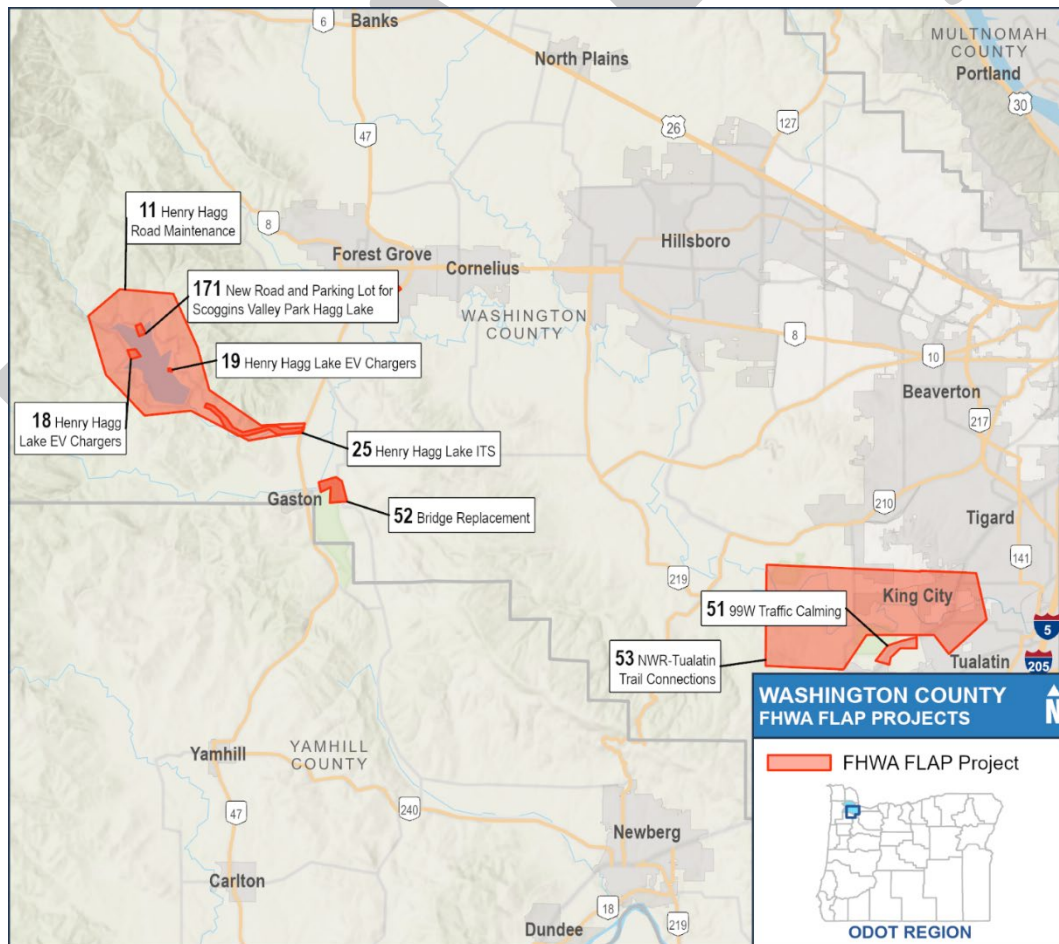


Figure 17: Western Washington County Federal Lands Access Needs

3.12 Yamhill County

Four (4) project needs have been evaluated in Yamhill County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 17. Projects are shown in *Figure 18*.

Table 17: Yamhill County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
155	East Creek Bridge Repair: Replace deficient wooden substructure and substandard bridge rail on 60-year-old bridge. This is a critical connection to several BLM forested lands with existing and upcoming timber sales. If this bridge becomes unusable for log trucks, it will impede access to forestry.	Yamhill	\$500,000 - \$1,000,000	Bridge Replacement
120	Carlton to Nestucca Improvements: Bridge replacement, culvert replacement, generally bring transportation assets along county owned facilities to level able to accommodate recreation and resource extraction at current high levels.	Yamhill	\$5,000,000 - \$10,000,000	Bridge Replacement
124	Bicycle and Pedestrian Safety Corridor: Build separated bike path connecting five county parks, access to BLM lands.	Yamhill	Unknown Until Further Study	Multimodal
54	Wapato Lake NWR Bus/Trail Connections: Ensuring NWR connects to surrounding community.	FWS	\$100,000 - \$500,000	Study

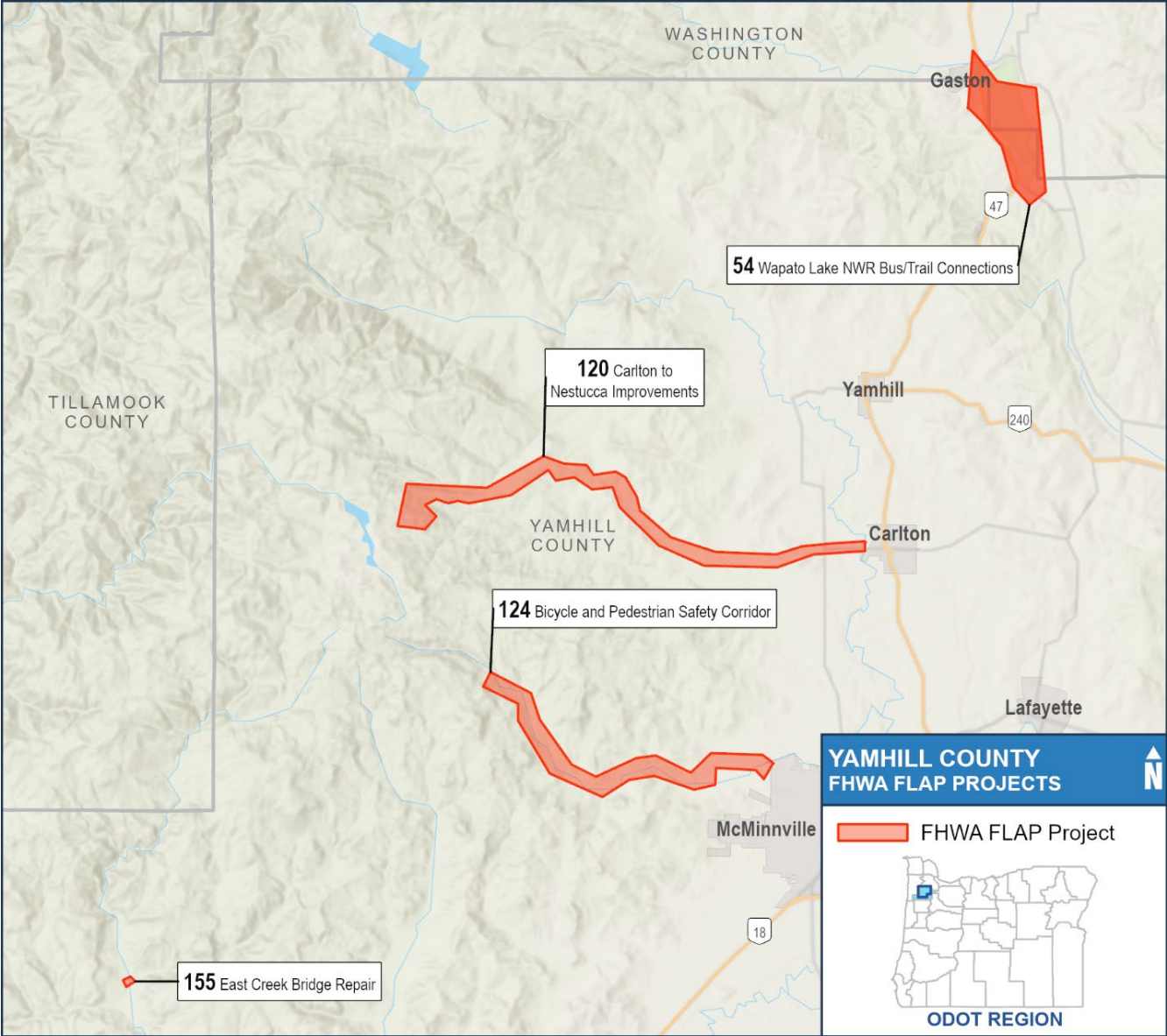


Figure 18: Yamhill County Federal Lands Access Needs

4.0 NEEDS AND PROJECTS: ODOT REGION 3

ODOT Region 3: Southwestern Oregon serves Douglas, Curry, Coos, Josephine, and Jackson Counties. A total of 31 projects were nominated in Region 3 across a broad range of project types and for facilities managed by a range of different landowners and managers.

4.1 Region 3 Top Scoring Projects

The five highest scoring projects for Region 3 are shown in *Figure 19* and listed in Table 18. These projects were scored based on available information. Therefore, the ranking should be considered as a guide only and other projects may be a higher priority when evaluated in the future based on additional information, changing circumstances, and funding available.

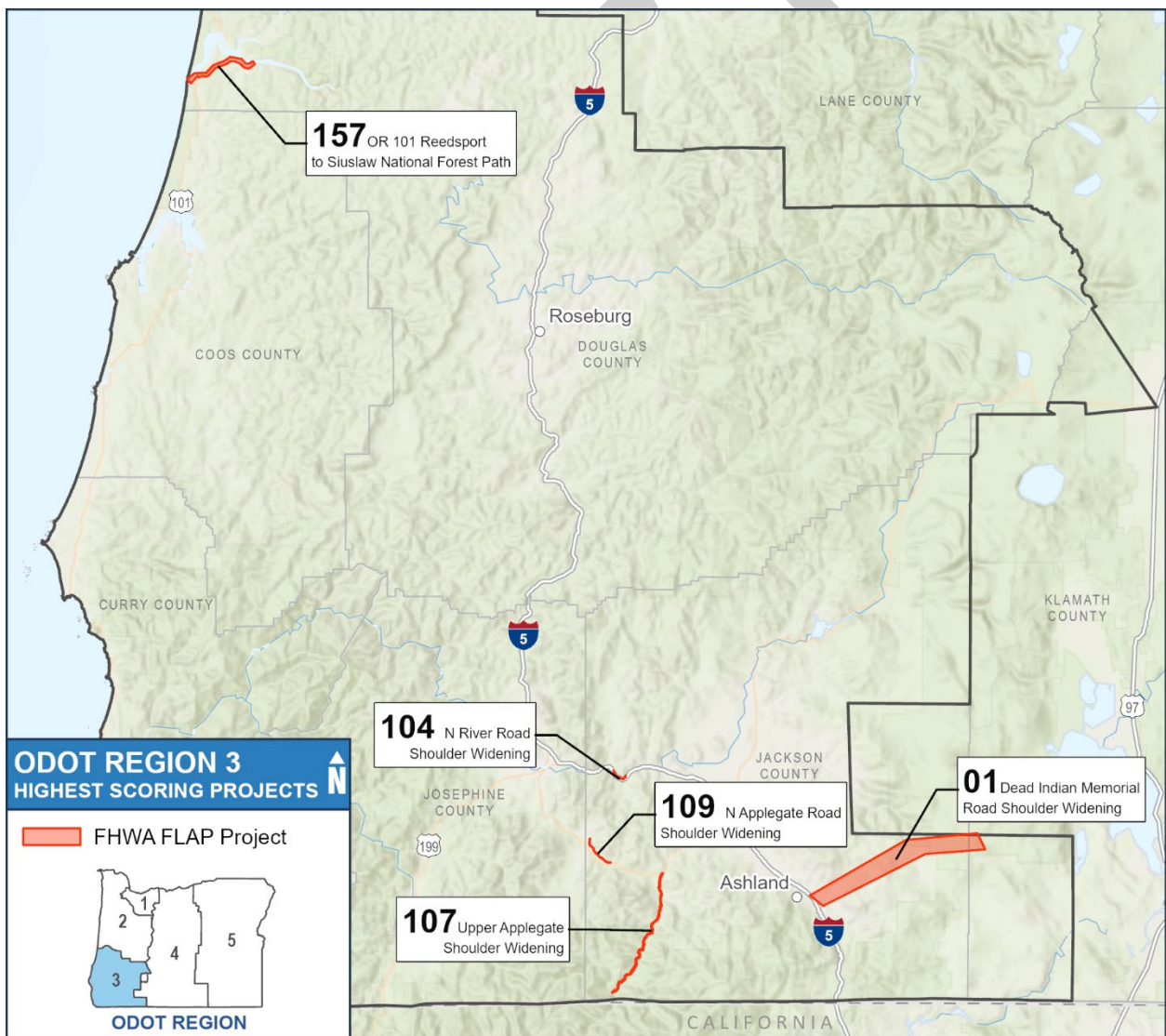


Figure 19: ODOT Region 3 – Top Scoring Projects

Table 18: Top Scoring Access Projects in ODOT Region 3

Project Number	Project Description	Ownership	County	Project Type
1	Dead Indian Memorial Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	Jackson	Safety
105	N River Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety- road provides access to BLM's Mountains of the Rogue Mountain Bike (MTB) Trail System.	Jackson	Jackson	Safety
157	OR101 Reedsport to Siuslaw National Forest (NF) Path: Preliminary engineering and ROW for a multiuse path connecting the City of Reedsport with the Oregon Dunes National Recreation Area. The path will begin at the intersection of US 101 and 22nd Street in Reedsport, and travel south along US 101.	ODOT	Douglas	Safety
110	N Applegate Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	Jackson	Safety
108	Upper Applegate Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	Jackson	Safety

4.2 Coos County

Two (2) project needs have been evaluated in Coos County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 19. Projects are shown in *Figure 20*.

Table 19: Coos County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
167	Hauser Depot Road-Sandy Way Lane Paving: Construct 1.5-inch Asphalt Concrete (AC) overlay and repair rocked shoulders on Hauser Depot Road. Re-rock and pave a 3-inch AC mat on Sandy Way Lane.	Coos	\$500,000 - \$1,000,000	USFS
156	US101 Bullard's Bike and Pedestrian Bridge: This project would construct a separated 775-foot multi-modal bridge with a deck width of sixteen-feet, providing two five-foot bike lanes and a six-foot walking area adjacent to the existing bridge that is currently used by traffic and pedestrians/bicycles.	ODOT	\$10,000,000 - \$15,000,000	USFWS

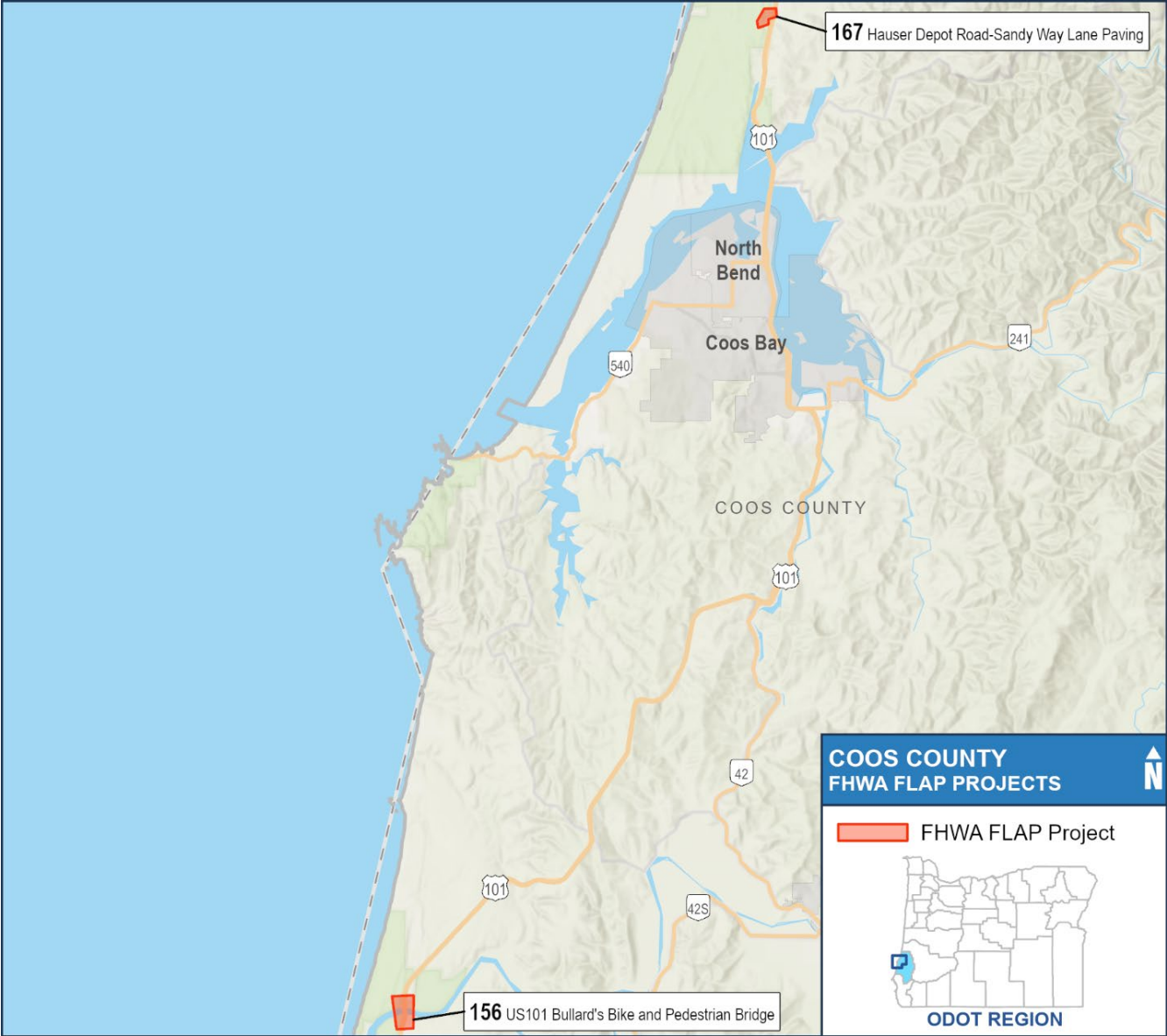


Figure 20: Coos County Federal Lands Access Needs

4.3 Curry County

One (1) project need has been evaluated in Curry County (Table 20). The project is shown in Figure 21.

Table 20: Curry County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
0	Curry County Resiliency Plan: Develop Curry County resiliency routes between I-5 and US 101 corridors. Focus on private, local, county, state, and Federal lands transportation facilities. The goals are to identify lifeline routes for transportation improvements in event of an earthquake.	Curry	\$100,000 - \$500,000	Study

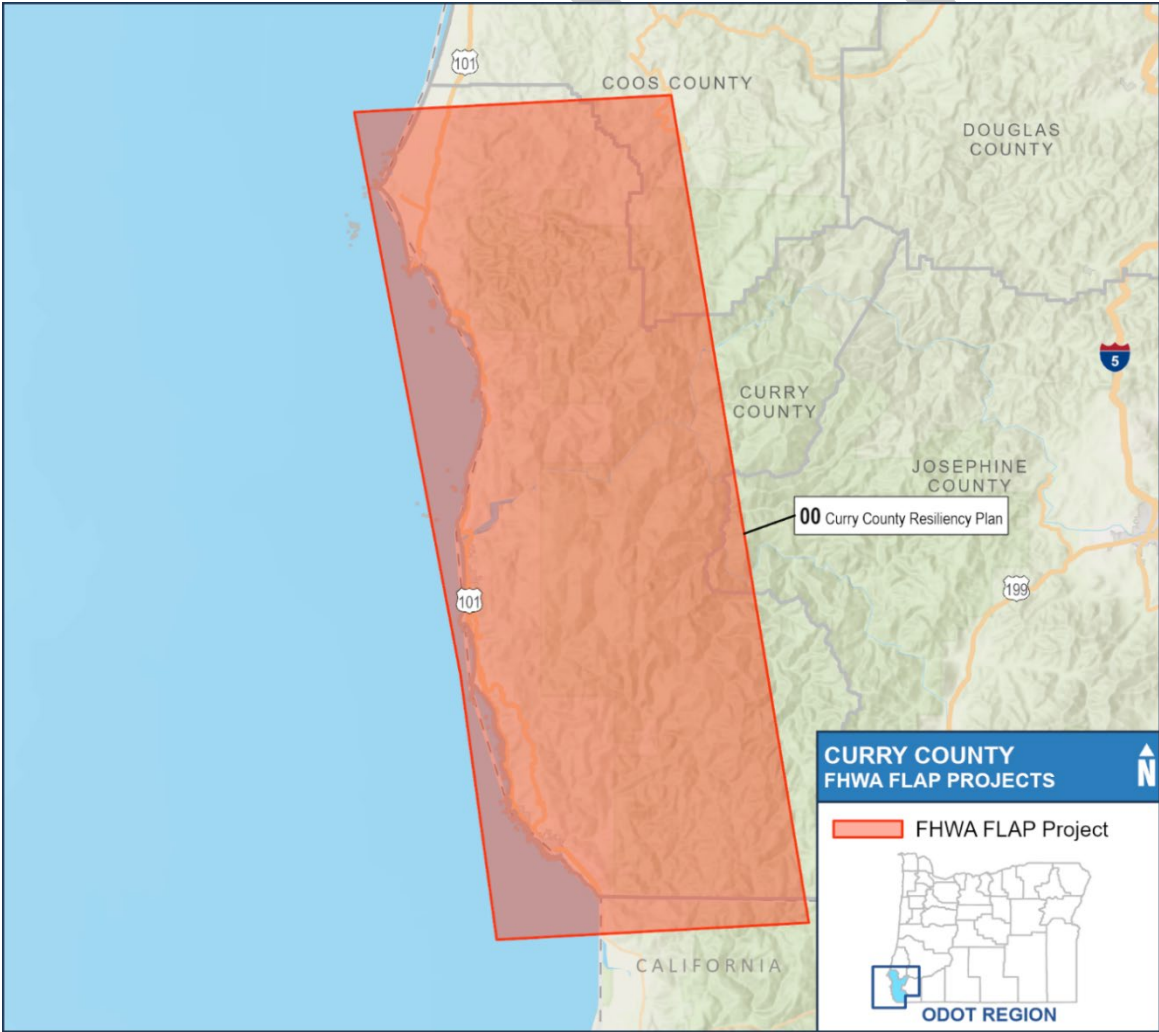


Figure 21: Curry County Federal Lands Access Needs

4.4 Douglas County

Two (2) project needs have been evaluated in Douglas County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 21. Projects are shown in Figure 22.

Table 21: Douglas County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
157	OR101 Reedsport to Siuslaw National Forest Path: Preliminary engineering and ROW for a multiuse path connecting the City of Reedsport with the Oregon Dunes National Recreation Area.	ODOT	\$1,000,000 - \$5,000,000	Study
147	OR138 MP78.0-88.0 Preservation: Paving project from MP 78 - MP 88 on OR138E, to also include the parking and maintenance facility area at the North Pacific Crest Trail Trailhead.	ODOT	\$5,000,000 - \$10,000,000	Roadway (Preservation and Maintenance)

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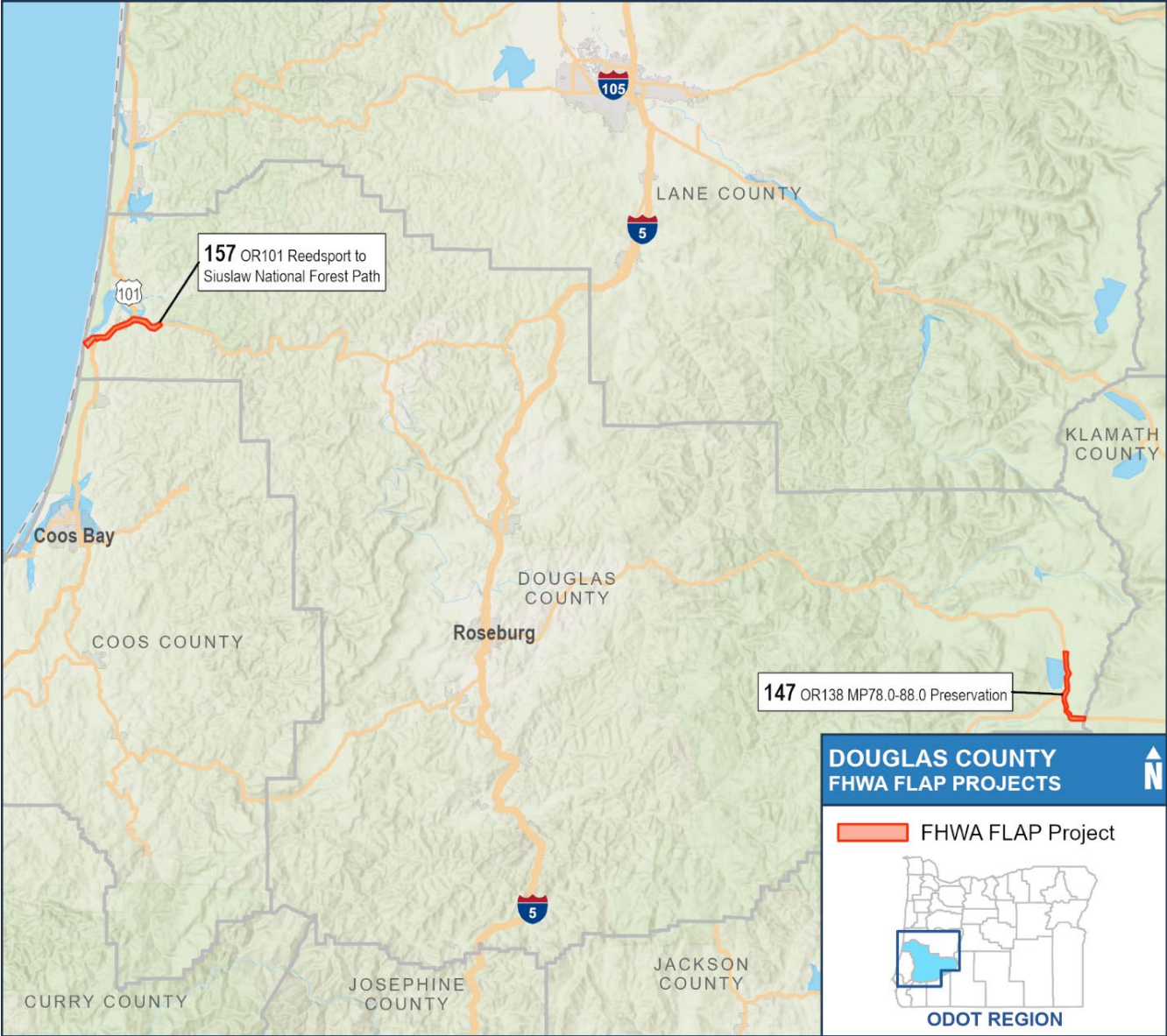


Figure 22: Douglas County Federal Lands Access Needs

4.5 Jackson County

Twenty-three (23) project needs have been evaluated in Jackson County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 21. Projects are shown in Figure 23.



Image 5. Cascade-Siskiyou National Monument

Table 22: Jackson County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
1	Dead Indian Memorial Rd Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$1,000,000 - \$5,000,000	Study
105	N River Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety- road provides access to BLM's Mountains of the Rogue MTB Trail System.	Jackson	\$100,000 - \$500,000	Safety
110	N Applegate Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$100,000 - \$500,000	Safety
108	Upper Applegate Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$1,000,000 - \$5,000,000	Safety
100	Butte Falls Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$1,000,000 - \$5,000,000	Safety
4	E Evans Creek Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$1,000,000 - \$5,000,000	Safety

Project Number	Project Description	Ownership	ROM Cost	Project Type
5	E Evans Creek Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$100,000 - \$500,000	Safety
104	Hamilton Road Shoulder Widening: Near-term improvement to chip seal road to maintain access to recreation sites in a good passable condition. Long-term but more costly improvement would be to widen the road and add multi-use shoulders for bicycle/pedestrian use and to improve overall safety.	Jackson	\$100,000 - \$500,000	Safety
174	Crater to Caves Transit: Seasonal transit service linking Crater Lake National Park to Oregon Caves, via Medford. Option for transit feasibility study to explore service alternatives and financial viability.	ODOT	\$500,000 - \$1,000,000	Study
173	Old Highway 99 to Mount (Mt) Ashland Ski Lodge: Chip seal road.	Jackson	\$500,000 - \$1,000,000	Roadway (Preservation and Maintenance)
106	Salt Creek Road Preservation: Pave over gravel portion of Salt Creek Road.	Jackson	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
107	Tyler Creek Road: Pave over gravel portion of Tyler Creek Road.	Jackson	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
103	Griffin Lane Preservation: Pave over gravel portion of Griffin Lane.	Jackson	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
102	Foots Creek Road Preservation: Pave over gravel portion of roadway.	Jackson	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
109	Gold Ray Road: Rogue River Greenway improvements.	Jackson	Unknown Until Further Study	Multimodal
101	Foothill Blvd Sidepath: Construct sidepath along Foothill Blvd (portion of Rogue River Greenway).	Jackson	\$1,000,000 - \$5,000,000	Multimodal
12	EV Charging Station: Install EV charging station(s) at Lost Creek Lake Campground.	Jackson	\$100,000 - \$500,000	EV

Project Number	Project Description	Ownership	ROM Cost	Project Type
16	Mt Ashland: Mt. Ashland Federal Economic Generator. EV charging station support desired.	USFS	\$100,000 - \$500,000	EV
14	EV Charging Station: EV Charging Station at Howard Prairie Lake Park.	Jackson	\$100,000 - \$500,000	EV
15	EV Charging Station: EV Charging Station at Emigrant Lake.	Jackson	\$100,000 - \$500,000	EV
17	EV Charging Station: EV charging station at Cantrall Buckley Park.	Jackson	\$100,000 - \$500,000	EV
13	EV Charging Station: EV Charging Station at Willow Lake Park.	Jackson	\$100,000 - \$500,000	EV
99	Agate Lake Road Bridge Replacement: County Bridge Replacement.	Jackson	\$1,000,000 - \$5,000,000	Bridge Replacement

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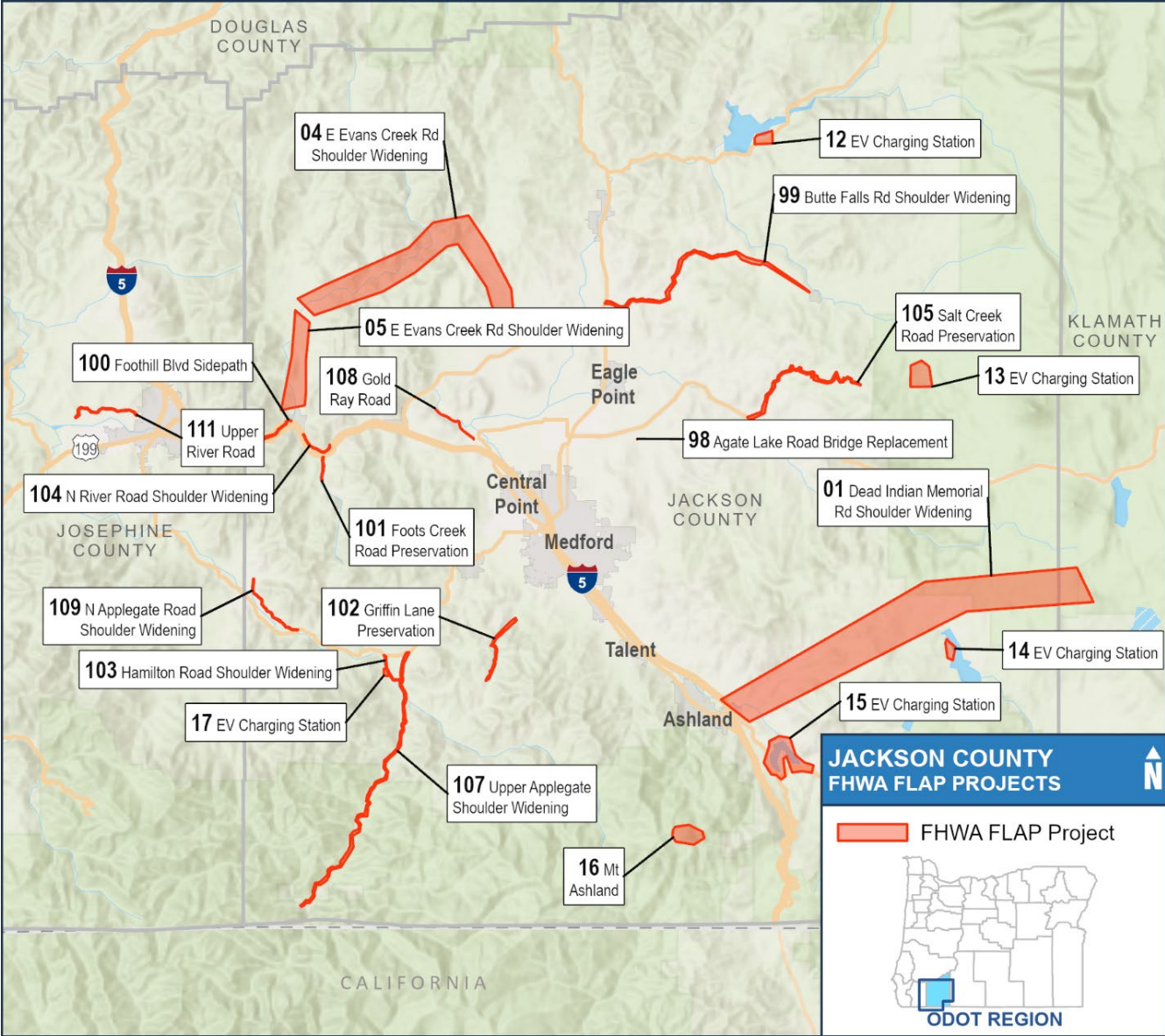


Figure 23: Jackson County Federal Lands Access Needs

4.6 Josephine County

Two (2) project needs have been evaluated in Josephine County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 23. Projects are shown in Figure 24.

Table 23: Josephine County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
152	Reeves Creek Road Improvements: Replace failing culverts and provide new road surfacing between numbered culvert 1-7 shown on attached exhibit A.	Josephine	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
111	Upper River Road: Improvements to Rogue River Greenway.	Josephine	Unknown Until Further Study	Multimodal

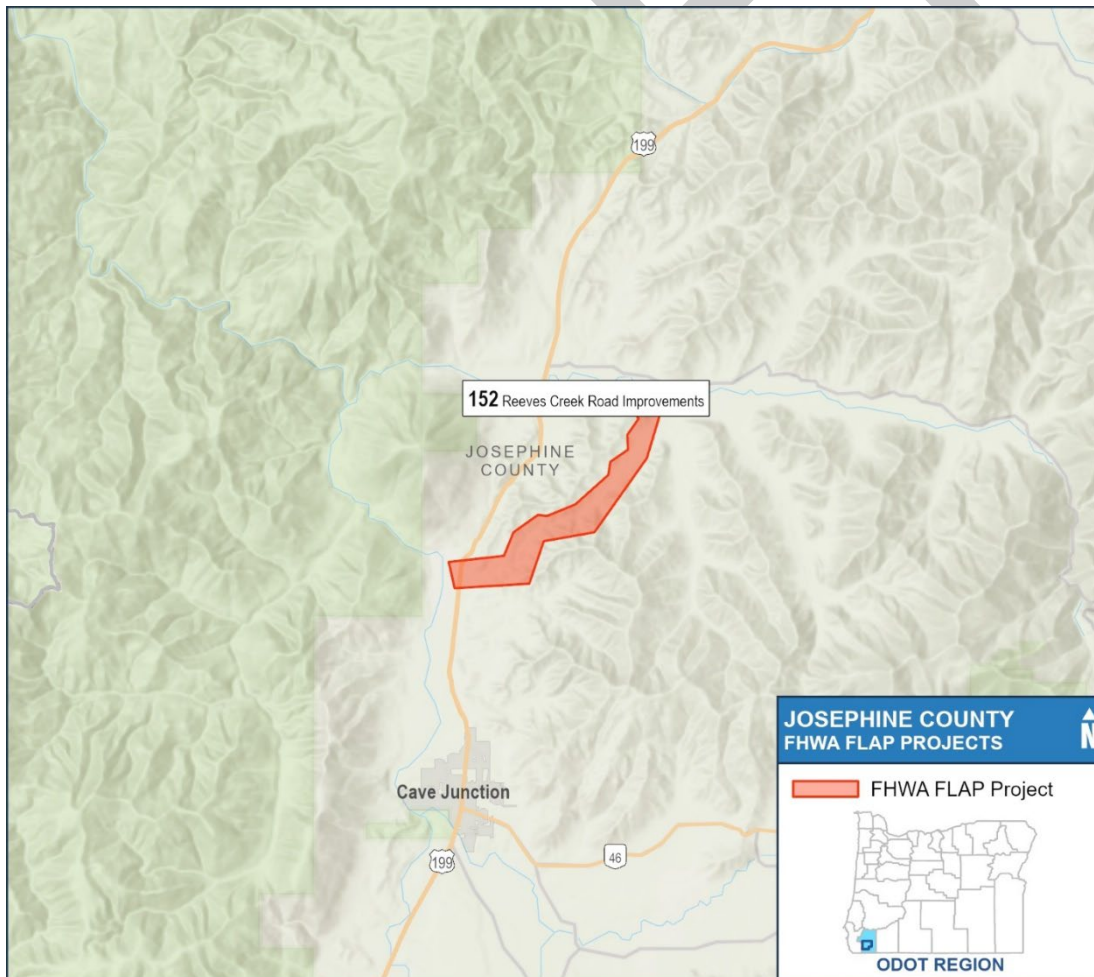


Figure 24: Josephine County Federal Lands Access Needs

5.0 NEEDS AND PROJECTS: ODOT REGION 4

ODOT Region 4: Central Oregon serves Wasco, Sherman, Gilliam, Jefferson, Wheeler, Crook, Deschutes, Lake, and Klamath counties. A total of 41 projects were nominated in Region 4 across a broad range of project types and for facilities managed by a range of different landowners and managers.



Image 6. Deschutes River

5.1 Region 4 Highest Scoring Projects

The five highest scoring projects for Region 4 are shown in Figure 25 and listed in Table 24. These projects were scored based on available information. Therefore, the ranking should be considered as a guide only and other projects may be a higher priority when evaluated in the future based on additional information, changing circumstances, and funding available.

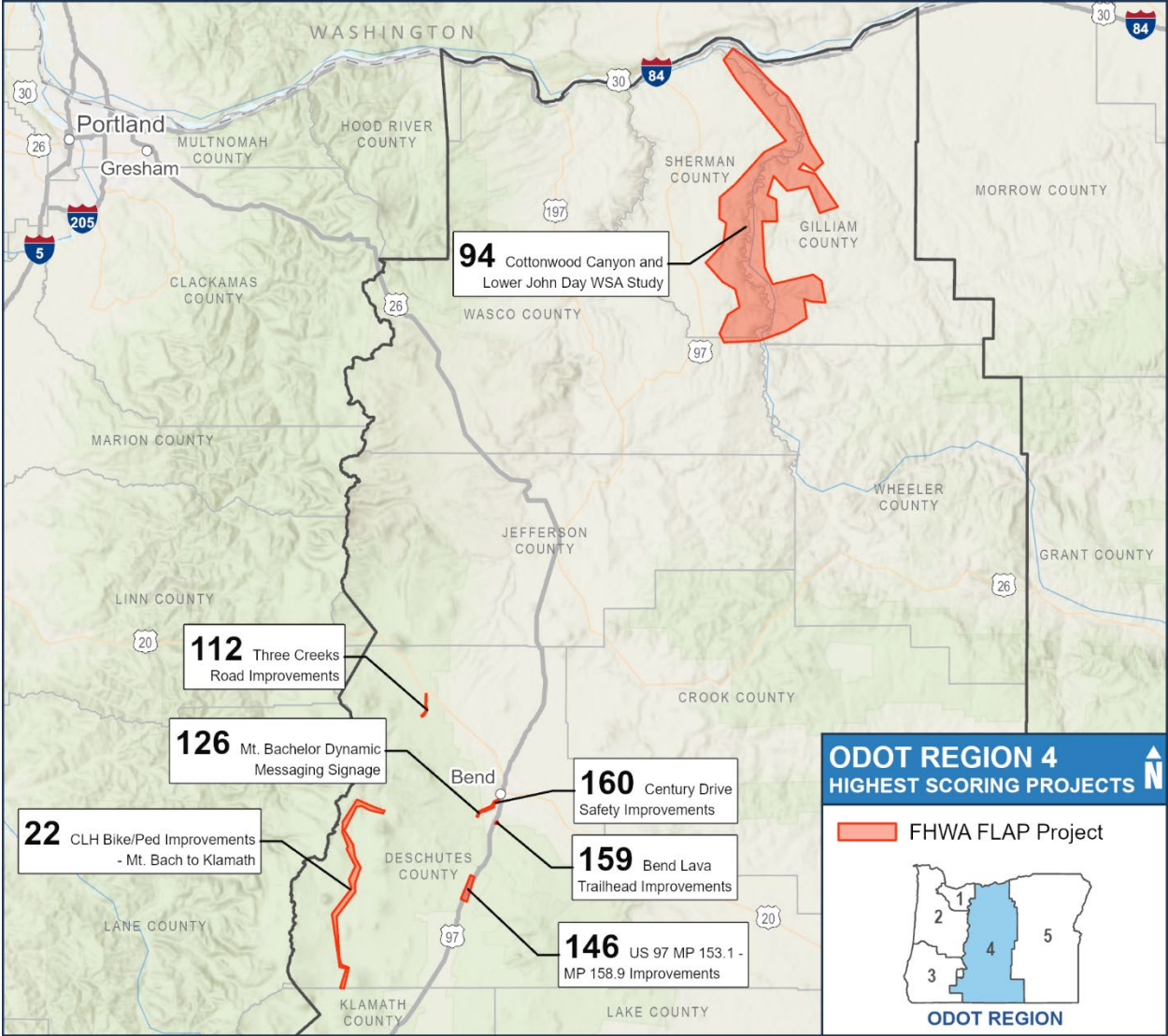


Figure 25: ODOT Region 4 – Top Scoring Projects

Table 24: Top Scoring Access Projects in ODOT Region 4

Project Number	Project Description	Ownership	County	Project Type
112	Three Creeks Road Improvements: 3.7-mile-long segment scoped for widening, pavement rehabilitation, safety improvements, and removal of BR#16060 - High Priority FLAP project identified in the Deschutes Transportation System Plan (TSP).	Deschutes	Deschutes	Roadway (Capital)
146	US97 MP153.1-158.9 Improvements: Complete a six-mile corridor improvement project by finishing design and constructing the final three miles of four-lane divided highway south of Vandeventer Road in Deschutes County.	ODOT	Deschutes	Roadway (Capital)
22	Cascade Lakes Highway (CLH) Bike/Ped Improvements - Mt. Bach to Klamath: Widening of the existing roadway to accommodate paved shoulder bikeways between Mt. Bachelor and S Century Dr (USFS Road 42). Rehabilitation of existing pavement via asphalt overlay/inlay. Corridor safety improvements including centerline rumble strips, roadside delineation, recessed pavement markers and signage improvements. ITS features including dynamic speed feedback signs, bicycle detection/advance warning devices. Parking and pedestrian crossing improvements at key recreation sites.	Deschutes	Deschutes	Multimodal
95	Cottonwood Canyon and Lower John Day Wilderness Study Area (WSA) Study: Identify access facilities between Cottonwood Canyon State Park and adjoining Lower John Day WSA recreation facilities. Elements include usage, roadway and active transportation facilities, and project prioritization.	ODOT	Sherman	Study
126	Mt. Bachelor Dynamic Messaging Signage (DMS): Install DMS to communicate weather and road closures along Century Drive and River Summit Drive.	ODOT	Deschutes	Safety

5.2 Crook County

Four (4) project needs have been evaluated in Crook County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 25. Projects are shown in Figure 26.

Table 25: Crook County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
88	US26 Bicycle Improvements: Bicycle facility improvements on/along US 26 from Prineville to Mitchell.	ODOT	Unknown Until Further Study	Multimodal
24	Willard Road Improvement: Reservoir and Willard Road: Apply a two-inch asphalt overlay on 12 miles of Crook County Road Willard continuing as Reservoir Road. The proposed project has two road names but is one consecutive road starting at county line ending at Crooked River Highway. This project will improve the quality of the road condition and road safety.	Crook	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
144	Barnes Butte Recreation Area Enhancements: Pave the entrance into Barnes Butte Recreation Area from Northeast Combs Flat Road to the proposed visitor's center and add sidewalks on both sides of the entrance road. Pave a parking area. Pave a section of trail leading from the parking area.	City	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
168	Prineville Lake Acres - Remington Road Paving: To grind up existing chipseal (6") add base rock, widen portion of roadway, add culverts where needed for drainage, remove trees as needed, survey work, engineering of roadway. The roadway consists of just under two miles.	City	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)

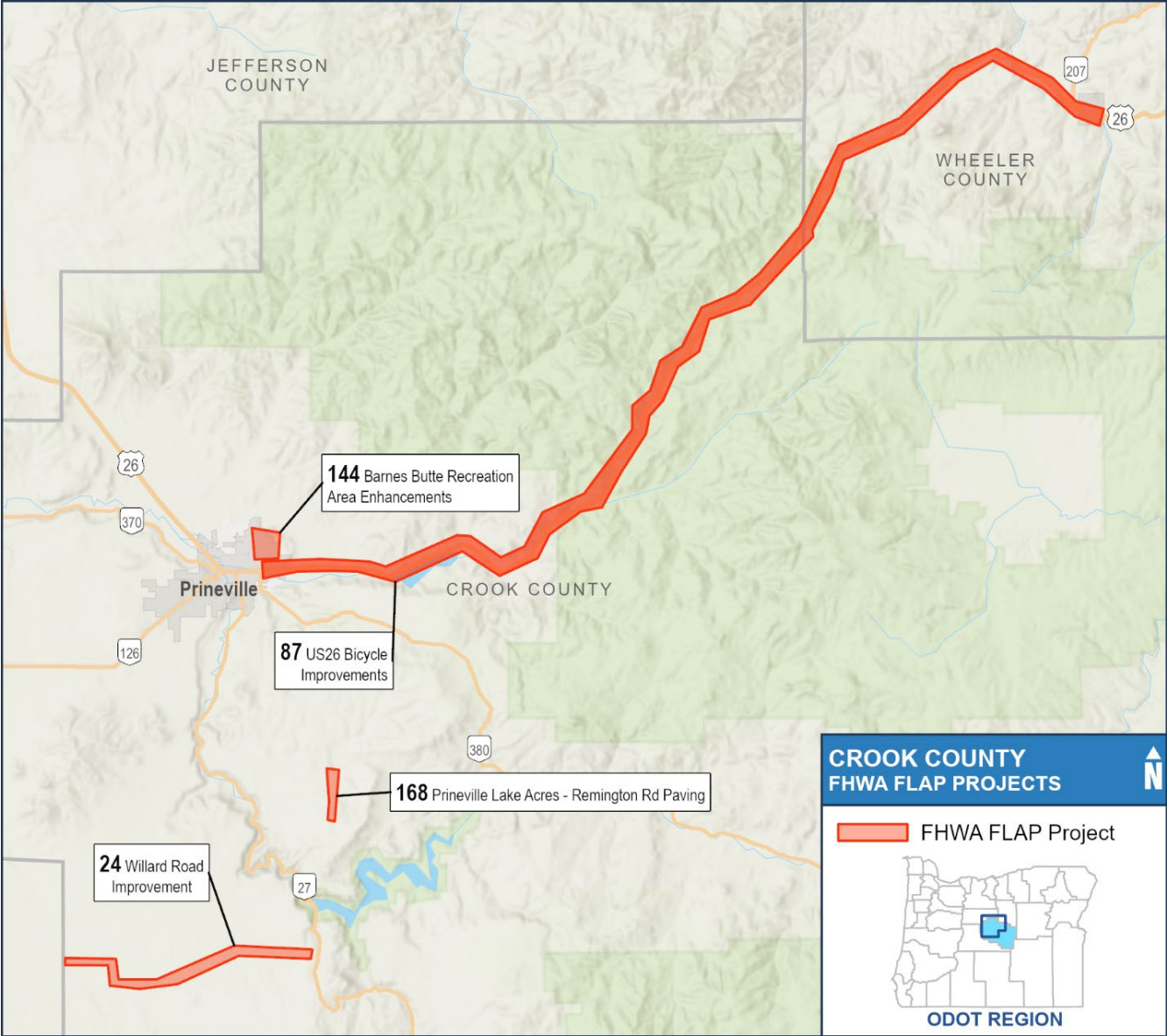


Figure 26: Crook County Federal Lands Access Needs

5.3 Deschutes County

Nineteen (19) project needs have been evaluated in Deschutes County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 26. Projects are shown in Figure 27.



Image 7. Newberry Crater National Volcanic Monument

Table 26: Deschutes County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
112	Three Creeks Road Improvements: 3.7-mile-long segment scoped for widening, pavement rehab, safety improvements, and removal of BR#16060 - High Priority FLAP project identified in the Deschutes TSP.	Deschutes	\$1,000,000 - \$5,000,000	Roadway (Capital)
146	US97 MP153.1-158.9 Improvements: Complete a six-mile corridor improvement project by finishing design and constructing the final three miles of four-lane divided highway south of Vandever Road in Deschutes County. The project includes a four-lane divided travel corridor for US 97.	ODOT	\$30,000,000 - \$35,000,000	Roadway (Capital)

Project Number	Project Description	Ownership	ROM Cost	Project Type
22	CLH Bike/Ped Improvements - Mt. Bach to Klamath: Widening of the existing roadway to accommodate paved shoulder bikeways between Mt. Bachelor and S Century Dr (USFS Road 42). Rehabilitation of existing pavement via asphalt overlay/inlay. Corridor safety improvements including centerline rumble strips, roadside delineation, recessed pavement markers and signage improvements. ITS features including dynamic speed feedback signs, bicycle detection/advance warning devices. Parking and pedestrian crossing improvements at key recreation sites.	Deschutes	\$1,000,000 - \$5,000,000	Multimodal
126	Mt. Bachelor Dynamic Messaging Signage: Install DMS to communicate weather and road closures along Century Drive and River Summit Drive.	ODOT	\$500,000 - \$1,000,000	Safety
159	Bend Lava Trailhead Improvements: This project includes design and construction of a formal trailhead facility in partnership with Bend Parks and Recreation District for the Bend Lava Trail (formerly referred to as the US 97: Baker/Knott Road - Lava Butte Multi-Use Path).	ODOT	\$1,000,000 - \$5,000,000	Roadway (Capital)
160	Century Drive Safety Improvements: This project will add needed safety, bike and pedestrian and parking enhancements to Century Drive in Bend. The enhanced trail network and safety improvements will improve access to key destinations on Deschutes National Forest and to the Cascade Lakes.	City	\$1,000,000 - \$5,000,000	Multimodal
118	China Hat Road Improvements: Widening of the existing roadway to accommodate paved shoulder bikeways between Knott Rd and the USFS Boundary. Rehabilitation of existing pavement via asphalt overlay/inlay. Corridor safety improvements including roadside delineation, recessed pavement markers and signage improvements.	Deschutes	\$1,000,000 - \$5,000,000	Roadway (Capital)
161	Cascade Lakes National Scenic Byway ITS Project: This project will improve the safety and mobility of the Cascade Lakes National Scenic Byway (Hwy 372) and improve access to key destinations on Deschutes National Forest by installing an ITS at two of the primary locations.	Deschutes	\$1,000,000 - \$5,000,000	Safety

Project Number	Project Description	Ownership	ROM Cost	Project Type
6	Paulina Lake Road Preservation and Improvements: Preservation from highway 97 to entrance booth and preservation and improvements from entrance to booth to end of the road. Include bicycle/pedestrian improvements.	Deschutes	Unknown Until Further Study	Roadway (Preservation and Maintenance)
117	Burgess Road Improvements: Widening of the existing roadway to accommodate paved shoulder bikeways between Sunrise Blvd and S Century Dr (USFS Road 42). Rehabilitation of existing pavement via asphalt overlay/inlay. Corridor safety improvements including roadside delineation, recessed pavement markers and signage improvements.	Deschutes	\$5,000,000	Roadway (Capital)
114	Cascade Lakes Hwy Improvements #1: Various improvements (widen and overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips; post-mounted delineators; install turn lanes) - identified as medium priority in Deschutes TSP.	Deschutes	\$10,000,000 - \$15,000,000	Roadway (Capital)
115	Cascade Lakes Hwy #2: Various improvements (widen and overlay; improve side slopes; install guiderail; etc.) - identified as low priority in Deschutes TSP.	Deschutes	\$10,000,000 - \$15,000,000	Roadway (Capital)
83	River Summit Drive Preservation: 2015 FLAP proposal - chip seal.	Deschutes	\$100,000 - \$500,000	Roadway (Preservation and Maintenance)
119	Multi-Use Path from Bend to Sunriver: Route is currently in-design as a multi-use path along US97 and identified as Project S-3 in the Deschutes TSP. Path would connect Bend, Lava Lands, and Sunriver. Need is funded for planning, design and construction and included on the 2024-2027 ODOT Statewide Transportation Improvement Plan (STIP) (see Key: 20714) but may seek additional funds if necessary.	Deschutes	\$1,000,000 - \$5,000,000	Multimodal
113	Buckhorn Road Improvements: Reconstruction and pave Buckhorn Road.	Deschutes	\$1,000,000 - \$5,000,000	Roadway (Capital)
125	Federal Lands Access Study - Redmond/Bend/Sisters: Identify bicycle Federal lands access connections between Bend, Redmond, and Sisters.	Deschutes	\$100,000 - \$500,000	Study

Project Number	Project Description	Ownership	ROM Cost	Project Type
127	Wildlife Crossings: General need to investigate wildlife crossings along US97 in Deschutes County.	ODOT	Unknown Until Further Study	Study
116	Darlene Way Improvements: County standard improvement of full-length Darlene Way; assumed no ROW acquisition on existing alignment across BLM land - identified as low priority in Deschutes TSP.	Deschutes	\$5,000,000 - \$10,000,000	Roadway (Capital)
166	City of Redmond Wetlands Trail System Access Improvements: The City of Redmond is considering the construction of a new wastewater treatment plant to include a finishing wetlands treatment system. The project, as proposed, will include pedestrian pathways for touring the wetlands area; as well as trails, access.	Redmond	\$1,000,000 - \$5,000,000	Multimodal

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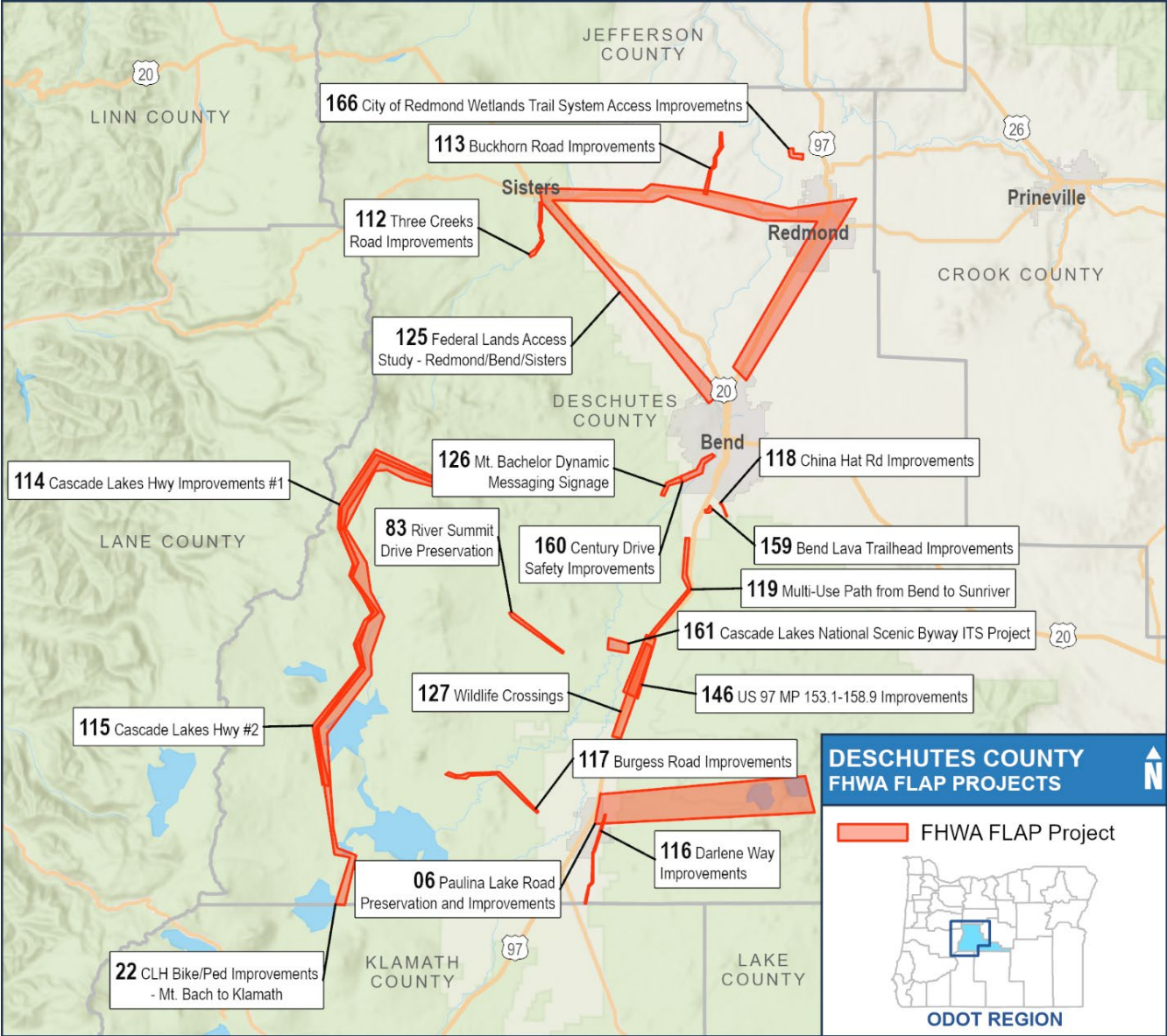


Figure 27: Deschutes County Federal Lands Access Needs

5.4 Gilliam County

No projects were nominated in Gilliam County.

5.5 Jefferson County

Five (5) project needs have been evaluated in Jefferson County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 27. Projects are shown in Figure 28.

Table 27: Jefferson County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
150	Wizard Falls Bridge Replacement: This project includes replacement of the bridge that carries NF 1400/640 over the Metolius River (Bridge No. 20865), the addition of a parking area to the Wizard Falls Hatchery facility, and accessibility improvements.	ODFW	\$5,000,000 - \$10,000,000	Bridge Replacement
90	Trout Creek - Coleman Road: Fund prior FLAP applications for these facilities; add focus on connections between Warm Springs, BLM, and Madras.	ODOT/Local	Unknown Until Further Study	Roadway (Preservation and Maintenance)
91	Jordan Road Improvements: Improvements to county road accessing USFS lands.	Jefferson	Unknown Until Further Study	Roadway (Preservation and Maintenance)
92	Trail connections study: Identify and prioritize trailhead access between county and Federal lands recreation sites. Scope: all of county access.	Jefferson	\$100,000 - \$500,000	Study
29	Geneva Road: Placement and compaction of up to 10" of aggregate and up to 4" of asphalt on 14.2 miles of SW Geneva Road from SW Jordan Road to the Deschutes County Line. Improvements will include minor culvert placement/replacement, added guardrail, and minor ditching.	Jefferson	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)

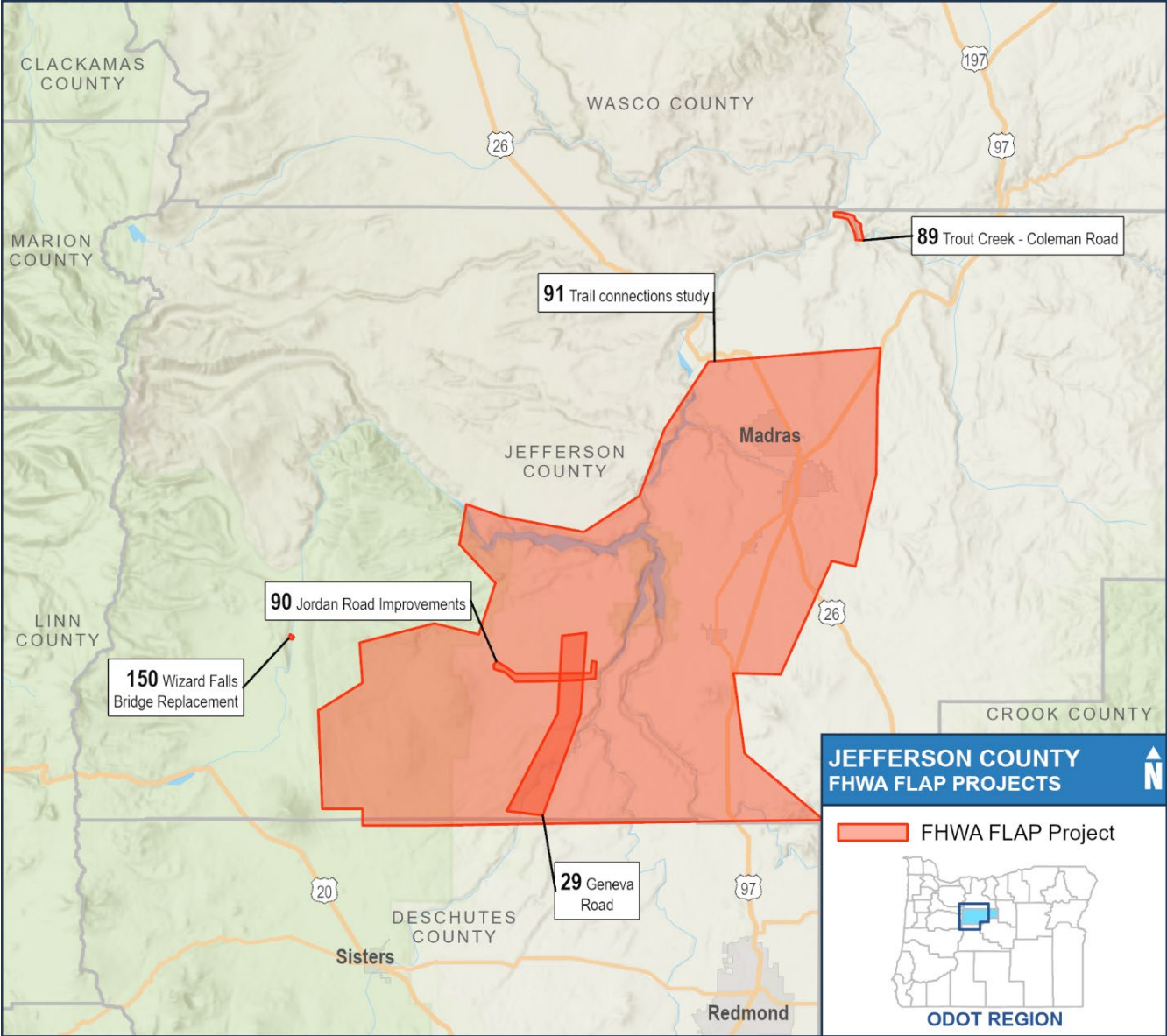


Figure 28: Jefferson County Federal Lands Access Needs

5.6 Klamath County

Two (2) project needs have been evaluated in Klamath County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 28. Projects are shown in Figure 29.



Image 8. Crater Lake National Park

Table 28: Klamath County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
151	Ivory Pine Road and Campbell Road Preservation: Klamath County proposes to chip seal Ivory Pine Road (12.6 Miles) and 5.5 Miles of Campbell Road.	Klamath	Unknown Until Further Study	Roadway (Preservation and Maintenance)
84	OC'E Trail Crossing on OR140: Over crossing of highway, Pedestrian and Wildlife Crossing.	ODOT	Unknown Until Further Study	Wildlife Crossing

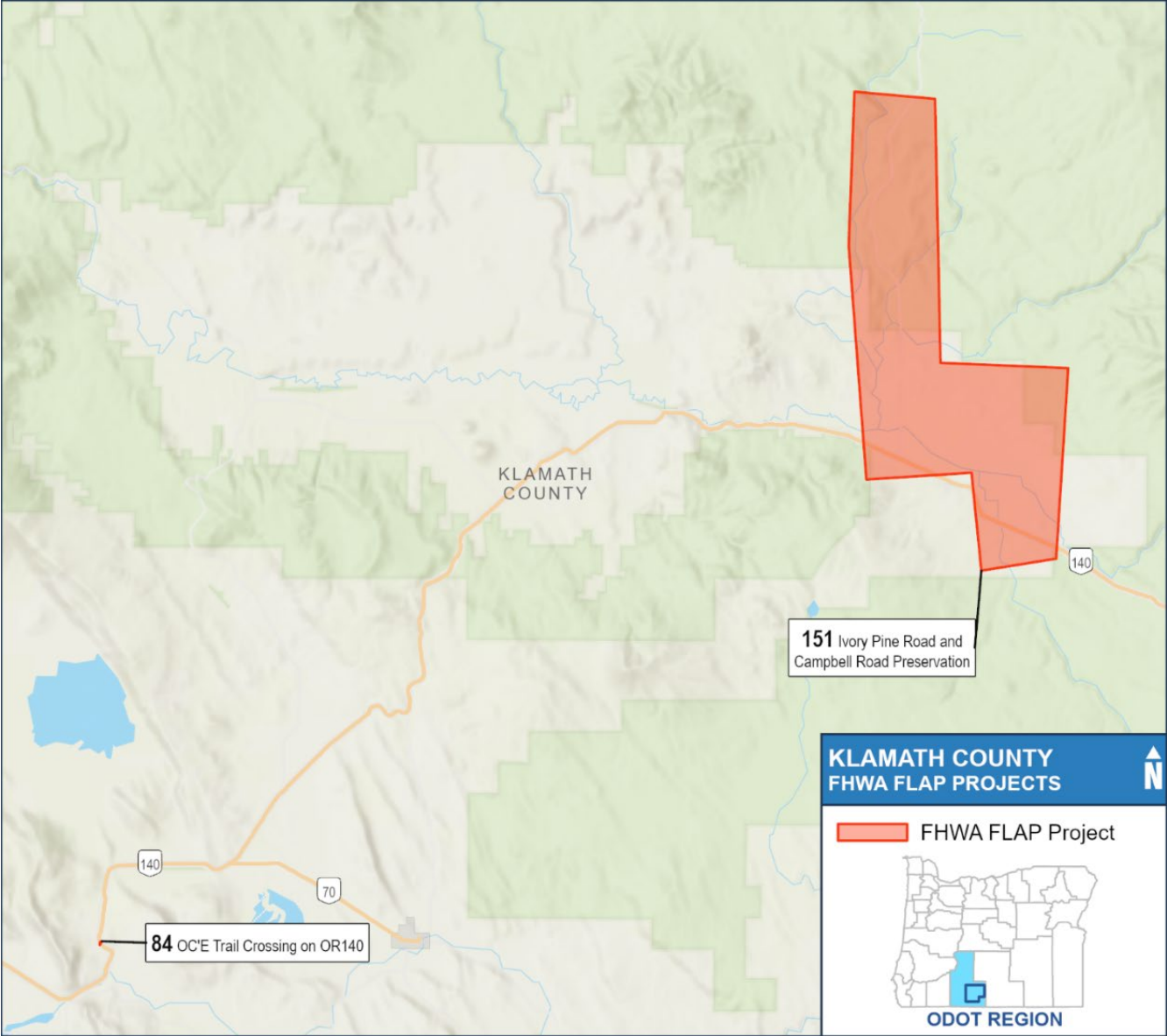


Figure 29: Klamath County Federal Lands Access Needs

5.7 Lake County

Three (3) project needs have been evaluated in Lake County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 29. Projects are shown in Figure 30.

Table 29: Lake County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
85	OR140 East Widening: Narrow highway, no shoulders - safety issue.	ODOT	Unknown Until Further Study	Safety
86	OR395 Wildlife Crossing: Wildlife crossing concern with added benefit of improved safety.	ODOT	Unknown Until Further Study	Wildlife Crossing
87	OR395 Wildlife Crossing Issues: ODOT identified as wildlife crossing and safety concerns.	ODOT	Unknown Until Further Study	Wildlife Crossing

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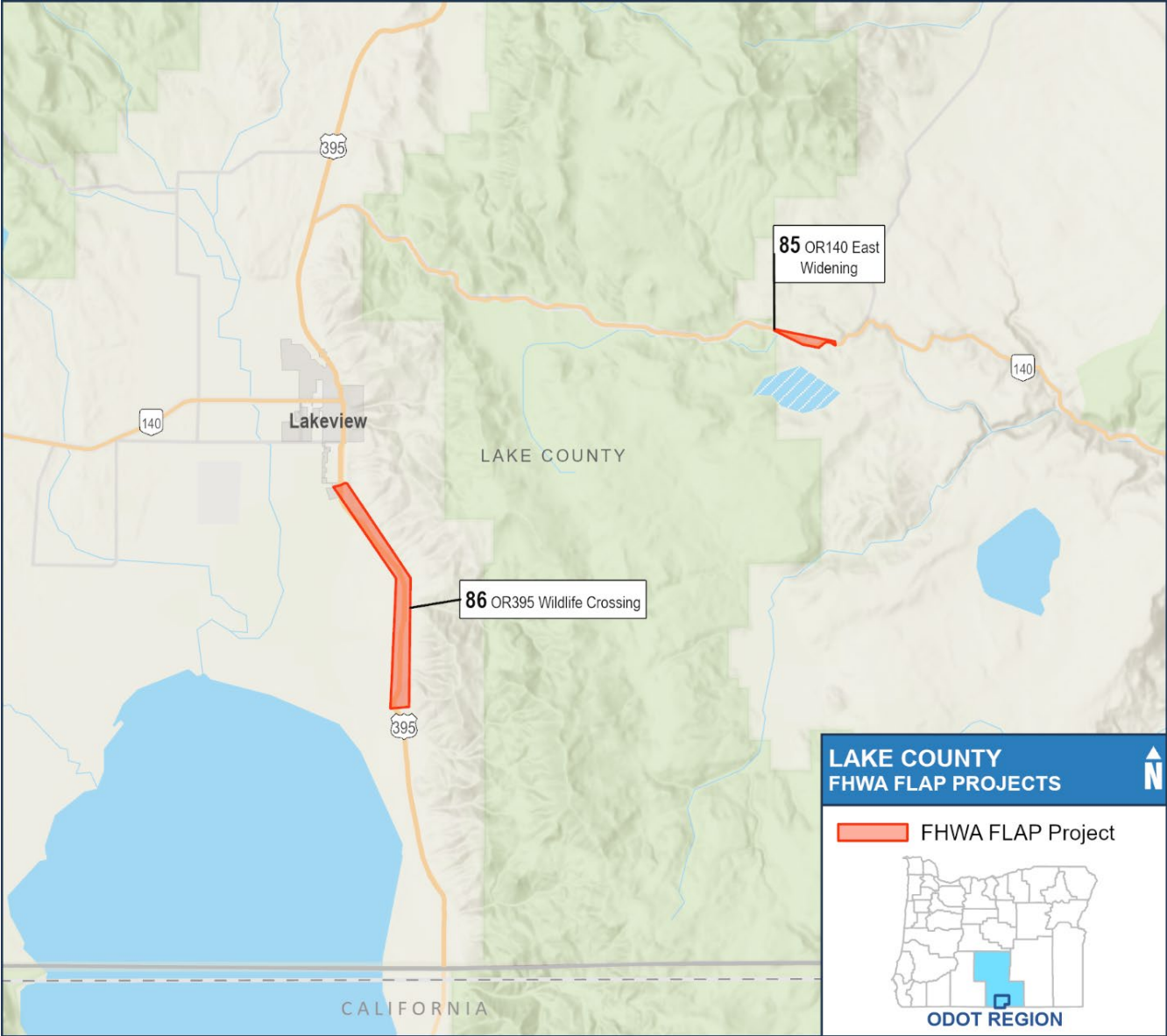


Figure 30: Lake County Federal Lands Access Needs

5.8 Sherman County

One (1) project need has been evaluated in Sherman County (Table 30). The project is shown in Figure 31.

Table 30: Sherman County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
95	Cottonwood Canyon and Lower John Day WSA Study: Identify access facilities between Cottonwood Canyon State Park and adjoining Lower John Day WSA recreation facilities. Elements include usage, roadway and active transportation facilities, and project prioritization.	ODOT	\$100,000 - \$500,000	Study

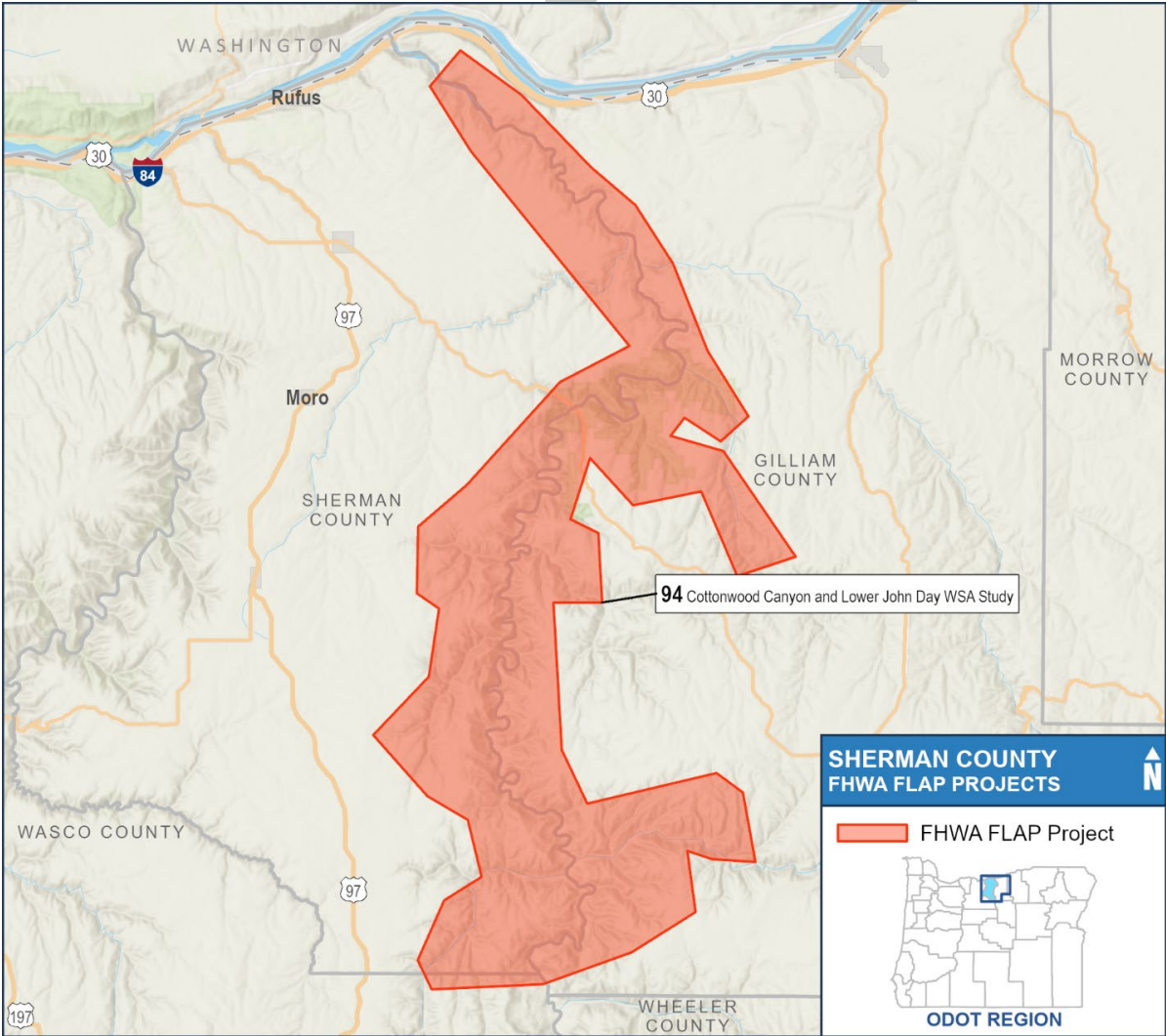


Figure 31: Sherman County Federal Lands Access Needs

5.9 Wasco County

Seven (7) project needs have been evaluated in Wasco County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 31. Projects are shown in Figure 32.

Table 31: Wasco County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
70	Memaloose Overlook Trailhead Safety: Popular trailhead accessing Mt. Hood NF. Popular wildflower attraction, overcrowding and safety issues.	ODOT	Unknown Until Further Study	Safety
145	US30 Mosier Streetscape: This project proposes completion of engineering designs for the US 30 Mosier Streetscape using a concept developed by Portland State University in 2015 (Mosier Slow Mo Plan), taking this concept through Plans, Specifications, and Estimates (PS&E).	Mosier	\$100,000 - \$500,000	Safety
93	HWY216 Shears Bridge Hwy Improvements: Roadway improvements on Shears Bridge Hwy 216 accessing BLM lands.	ODOT	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
32	Rock Creek Road: Perform road preparation work including crack sealing and patching; apply a single lift of emulsified asphalt and 3/8-0" aggregate (chip seal) over 3.97 miles of Rock Creek Road from Smock Road to the Mt Hood National Forest boundary.	Wasco	\$100,000 - \$500,000	Roadway (Preservation and Maintenance)
33	Dufur Valley Road: Perform Road preparation work including crack sealing and patching; apply a two-inch hot mix asphalt overlay over 2.0 miles of Dufur Valley Road from Burtner Road to Wolf Run Road.	Wasco	\$100,000 - \$500,000	Roadway (Preservation and Maintenance)
94	US 197: Maupin to BLM Access Improvements: Identify and complete bicycle-pedestrian facility improvements between the city of Maupin and adjoining BLM lands.	Maupin/DOT	\$500,000 - \$1,000,000	Multimodal
89	Mosier Transit Connections: Improve transit access and service between Mosier, the Historic Columbia River Highway (HCRH), and other Federal lands.	ODOT/local	Unknown Until Further Study	Multimodal

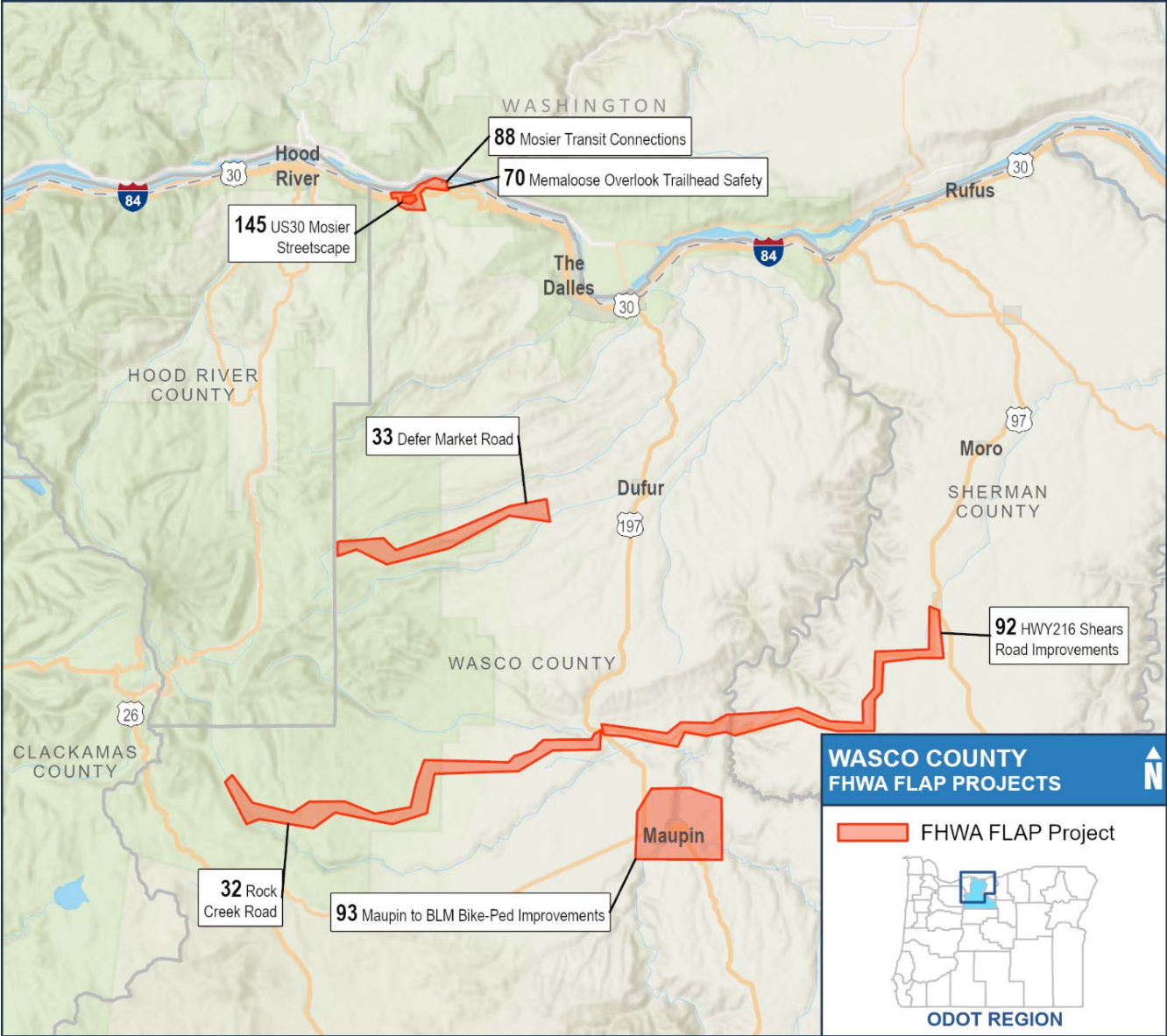


Figure 32: Wasco County Federal Lands Access Needs

5.10 Wheeler County

No projects were nominated in Wheeler County.

6.0 NEEDS AND PROJECTS: ODOT REGION 5

ODOT Region 5: Eastern Oregon serves Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney, and Malheur counties. A total of 25 projects were nominated in Region 5 across a broad range of project types and for facilities managed by a range of different landowners and managers.

6.1 Region 5 Top Scoring Projects

The five highest scoring projects for Region 5 are shown in Figure 33 and listed in Table 32. These projects were scored based on available information. Therefore, the ranking should be considered as a guide only and other projects may be a higher priority when evaluated in the future based on additional information, changing circumstances, and funding available.

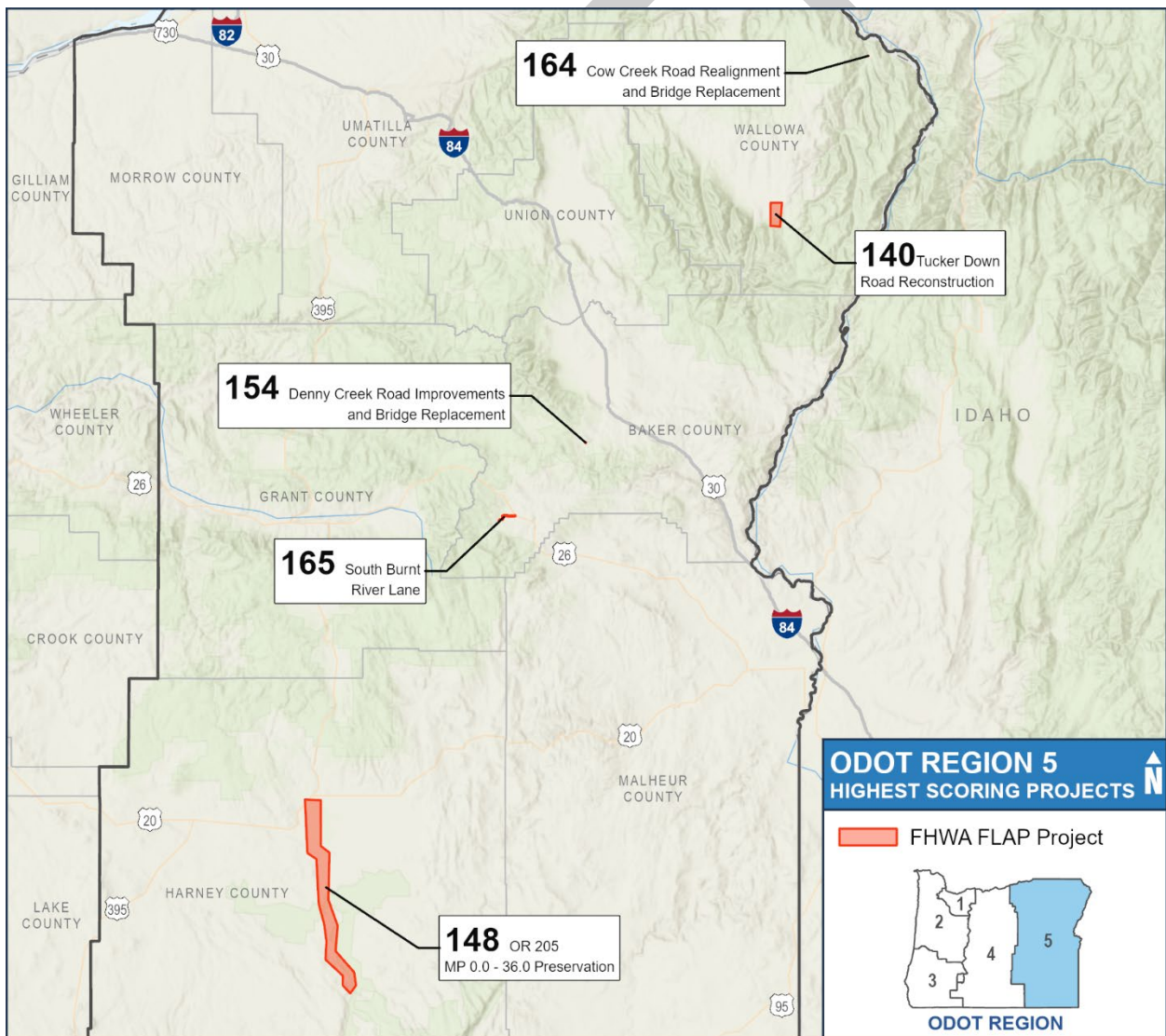


Figure 33: ODOT Region 5 – Top Scoring Projects

Table 32: Top Scoring Access Projects in ODOT Region 5

Project Number	Project Description	Ownership	County	Project Type
96	S. Fork Walla Walla River Road: BLM portion needs maintenance work, not county section.	BLM	Umatilla	Roadway (Preservation and Maintenance)
154	Denny Creek Road Improvements and Bridge Replacement: This project would improve access to the Wallowa-Whitman National Forest southwest of Baker City for recreational vehicles firefighters, and the travelling public at-large. The scope of the project would include realigning approximately 0.25 miles of County Road.	Baker	Baker	Bridge Replacement
165	South Burnt River Lane: Baker County is proposing reconstruct and widened roughly 4.3 miles of South Burnt River Lane from 22' to 24' to comply with the existing Transportation System Plan.	Baker	Baker	Roadway (Capital)
140	Tucker Down Road Reconstruction: Reconstruction of approximately 3.1 miles of Tucker Down Road, including culverts and drainage improvements.	Wallowa	Wallowa	Roadway (Capital)
148	OR205 MP0.0-36.0 Preservation: Chip sealing OR205 from MP0.0 to MP36.0.	ODOT	Harney	Roadway (Preservation and Maintenance)

6.2 Baker County

Seven project needs have been evaluated in Baker County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 33. Projects are shown in Figure 34.

Table 33: Baker County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
154	Denny Creek Road Improvements and Bridge Replacement: This project would improve access to the Wallowa-Whitman National Forest SW of Baker City for recreational vehicles firefighters, and the travelling public at-large. The scope of the project would include realigning approximately 0.25 miles of County Road.	Baker	\$1,000,000 - \$5,000,000	Bridge Replacement
165	South Burnt River Lane: Baker County is proposing reconstruct and widened roughly 4.3 miles of South Burnt River Lane from 22' to 24' to comply with the existing Transportation System Plan. Using sustainable Recycle Asphalt Base Stabilization (RABS), Asphalt will be pulverized	Baker	\$1,000,000 - \$5,000,000	Roadway (Capital)
45	Miller Lane: Change one mile gravel surface to asphalt from Union County border (North Powder River) to connect Anthony Lakes Highway and the Pilcher Creek Elk Feeding Station. The 60ft ROW is adequate and will need to rebuild approximately half mile of base.	Baker	\$100,000 - \$500,000	Roadway (Preservation and Maintenance)
43	Whitney Road Improvements: Number 1 priority. Resurface 26 miles with approximately 32,000 cubic yards of 3/4-gravel and pave 500ft approaches on HWY 7 and HWY 245 for safety. 60-70ft ROW is adequate but need to rebuild shoulders to widen surface and brush cut/trim trees within ROW for visibility.	Baker	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
97	Camp Creek Rd: Currently a gravel road, needs paved to match up with Forest Service improvements and link to US26.	Baker	\$500,000 - \$1,000,000	Roadway (Preservation and Maintenance)

<p>46</p>	<p>Anthony Lakes Highway: Needs chipseal/fogseal, last done FLAP project over 10 years ago. Chipseal/fogseal from Haines to FS Rd #73 (15.5 miles with possibility of working in conjunction with the FS Rd #73 chipseal/fogseal project). brush cut and tree trimming of ROW for visibility. Contract with ODOT to paint centerline.</p>	<p>Baker</p>	<p>\$1,000,000 - \$5,000,000</p>	<p>Roadway (Preservation and Maintenance)</p>
<p>47</p>	<p>Old Auburn: About seven (7) miles. Resurface up to feeding station. #3 Emergency access route. From TSP: Modernization of Old Auburn Lane to improve access into forest and wildlife feeding area</p>	<p>Baker</p>	<p>\$1,000,000 - \$5,000,000</p>	<p>Roadway (Preservation and Maintenance)</p>

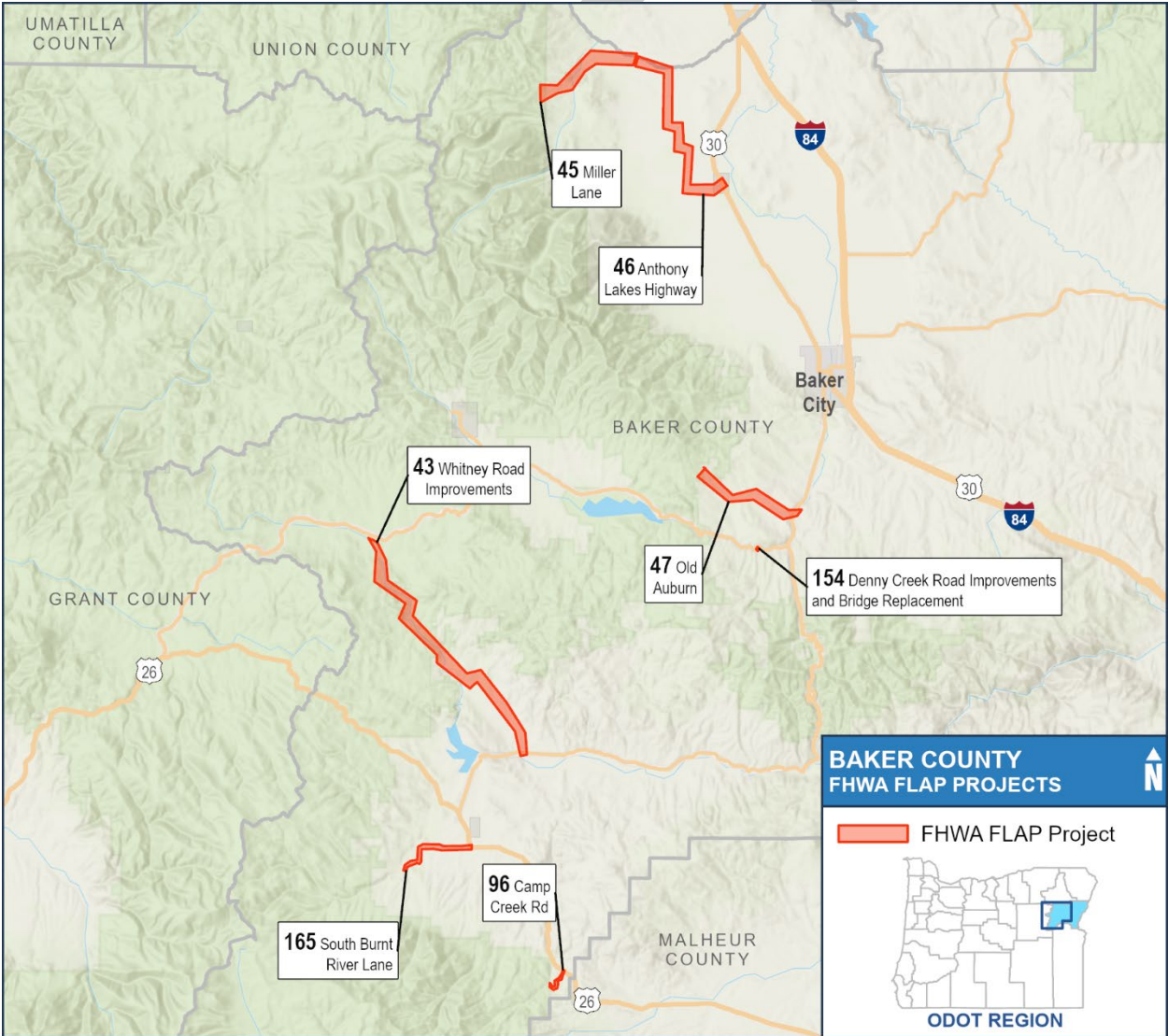


Figure 34: Baker County Federal Lands Access Needs

6.3 Grant County

Four (4) project needs have been evaluated in Grant County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 34. Projects are shown in Figure 35.



Image 9. John Day Fossil Beds (credit: NPS)

Table 34: Grant County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
96	1st Street Pavement Preservation: Quarter-mile section of city road that connects to USFS route.	City	\$500,000 - \$1,000,000	Roadway (Preservation and Maintenance)
149	Middle Fork Road MP0.0-8.2 Preservation: We are proposing to do a 13.99 mile grinding overlay project. There are 8.184 miles on the Middle Fork Rd and 5.8 miles on the Keeney Fork Rd. This grinding and overlay project would be over 30-year-old asphalt that has severe thermal cracks.	Grant	\$10,000,000 - \$15,000,000	Roadway (Preservation and Maintenance)
44	Green Horn Road: 26 miles. Last three miles need widening into Green Horn. Charging Station. Resurfaced and signing.	Grant	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
98	Dixie Creek Bridge Replacement: Bridge Replacement.	Grant	\$1,000,000 - \$5,000,000	Bridge Replacement

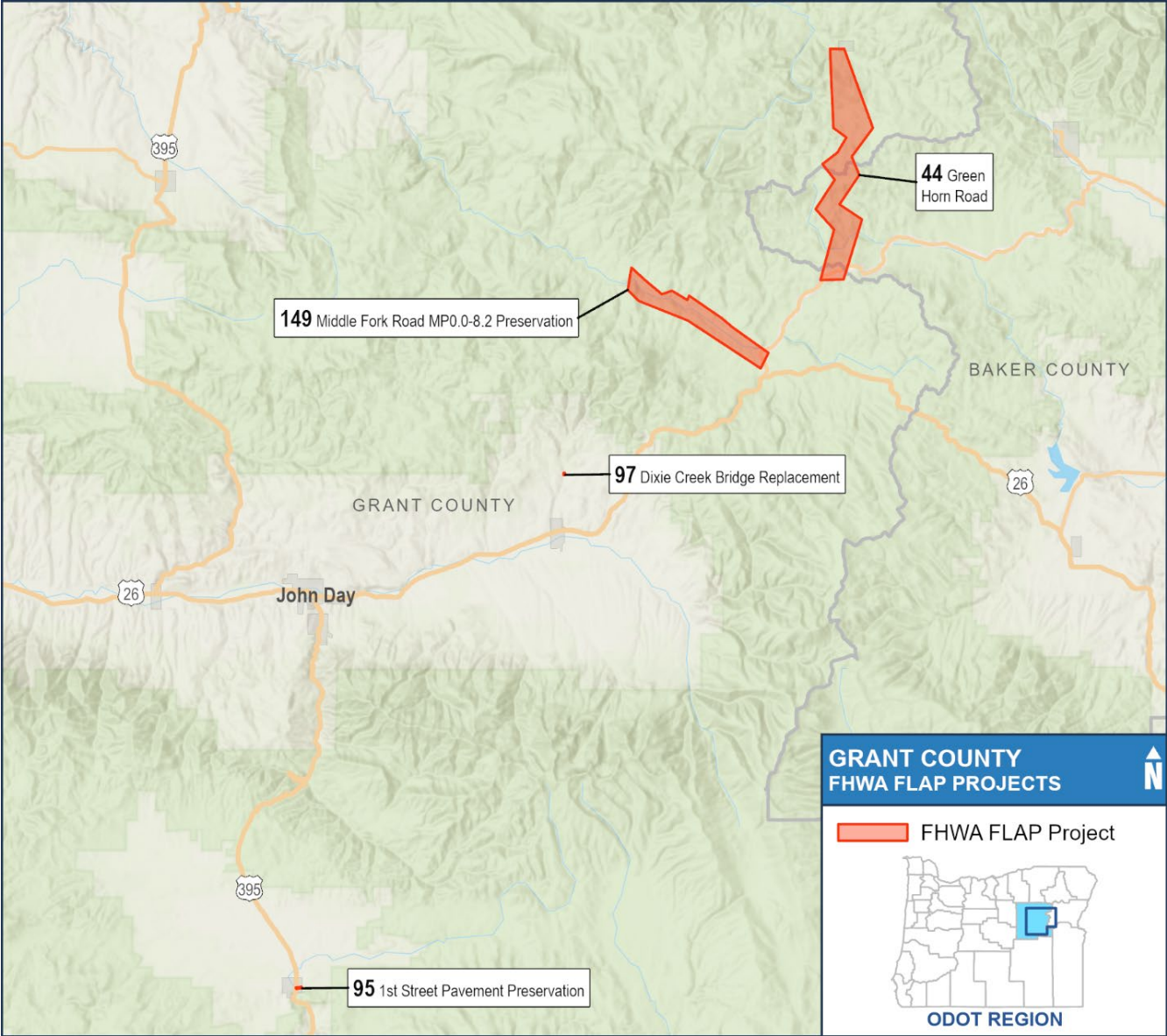


Figure 35: Grant County Federal Lands Access Needs

6.4 Harney County

One (1) project need has been evaluated in Harney County (Table 35). The project is shown in Figure 36.



Image 10. Steens Mountains (credit: BLM)

Table 35: Harney County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
148	OR205 MP0.0-36.0 Preservation: Chip sealing OR205 from MP0.0 to MP36.0.	ODOT	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)

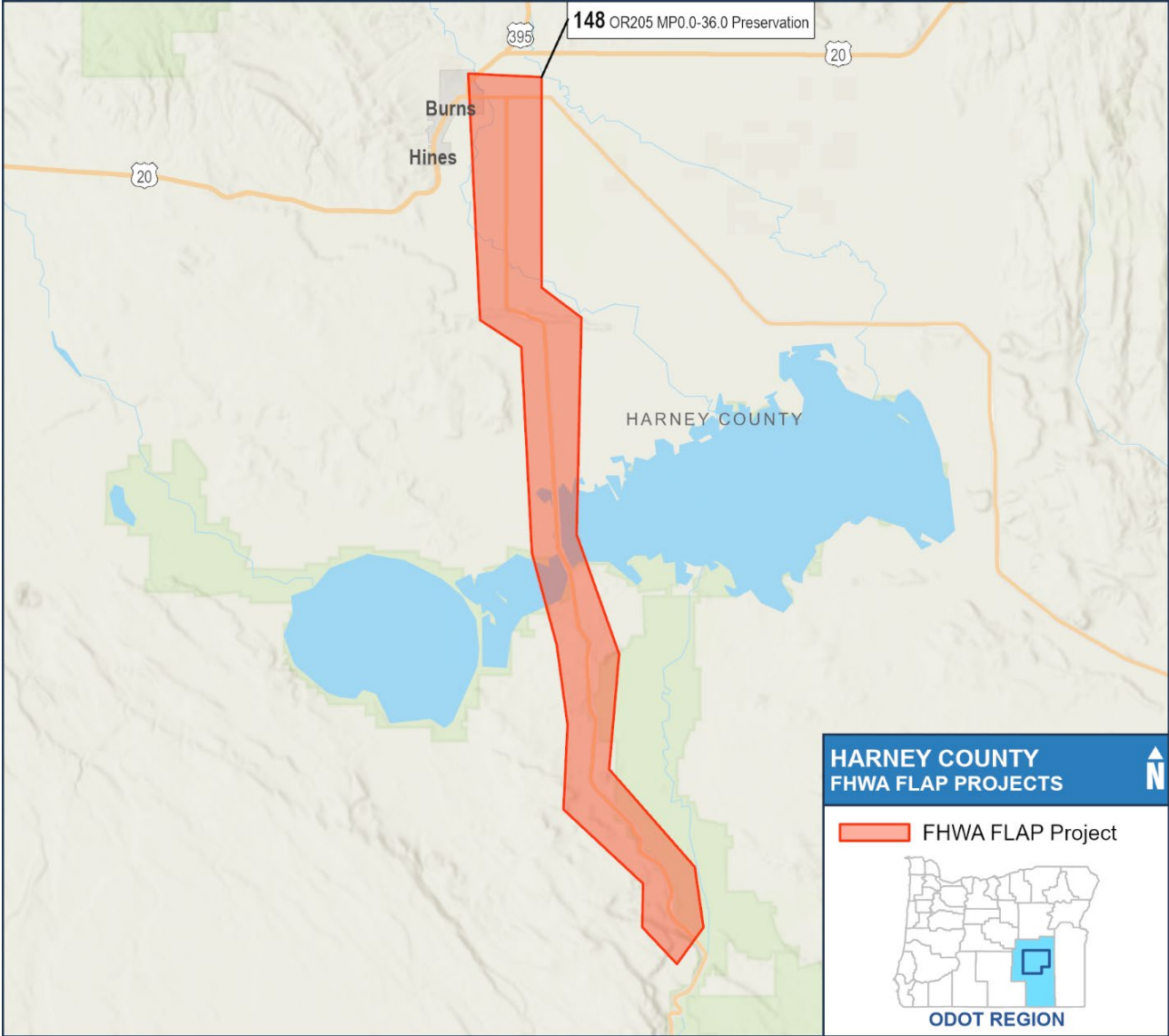


Figure 36: Harney County Federal Lands Access Needs

6.5 Malheur County

No projects were nominated in Malheur County.

6.6 Morrow County

Three (3) project needs have been evaluated in Morrow County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 36. Projects are shown in Figure 37.

Table 36: Morrow County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
39	Blake Ranch: Pave with cold mix with chip seal currently gravel spot. Widening, guardrail.	Morrow	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
40	Sunflower Flat: cold mix, chip seal.	Morrow	\$500,000 - \$1,000,000	Roadway (Preservation and Maintenance)
41	21 Rd: Seventeen (17) miles being maintained by the county. FS owns. County owns either side.	Morrow	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)

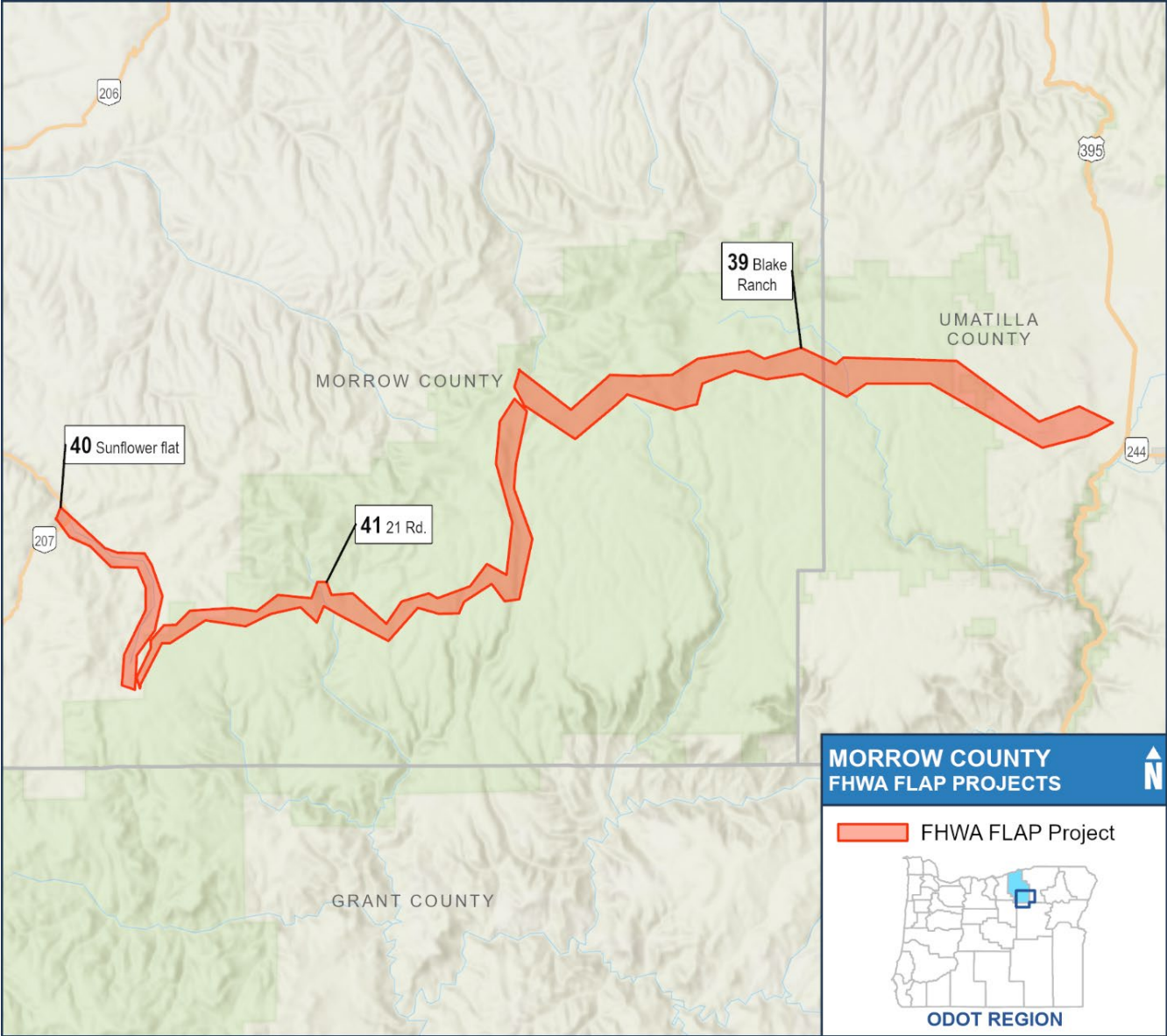


Figure 37: Morrow County Federal Lands Access Needs

6.7 Umatilla County

Five project needs have been evaluated in Umatilla County. The projects were scored based on available information using the 2021 FLAP Scoring Criteria and are listed in priority order from highest to lowest in Table 37. Projects are shown in Figure 38.

Table 37: Umatilla County Federal Lands Access Needs

Project Number	Project Description	Ownership	ROM Cost	Project Type
9	S. Fork Walla Walla River Road: BLM Portion needs maintenance work, not county section.	BLM	Unknown Until Further Study	Roadway (Preservation and Maintenance)
2	Yellow Jacket Road: Safety improvements with resurfacing approx. 12 miles of road. Road realignment would be safety improvement.	Umatilla	Unknown Until Further Study	Safety
10	Hidaway Springs Road Improvements: 5.7 miles of gravel resurfacing with four inches of crushed gravel. There may be a few areas where it would be necessary to put down some heavy base material, (under 1000 cubic yds). This runs from the State Highway to Forest Road 5450. There is a bridge on that road that is load limited for 14 tons as well. This accommodates most recreation traffic but limits trucks. The bridge is 41 feet long. We do not have traffic counts on this road, but it does carry a considerable amount of recreation forest users.	Umatilla	\$1,000,000 - \$5,000,000	Roadway (Preservation and Maintenance)
42	Little Butter Creek: ROW issues. Bridge replacement, road widening in upper section, gravel.	Umatilla	Unknown Until Further Study	Roadway (Capital)
8	Government Mountain Road: Improve gravel surface and drainage.	Umatilla	Unknown Until Further Study	Roadway (Preservation and Maintenance)

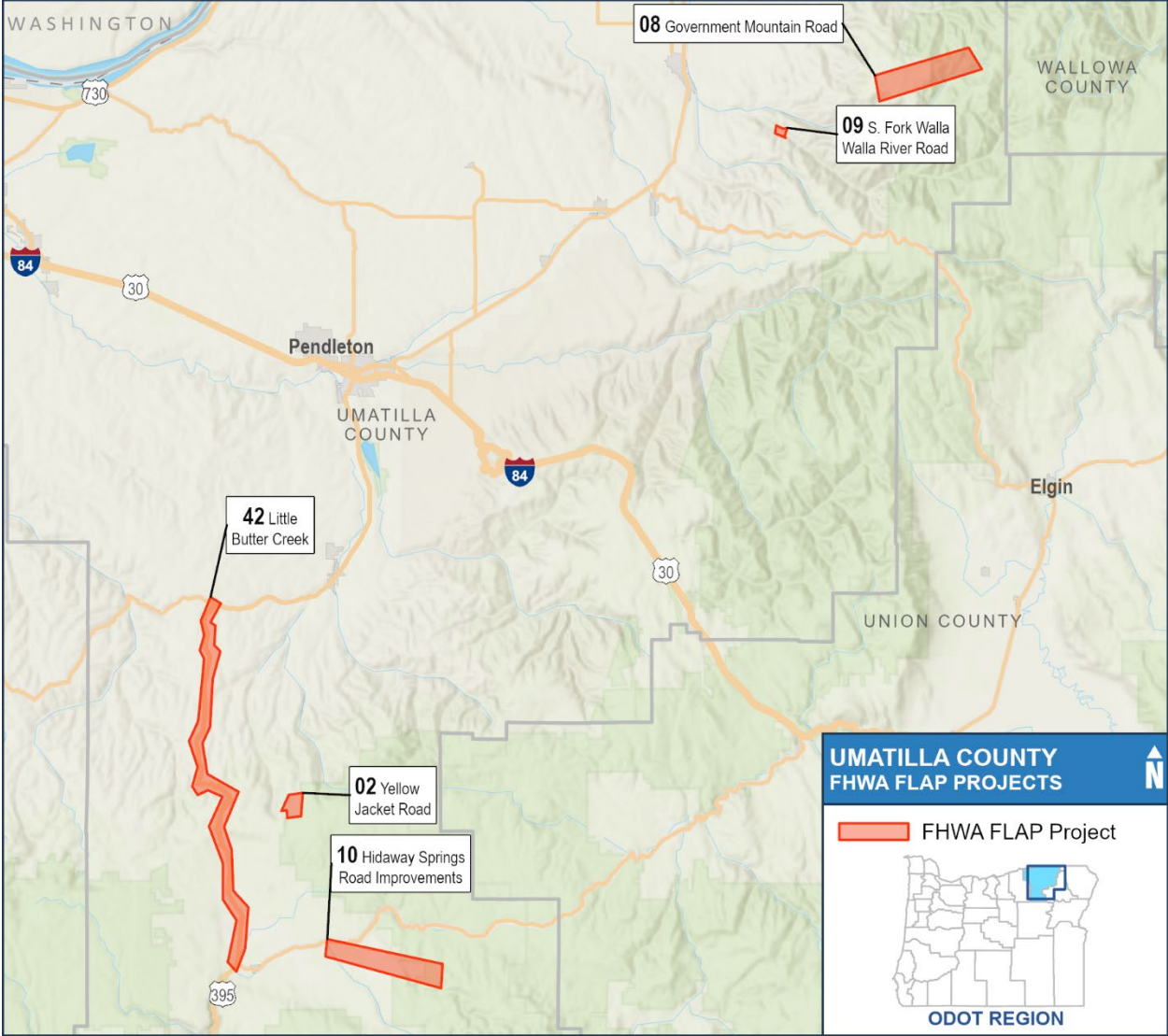


Figure 38: Umatilla County Federal Lands Access Needs

6.8 Union County

No projects were nominated in Union County.

7.0 NEXT STEPS

The Oregon FLAP has been a crucial transportation funding source for State and local transportation agencies and has facilitated significant improvements in access to Federal lands across the State. With approximately \$375 million in funding authorized from 2013 to present, Oregon has effectively leveraged these funds to enhance roads, bridges, and multimodal transportation facilities. While FLAP has addressed many critical transportation issues since the program's beginning, there are still more unmet needs that exist. The Oregon FLAP Needs Assessment identified over 170 of these needs across the State and the next steps include:

1. Sharing results with local and State partners for incorporation into their planning and programming processes.
2. Working with the Oregon PDC on using the results of the Needs Assessment during the 2025 Call for Proposals.
3. Continuing to advance FLMA coordination across Oregon.

These next steps ensure that FLAP funding continues to drive meaningful improvements for Federal lands access and fosters an integrated transportation system that supports the needs of local communities, visitors, and land managers. The results of this Needs Assessment will not only provide a solid foundation for the upcoming 2025 Call for Proposals, but also advance FLMA coordination.

7.1 Best Practices for FLMA Coordination

FLMAs play a crucial role in transportation planning and programming and in the regional transportation planning process. Federal regulations require MPOs to consider FLMA needs in the development of the MPO's Regional Transportation Plans (RTPs) and Transportation Improvement Program (TIP). Generally, this is documented in the MPO's Public Participation Plan (PPP). This section offers suggested best management practices (BMPs) to enhance coordination between FLMAs, state DOTs, MPOs, county governments, and other public agencies. Effective coordination ensures that transportation planning and project delivery address the unique needs of federally managed and adjacent lands.

Formalizing Partnerships and Governance Structures

- Consider formalizing cooperative agreements like MOU between and among FLMAs, state DOTs, counties, and MPOs to establish a framework for sustained collaboration.
- Establish regional coordination committees to facilitate ongoing dialogue, align project priorities, and monitor implementation progress.

Integrating FLMA Coordination in MPO Planning Processes

- Encourage MPOs to identify FLMAs within their boundaries and establish direct communication channels with key local and regional contacts. FHWA Federal Lands Highways offices can help facilitate introductions.
- Create and manage a contact database of FLMA representatives at the local, regional, and national levels to streamline communication and provide institutional continuity through regular turnover of staff.
- Recommend MPOs incorporate FLMA input on long-range planning and programming to address access needs, safety concerns, and environmental considerations. This could be facilitated through regular coordination meetings, potentially involving statewide FLMA Technical Advisory Committee (TAC) members.
- Evaluate FLMA feedback in developing RTPs, TIPS, and other key planning documents.

Enhancing Data Sharing and Analysis

- Create a shared data repository for datasets of mutual interest such as traffic patterns, crash statistics, environmental impact assessments, and visitor access data to support informed decision-making.
- Conduct joint analyses to prioritize projects that enhance safety and mobility in and around Federal lands.
- Ensure that data sharing agreements address confidentiality and accessibility needs.

Streamlining Project Planning and Delivery

- In the long-range needs identification process, highlight shared needs early so planning and design considerations can be aligned.
- Leverage existing funding streams such as the FLAP, FLTP, and state DOT programs to align funding streams and seek opportunities for joint funding projects.
- Coordinate with FLMAs during the development of TIPS and STIPs to integrate Federal lands' needs into broader transportation strategies.
- Utilize context-sensitive solutions to design projects that respect cultural, historic, and environmental characteristics.

Engaging Communities

- Strengthen community outreach efforts to ensure transportation projects address their unique challenges.
- Develop guidelines for incorporating feedback from communities into planning and decision-making processes.
- Partner with FLMAs to host joint public engagement sessions, focusing on enhancing accessibility and mobility for all users.

Advancing Collaborative Funding Opportunities

- Collaborate on competitive grant applications (e.g., RAISE, INFRA) that highlight multi-agency partnerships and alignment with national priorities such as climate resilience and equity.
- Coordinate funding requests across agencies to optimize resources and avoid redundancy.

Monitoring and Evaluating Progress

- Establish performance measures linked to shared goals, such as improved safety, better access, and enhanced environmental sustainability.
- Include FLMA collaboration outcomes as part of annual performance reviews for MPOs and state DOTs.
- Regularly evaluate the effectiveness of BMPs and adjust strategies based on outcomes and stakeholder feedback.

By adopting these BMPs, FLMAs, state DOTs, MPOs, and county governments can collaboratively address transportation challenges and create a system that supports the needs of local communities, visitors, and Federal lands. Sustained cooperation and a commitment to innovation will ensure these efforts remain effective and inclusive.

