



HERMISTON TRANSPORTATION SYSTEM PLAN

DRAFT

September 2026



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Hermiston Transportation System Plan

Hermiston, Oregon

September 2026



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Volume II: Technical Appendices (Under Separate Cover)

Volume II includes the following technical appendices:

- Appendix A – Public Involvement Summaries
- Appendix B – Transportation Technical Standards Memorandum
- Appendix C – Updates to the City’s Development Code
- Appendix D – Project Vision and Guiding Principles
- Appendix E – Context and Site Analysis Memorandum
- Appendix F – Preliminary Concept Design Memorandum
- Appendix G – Revised Concept Design Memorandum

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Project Management Team (PMT)

- Clint Spencer (City of Hermiston)
- Cheryl Jarvis-Smith (ODOT)

Technical Advisory Committee (TAC)

- PMT Members
- Cameron Meade (City of Hermiston)
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- Ron Sivey (City of Hermiston)
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- Jason Edmiston (Hermiston Police)
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The contents of this document do not necessarily reflect views or policies of the State of Oregon. Inclusion of an improvement in the TSP does not represent a commitment by ODOT to fund, allow, or construct the Project. Projects on the State of Oregon Transportation System that are contained in the TSP are not considered “planned” projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, Projects proposed in the plan that are located on a State system cannot be considered as mitigation for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the Project is “reasonably likely” to be funded in the STIP. State Highway Projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

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1. EXECUTIVE SUMMARY

The Hermiston Transportation System Plan (TSP) identifies the transportation facilities, services, and investment priorities necessary to achieve the community's vision for a safe, efficient, and reliable transportation system. The City of Hermiston (Hermiston) last completed and adopted a TSP in 1997. The TSP is an element of the Hermiston Comprehensive Plan (incorporated by reference to the Comprehensive Plan). The TSP provides guidance for the planning, management, funding, and implementation of transportation facilities, policies, and programs within the Hermiston Urban Growth Boundary (UGB).

Since the adoption of the 1997 TSP, Hermiston has seen steady population growth, new residential and commercial development, and continues to see the adjacent areas grow as major data centers and other development enter the region.

This TSP was developed with community input and considers existing (2025) and projected future (2045) transportation system needs. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan.

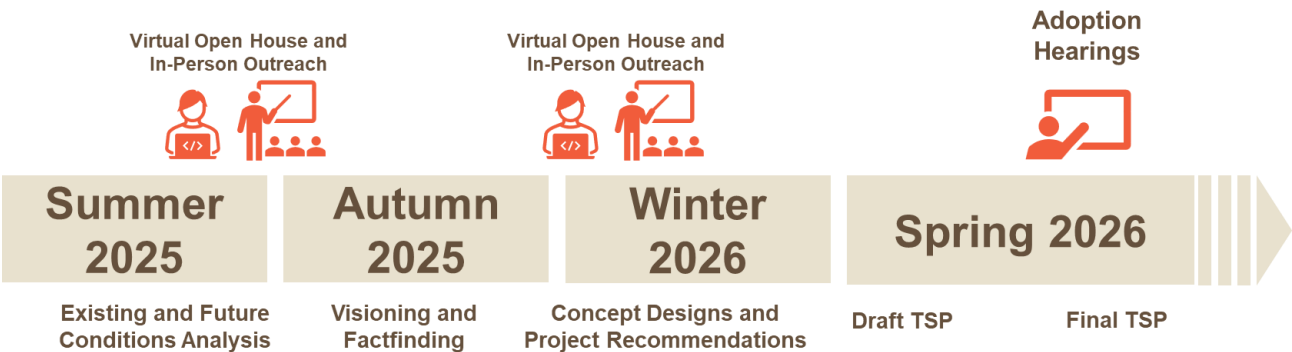
TSP Update Process

This TSP was developed through the following steps:

- Reviewing state, regional, and local transportation plans and policies that the Hermiston TSP must either comply with or be consistent with.
- Gathering community input through regular interactions with a technical advisory committee (TAC) and multiple public workshops and other engagement activities.
- Establishing goals and objectives for the future transportation network.
- Using an inventory and analysis of existing transportation facilities to serve as a foundation to establish needs.
- Identifying and evaluating future transportation needs to support the City's land use vision.
- Developing and prioritizing projects, policies, and programs that are reflective of the community's vision.

Implementing these steps took place over the timeline shown in Figure 1.

Figure 1 Hermiston TSP Project Timeline



Community Vision

The PMT and TAC developed the following vision for the TSP to guide its development, reflect community priorities, anchor project selection and prioritization, and define the transportation direction the City of Hermiston intends to move towards:

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

COMMUNITY ENGAGEMENT

The project was informed by several community engagement activities that reached different groups. The opportunities were advertised via press releases and web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on the City of Hermiston's website.

Public Involvement at a Glance

3	Outreach periods	3	Virtual open houses and surveys
5	In-person outreach events	264	Survey responses/online comments
120+	People interacted with in-person	3	Technical Advisory Committee meetings

The goal of the community engagement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with community members.

Most community engagement opportunities were pop-up-style outreach activities at locations and events of interest in the community. The project team and City staff provided handouts, set up posters, and asked community members to provide feedback at the following locations and events:

- Youth workshops at Loma Vista and Rocky Heights Elementary Schools
(September 18-19, 2025)
- Hermiston High School football game in conjunction with City Chats
(September 19, 2025)
- Hermiston Tree Lighting Celebration
(December 4, 2025)

The city also hosted three virtual open houses via the project webpage. Public involvement summaries for all three rounds of engagement can be found in TSP Vol II, Appendix A.



Projects, Programs, and Plans

Figures 2 through 6 identify the planned roadway, intersection, pedestrian, bicycle, trail, and transit projects. In addition to identifying specific infrastructure projects, the project team also identified policy and programmatic direction to support the transportation system based on input from TAC members.

ROADWAY PROGRAMS AND PLANS

Throughout the TSP update process, the following roadway programs and plans were identified to support the city's transportation objectives:

- Evaluate adopting Alternative Mobility Targets for US 395 through Hermiston by completing a US 395 refinement plan.
- Update the City's Traffic Impact Analysis (TIA) Guidelines in the *Public Works Standards, Technical Specifications, and Standard Drawings* to require a TIA be completed for a development generating more than 300 vehicle trips per weekday and to exempt residential developments from preparing another TIA if one has been prepared for the same, or greater, number of units with the same site plan in the last five years.
 - Any other policy document or city code related to TIAs should reference the *Public Works Standards* for current TIA requirements to avoid inconsistent language or requirements.
- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for off street parking and update code to allow these materials if successful.

- Evaluate updating standard street cross-sections to include:
 - Pathways or separated bike lanes on arterials
 - Provide flexibility in travel lane widths on arterials
 - Add a sidewalk buffer to arterials in the Central Business District
 - Queuing/yield street options for local residential streets

WALK AND ROLL PROGRAMS

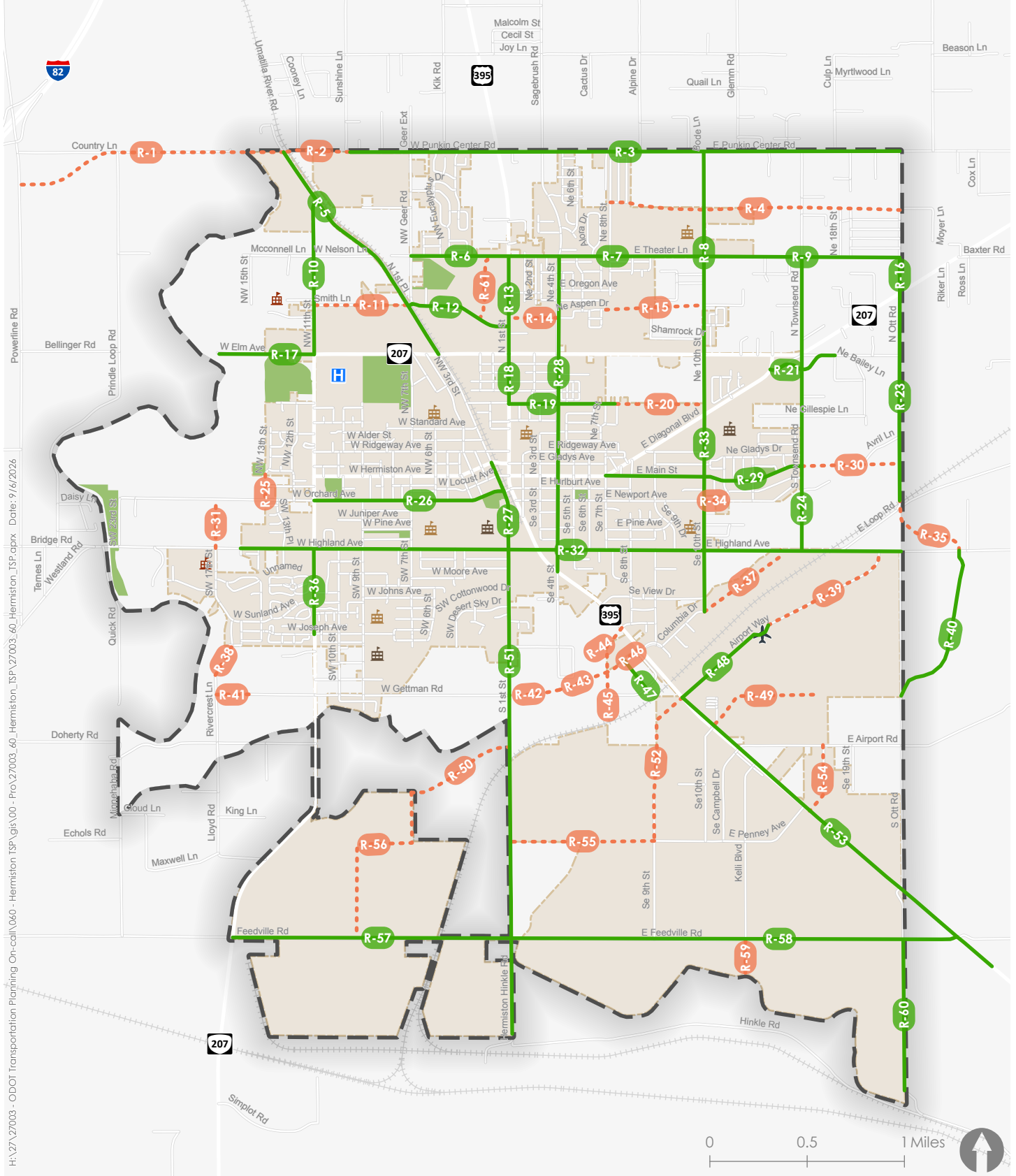
Throughout the TSP update process, the following walk and roll programs and plans were identified as actions to support the pedestrian and cyclist experience in the city:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools.

TRANSIT PROGRAMS

Hermiston does not own or operate transit serving the city; however, the following transit programs and plans were identified to support the existing transit system serving the city:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



----- New Roadways/Extensions
 ——— Project on Existing Roadway

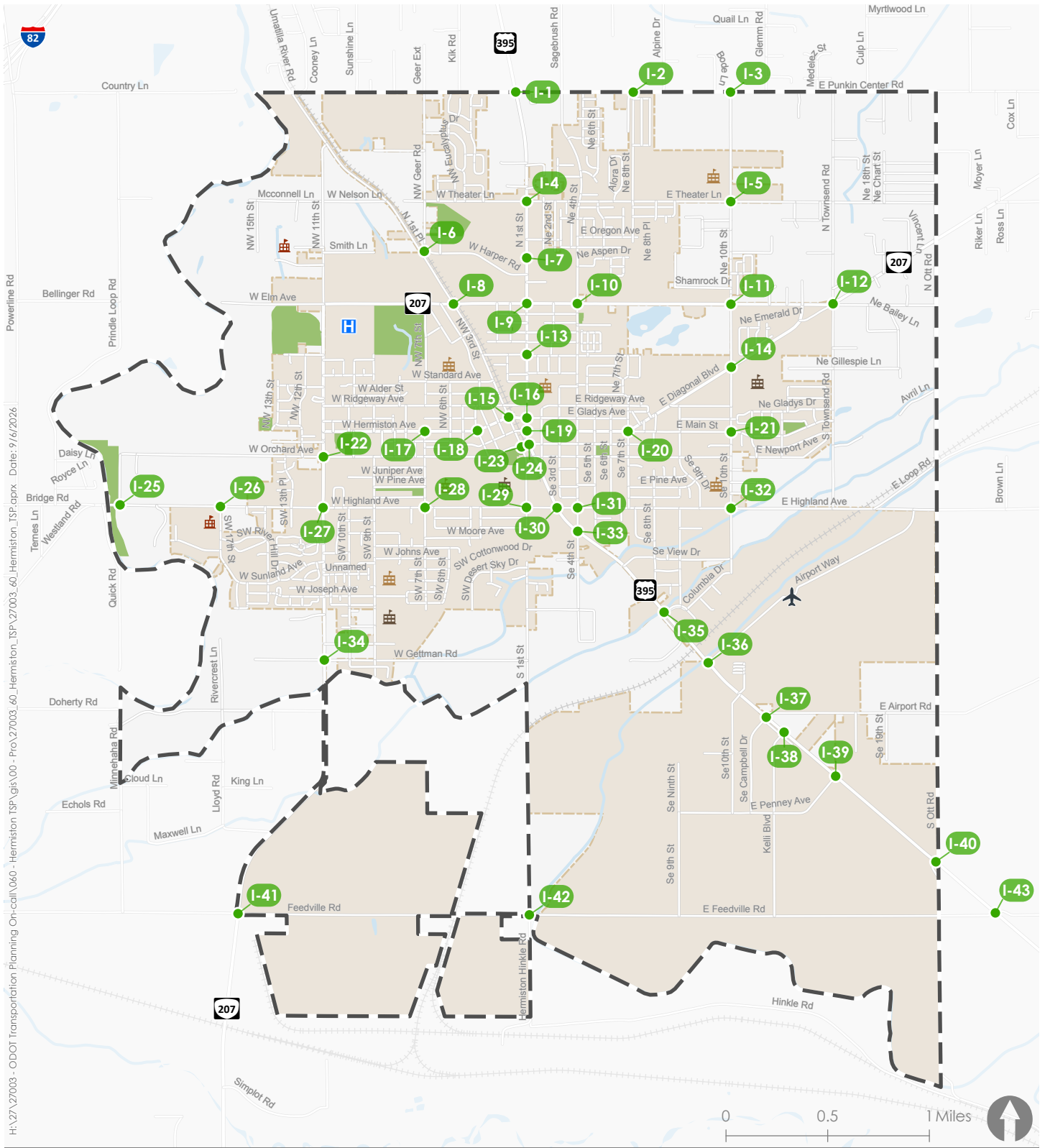
- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Railroad
- Park
- Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 2

Roadway Projects



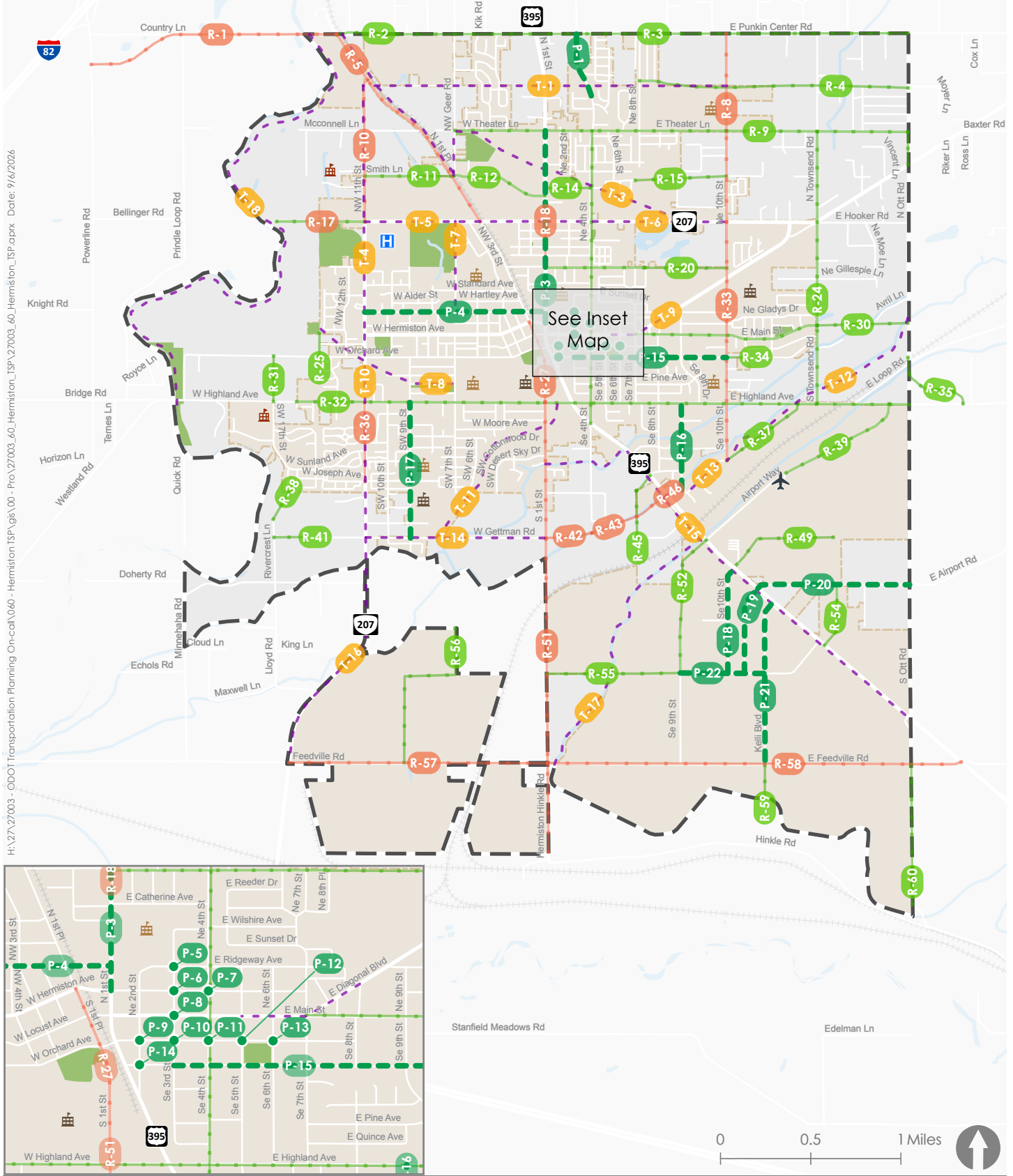


- Intersection Project
- 🏠 Private School
- 🌳 Park
- 🏫 Secondary School
- 🏠 Hermiston City Limits
- 🏠 Primary School
- 🚧 Urban Growth Boundary(Study Area)
- 🏥 Hospital
- ✈️ Airport

Figure 3

Intersection Projects





--- Multi-Use Trail Projects

--- Fill Sidewalk Gaps

• Pedestrian Projects Intersections

Roadway Projects With Pedestrian Improvements

— Fill Sidewalk Gaps/ New Sidewalks

— Multi-Use Trail

🏥 Hospital

✈️ Airport

🏫 Private School

🏫 Secondary School

🏫 Primary School

🌳 Park

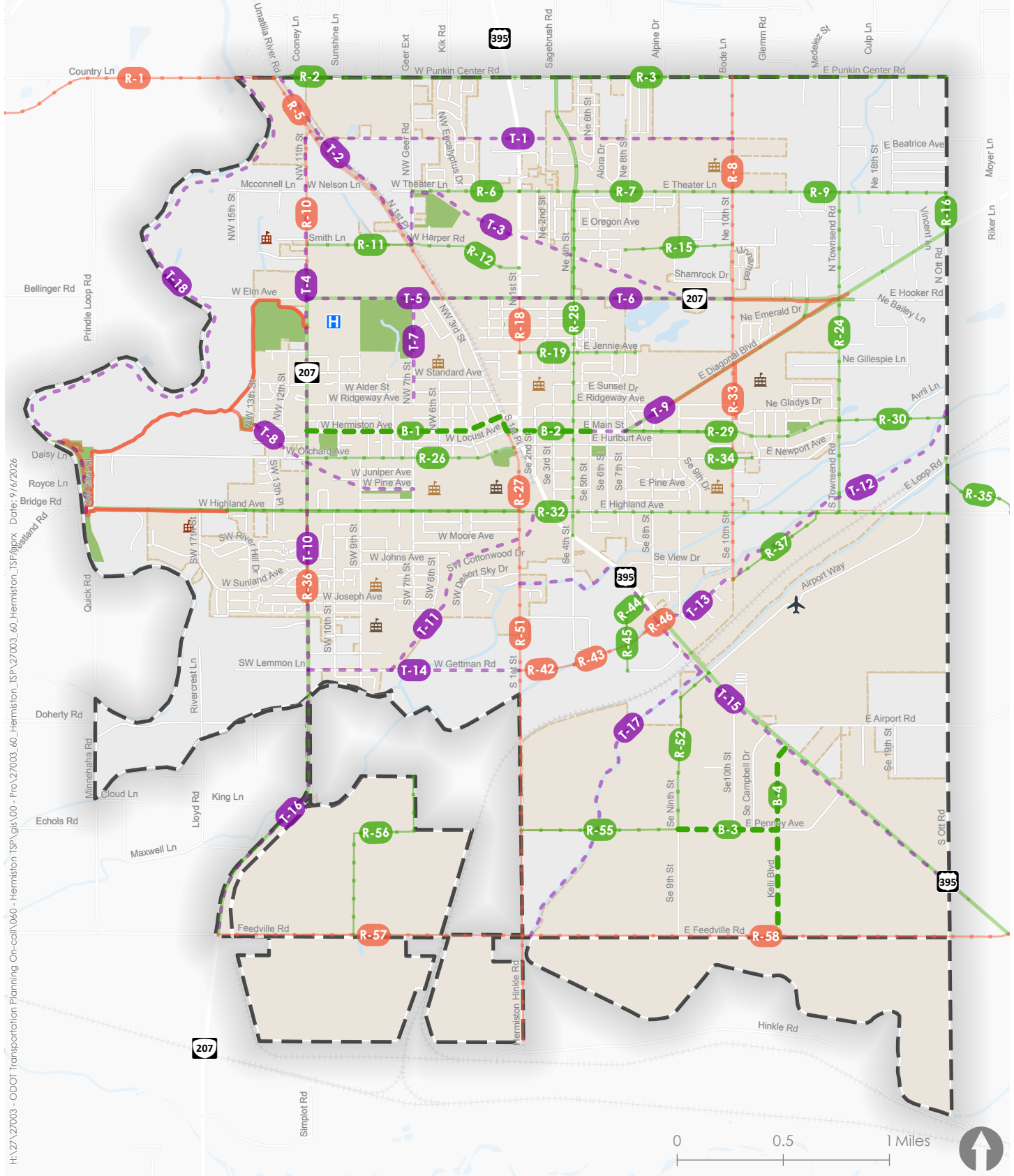
🏡 Hermiston City Limits

🏡 Urban Growth Boundary(Study Area)

Figure 4

Pedestrian Projects





- New Bike Lanes
- Multi-Use Trail

Roadway Projects with Bicycle Improvements

- On-Street Bike Lane
- Multi-Use Trail

Existing Bicycle Facilities

- Bike Lane / Roadway Shoulder
- Existing Multi-Use Trails

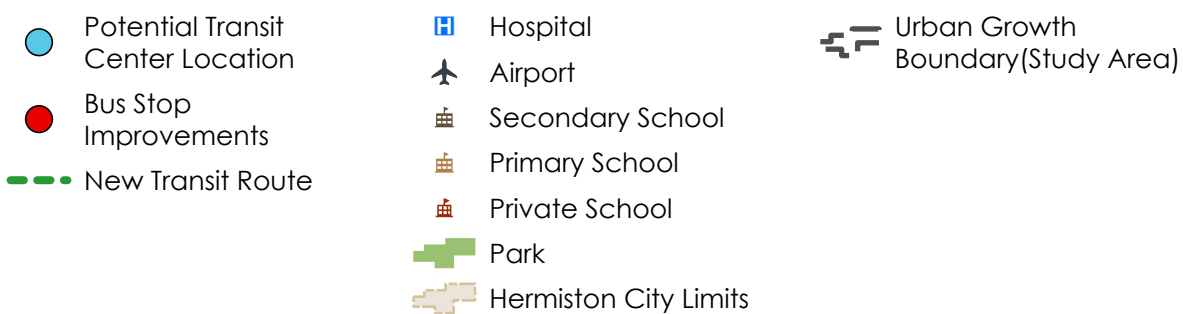
- [H] Hospital
- [A] Airport
- [S] Secondary School
- [P] Primary School
- [PS] Private School
- [G] Park
- [C] Hermiston City Limits

- [U] Urban Growth Boundary (Study Area)

Figure 5

Bicycle and Trail Projects





Transit Projects

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2. INTRODUCTION

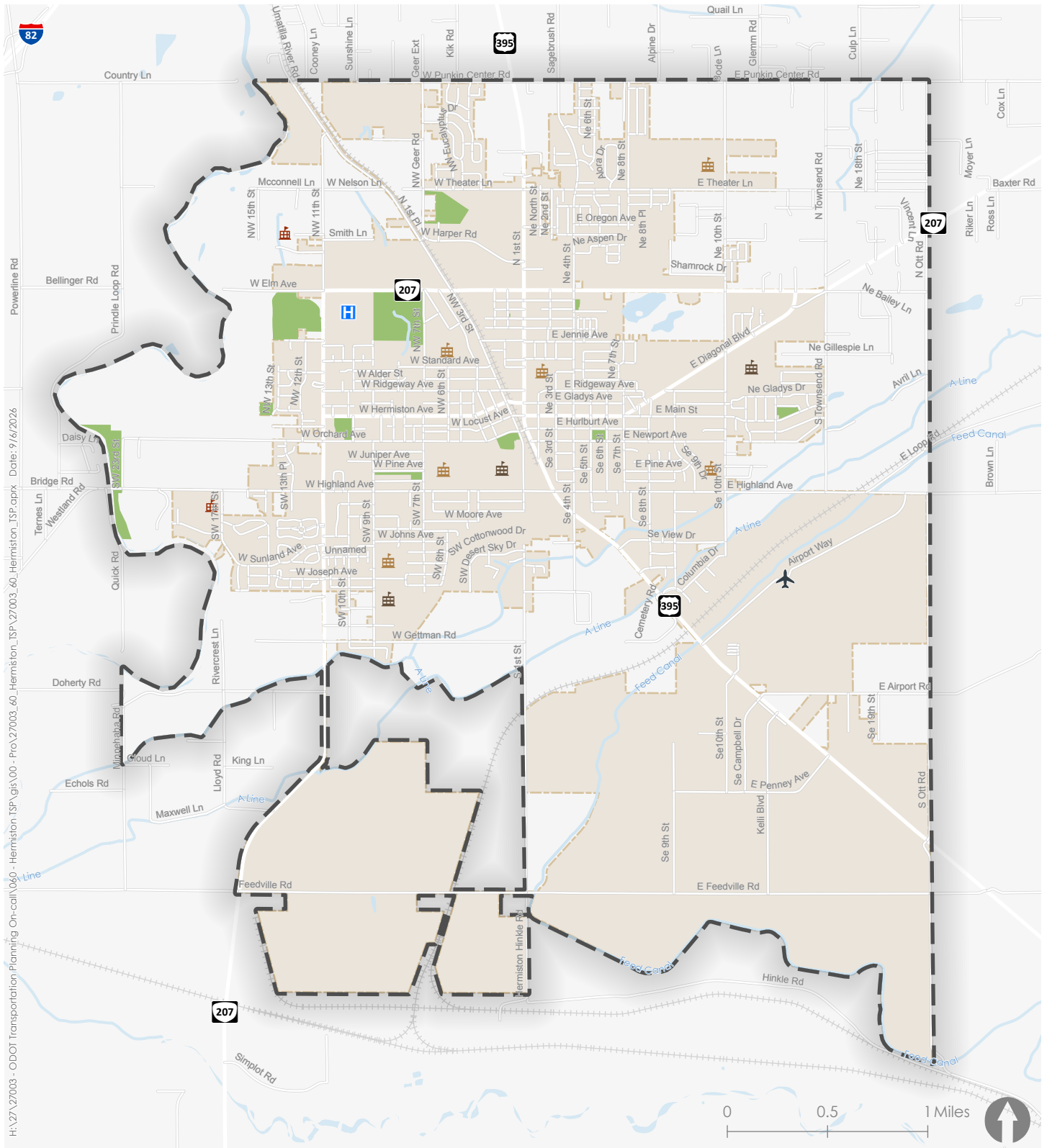
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This TSP was developed with community input and considers existing (2025) and projected future (2045) transportation system needs. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan.

Study Area

Hermiston is in northeastern Oregon and is the largest city in Eastern Oregon, with a population of over 20,000 in the 2025 Portland State University population estimates. The city is seeing a steady increase in development with recent industrial, residential, and government projects. The study area covers Hermiston's UGB, shown in Figure 7.



-  Hospital
-  Park
-  Airport
-  Hermiston City Limits
-  Secondary School
-  Urban Growth Boundary (Study Area)
-  Primary School
-  Private School

Figure 7
Study Area

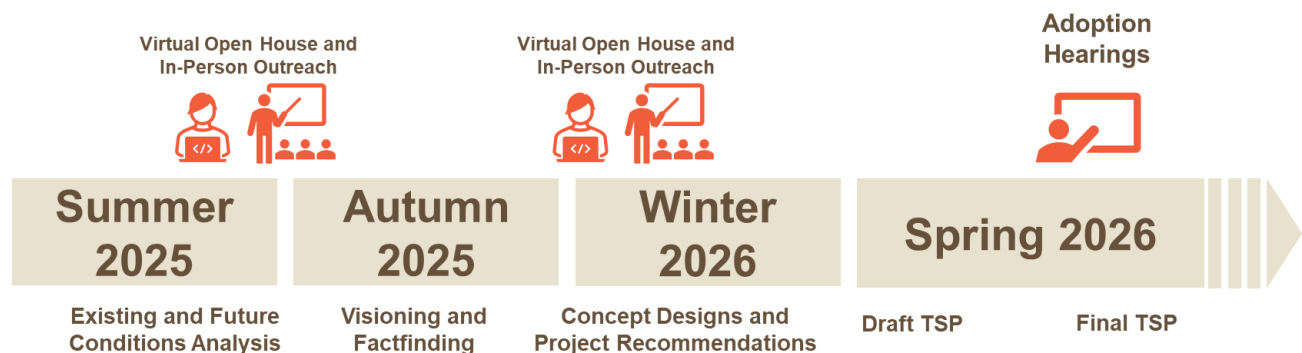
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- Developing and prioritizing projects, policies, and programs that are reflective of the community's vision.

Implementing these steps took place over the timeline shown in Figure 8.

Figure 8 Hermiston TSP Project Timeline



COMMITTEES

The TSP update was developed in coordination with City of Hermiston and ODOT staff who made up the Project Management Team (PMT), along with key representatives of the community that make up the Technical Advisory Committee (TAC). The TAC consisted of City of Hermiston, ODOT, Umatilla County, Hermiston Planning Commission, Hermiston School District, Hermiston Police, Oregon Department of Land Conservation and Development, Good Shepherd Health Care System, and general public representatives. The TAC provided technical guidance throughout the project. They reviewed and commented on technical memorandums and participated in three committee meetings.

COMMUNITY ENGAGEMENT

The project was informed by several community engagement activities that reached different groups. The opportunities were advertised via press releases and web-based communications and included upcoming meetings, online feedback opportunities, and documents for review via the project webpage on the City of Hermiston's website.

The goal of the community engagement process was to develop a TSP that addresses the gaps and deficiencies in the transportation system while meeting the needs of the community. By providing several touchpoints throughout the project schedule, feedback could be incorporated and updated materials then brought back to verify with community members.

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The city also hosted three virtual open houses via the project webpage. Public involvement summaries for all three rounds of engagement can be found in TSP Vol II, Appendix A.

Statutory Context

The TSP was developed in compliance with Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These rules require that the TSP provides for a transportation system that accommodates the expected growth in population and employment based on the visions and expectations of the Comprehensive Plan. As required by the TPR, the TSP was developed in coordination with local, regional, and state plans, which helped shape the TSP's goals and objectives, as detailed in Chapter 3. The TSP satisfies the state's requirements for a local transportation system plan to provide and encourage a safe, convenient, and economic transportation system, as established by Oregon Statewide Planning Goal 12: Transportation (OAR 660-012-0015).

Per the TPR, this TSP identifies multimodal transportation needs for users of all ages, abilities, and incomes. As such, the TSP identifies solutions to address existing and future transportation needs, with a focus on enhancing safety and connectivity for people bicycling, walking, using transit, and driving. ODOT provided review on the *Transportation Technical Standards Memorandum* (see TSP Vol II, Appendix B) to ensure the TSP process would comply with state practices. Also per the TPR, updates for the City's development code have been prepared to support implementation of the solutions in the TSP (see TSP Vol II, Appendix C)



3. GUIDING PRINCIPLES AND OBJECTIVES



Community Vision

The PMT and TAC developed the following vision for the TSP to guide its development, reflect community priorities, anchor project selection and prioritization, and define the transportation direction the City of Hermiston intends to move towards:

Hermiston will strive towards a safe, efficient, and reliable transportation network that meets the needs of, enhances the quality of life of, and supports the mobility of all transportation users.

Guiding Principles and Objectives

At the onset of the planning process, Hermiston defined six guiding principles and supporting objectives for its transportation system. These guiding principles and objectives helped guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential projects to address community needs, and ultimately the selection and prioritization of projects for inclusion in the TSP update. The memorandum documenting this process is seen in TSP Vol II, Appendix D.

The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision. These goals and objectives are presented below. Each guiding principle is equal in priority and presented in no particular order.



Guiding Principle #1: Safety

Objective #1a: Improve the safety of the transportation network for all users.

Objective #1b: Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, activity centers, transit centers/stops, and Downtown Hermiston

Objective #1c: Coordinate with local and regional agency partners to develop street design standards that balance the needs of all users, including freight, emergency vehicles, and people walking, biking, and using mobility devices.

Objective #1d: Monitor the system and address locations with a history of serious injury crashes and fatalities on the roadway network.



Guiding Principle #2: Mobility

Objective #2a: Balance regional mobility needs with local connectivity and safety needs.

Objective #2b: Provide for the efficient movement of goods between key local and regional freight and agricultural destinations.



Guiding Principle #3: Connectivity

Objective #3a: Enhance network connectivity for all transportation users, with an emphasis on schools, employment centers, and other key destinations.

Objective #3b: Plan for a well-connected roadway network that efficiently disperses traffic and connects to key destinations.

Objective #3c: Prioritize infilling gaps within the existing pedestrian and bicycle network.

Objective #3d: Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.



Guiding Principle #4: Community

Objective #4a: Prioritize investment in areas of greatest need.

Objective #4b: Continue to engage the public throughout the project development and implementation process.



Guiding Principle #5: Environment

Objective #5a: Develop a resilient multimodal transportation system that provides travel options during natural disasters or emergencies.

Objective #5b: Prioritize transportation improvements that minimize impacts to natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species.



Guiding Principle #6: Fiscal Strategy

Objective #6a: Leverage available regional, state, and federal resources.

Objective #6b: Prioritize maintenance and efficiency of the existing transportation system before adding capacity or new facilities to the transportation network.

Objective #6c: Take advantage of opportunities to pilot new or emerging treatments and technologies.

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4. TRANSPORTATION CONTEXT

This chapter provides a high-level overview of findings from the transportation system assessment, covering each travel mode. It includes inventory information, as well as analysis results.

Existing Transportation Conditions

The assessment provides a baseline understanding of the existing transportation system inventory and an analysis of how it operates, including traffic conditions, street connectivity, safety performance, and other aspects. The inventory also covers a review of land uses and population demographics to understand how they are served by the current transportation system.

Details on the inventory, review, and analyses of needs are provided in TSP Volume II, Appendix E. Key highlights of the inventory and findings are presented in Table 1 with more details provided in the following sections.

Table 1 Existing Conditions Key Findings

Needs Category	Key Findings
Land Uses & Population Demographics	• Hermiston has capacity for continued residential and employment growth within the UGB, with substantial residential development expected in the northeast quadrant of the city. • Industrial growth potential remains strong, though large, single-parcel industrial properties are limited. • A sizable Spanish-speaking population and varied English proficiency levels may influence future mobility needs and outreach strategies.
Roadways	• US 395 and OR 207 function as the primary facilities accommodating freight and regional travel in the city. • Limited local street connectivity shifts short local trips onto higher-classification corridors, there is an opportunity to avoid this in new developments. • Many roads were not constructed to current City standards and are missing items such as turn lanes, bike lanes, and/or sidewalks. • Additional collector and local street connections would support new development and improve local circulation.
Intersections	• Several intersection's proximity to rail lines makes signal timing and queue management complex. • Multiple intersections were listed on the City's high injury network or flagged by ODOT analysis for potential safety related improvements. • Anticipated growth in residential and employment uses is expected to increase delay beyond City or ODOT performance targets.
Bicycle & Pedestrian System	• Bicycle facilities are limited and discontinuous. There are short segments along certain corridors such as Elm Avenue and Highland Avenue. • Sidewalk gaps and limited enhanced crossing opportunities on higher-speed corridors affect walking comfort and accessibility.
Public Transportation	• Regional transit connections provide mobility for transit-dependent populations. • Coordination between service providers will remain important as the city grows.

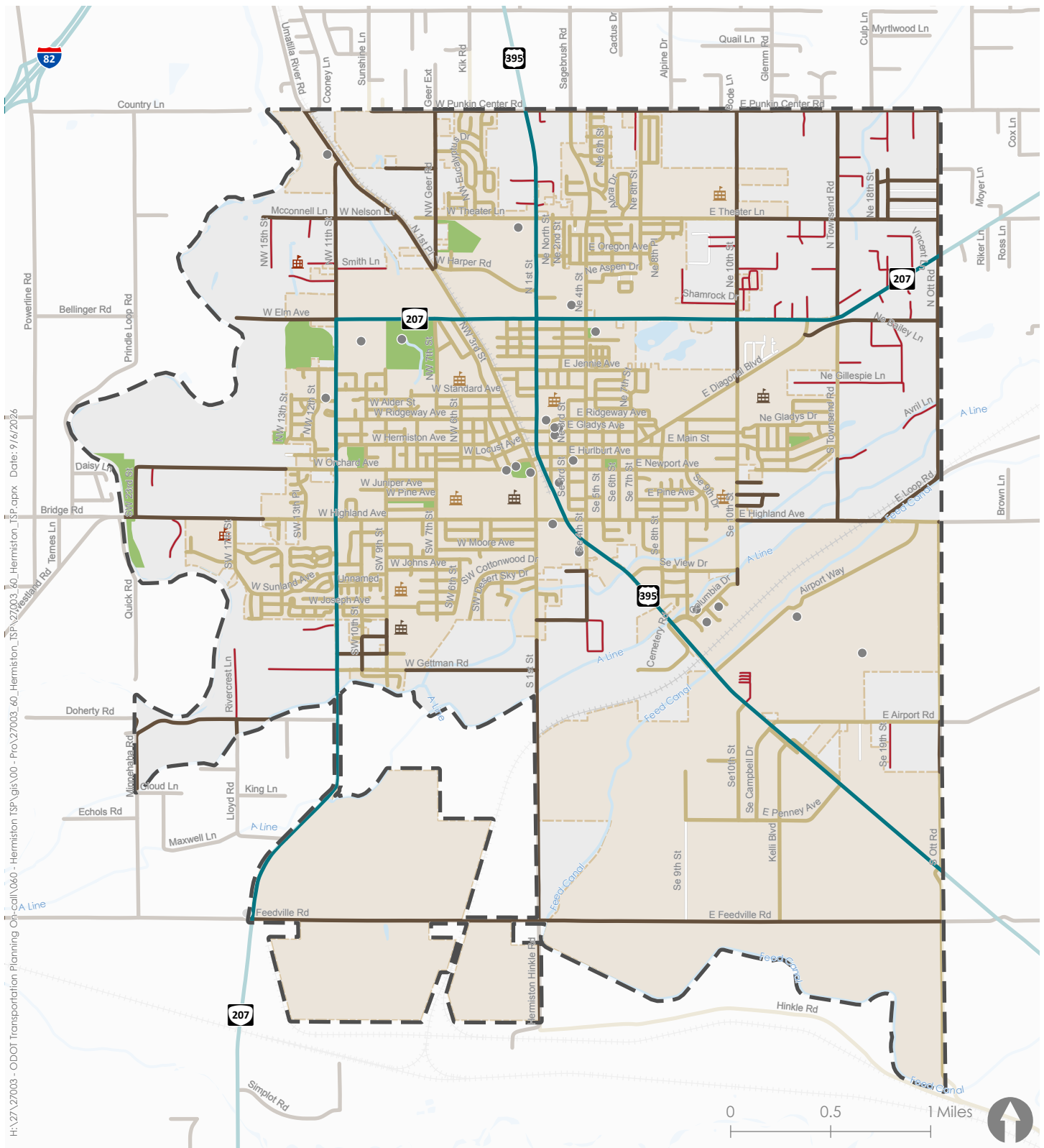
Needs Category	Key Findings
Freight & Rail System	- Freight relies on US 395 and OR 207 for connections to I-84, I-82, and agricultural and industrial uses. - Rail infrastructure, including Union Pacific facilities near Hermiston and at the Hinkle Yard, supports agricultural and industrial freight movement. - Regional freight assets contribute to Hermiston’s role in distribution-oriented employment.

ROADWAY OWNERSHIP

Public streets within the UGB are operated and maintained by three jurisdictions: the City of Hermiston, ODOT, and Umatilla County. Figure 9 displays roadway ownership in the UGB. ODOT has jurisdiction over US 395 and OR 207, and the City of Hermiston has jurisdiction over most remaining streets within city limits. Umatilla County primarily owns streets outside of city limits, though still within the UGB. These County roads could be transferred to City ownership as annexation or other actions occur. Future potential transfers will be evaluated individually and carried out in accordance with relevant agreements between the City and County.

Some private roads are present in the UGB, however, the TSP does not include projects for them.





Road Owner

- City
- County
- State
- Private

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 9

Roadway Owner

ROADWAY FUNCTIONAL CLASSIFICATION

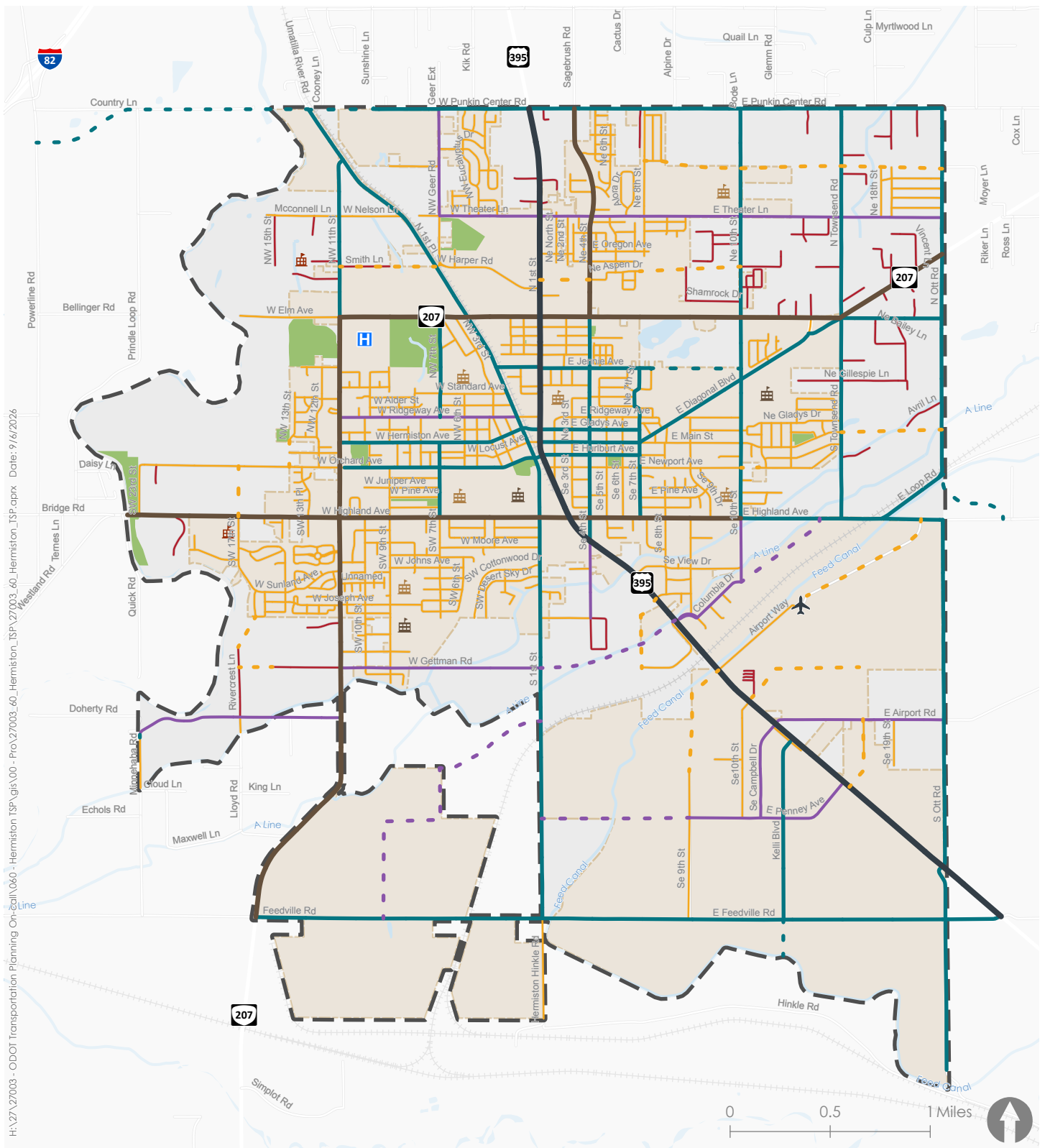
Roadway functional classifications organize streets based on their role within the transportation system and their relationship to land use. Classifications describe the balance between mobility and access and help inform appropriate street design, operations, access management, and the provision of pedestrian and bicycle facilities.

Within the Hermiston UGB, roadways are classified at the federal, state, and local levels. These classifications guide roadway design standards, access spacing, and eligibility for funding for the agencies responsible for maintaining and operating the facilities. A detailed evaluation of changes to functional classifications as part of this TSP can be found in TSP Vol II, Appendix F and Appendix G.

The City of Hermiston uses four primary functional classifications, illustrated in Figure 10 and described below:

- **Arterials** are major roadways intended to accommodate higher traffic volumes and facilitate movement into, out of, and through the city. While arterials may provide access to adjacent properties, their primary function is mobility. Higher speeds and volumes may require enhanced separation or design treatments to comfortably accommodate people walking and bicycling.
 - Arterials are subdivided into major and minor designations based on observed and relative use compared to other arterials in the city. Major arterials will carry more vehicles and therefore have more travel lanes, not allow for on-street parking, and may implement stricter access management standards compared to minor arterials.
 - Only US 395 is a major arterial in the City.
- **Collectors** provide connections between arterials and the local street network. They gather traffic from local streets, support moderate travel speeds, and may provide direct access to adjacent land uses while balancing mobility and access.
 - Like arterials, collectors are subdivided into major and minor designations based on observed and relative use compared to other collectors in the city. Major collectors may have center turn lanes and require bike lanes to maintain acceptable LTS levels, parking may or may not be allowed.
 - Gladys Avenue is an example of a major collector with Gettman Road being an example of a minor collector.
- **Local Streets** primarily provide direct access to abutting land uses. They operate at lower speeds and volumes and are intended to support walking, bicycling, on-street parking, and local vehicle traffic, with heavy truck traffic discouraged except for local deliveries.
- **Private Streets** provide access within private developments and are maintained and regulated by the property owner.

Figure 10 illustrates existing streets and proposed arterial and collector roads, which are discussed further in the Roadway Projects section of this plan. It does not illustrate all potential future roads, especially local streets. Local streets are expected to be built out as needed as development occurs according to City code, site topography, and other site needs.



Existing Functional Classification

- Urban Major Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Local
- Private

--- Dashed Indicates Proposed Future Street

- H Hospital
- ✈ Airport
- 🏫 Secondary School
- 🏫 Primary School
- 🏫 Private School

- Hermiston City Limits
- Park
- Urban Growth Boundary (Study Area)

Figure 10

Functional Classification



FEDERAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) assigns functional classifications to public roadways to support system planning and determine eligibility for federal funding. While the City and FHWA classification systems generally align within the Hermiston UGB, a review identified several roadway segments where federal and City classifications differ.

The functional classification of certain roads has been updated in Figure 10 to match FHWA's classifications; however Table 2 identifies roadway segments where further coordination is recommended. In these cases, it is recommended that the City work with FHWA to update federal classifications to better reflect the City's long-term transportation vision and planned roadway functions.

Table 2 Streets with Conflicting Functional Classification Designations

Street	Extents	FHWA Classification	City Classification
SE 4th Street	US 395 to Christiansen Lp	Local	Collector
Columbia Drive	Highland Avenue to US 395	Local	Collector
E Penney Avenue	SE 9 th Street to Kelli Boulevard	Local	Collector
SE Campbell Drive	E Penney Avenue to US 395	Local	Collector
E Airport Road	US 395 to Ott Road	Local	Collector

TRUCK FREIGHT, RAIL, AND BRIDGES

This section provides an overview of truck and rail freight facilities and bridges in Hermiston.

Truck Freight

The Oregon Highway Plan (OHP) documents State freight designations. There are two freight routes running through the Hermiston UGB: US 395 and OR 207. The OHP also recognizes I-82, I-84, and US 730 as freight routes, which are located within five miles of Hermiston and accessed via US 395 and OR 207. The OHP identifies OR 207 and US 395 as Reduction Review Routes.

Additionally, the National Highway System (NHS), a federal designation for interstates and key roadways, like principal arterials, recognizes I-84 and US 395 as part of this network which is critical to the state and national economy.



Major freight generators and receivers in the Hermiston UGB are local agriculture, industry, Meyer Distributing on Penney Avenue, and the Walmart distribution center on US 395.

Rail

Rail is a critical element of freight transportation within the greater region. Hermiston is located north of the junction of three major Union Pacific (UP) rail lines: the UP Portland Subdivision to Portland, the UP Ayer Subdivision to Spokane, and the UP La Grande Subdivision to La Grande. These three rail lines meet at the Union Pacific Hinkle Yard. The Hinkle Yard is also a major maintenance and repair facility and includes fueling, switching, and assembly activities. In addition to these major rail lines, the Port of Umatilla is served by the Umatilla Branch Line.

The UP Portland and La Grande subdivisions closely parallel the I-84 corridor. The Ayer subdivision runs to the southeast of Hermiston, continuing to the northeast before reaching the Columbia River. The Umatilla branch line passes directly through the city of Hermiston, primarily along S 1st Pl. In addition, a small branch line, which serves local industries south of Hermiston, includes an at-grade crossing located near the S 1st St/Feedville Rd intersection. The Umatilla Branch Line includes nine at-grade crossings in Hermiston. The Umatilla Branch sees 2 trains per day.



OHP freight routes, rail lines, and rail crossings are shown in Figure 11.

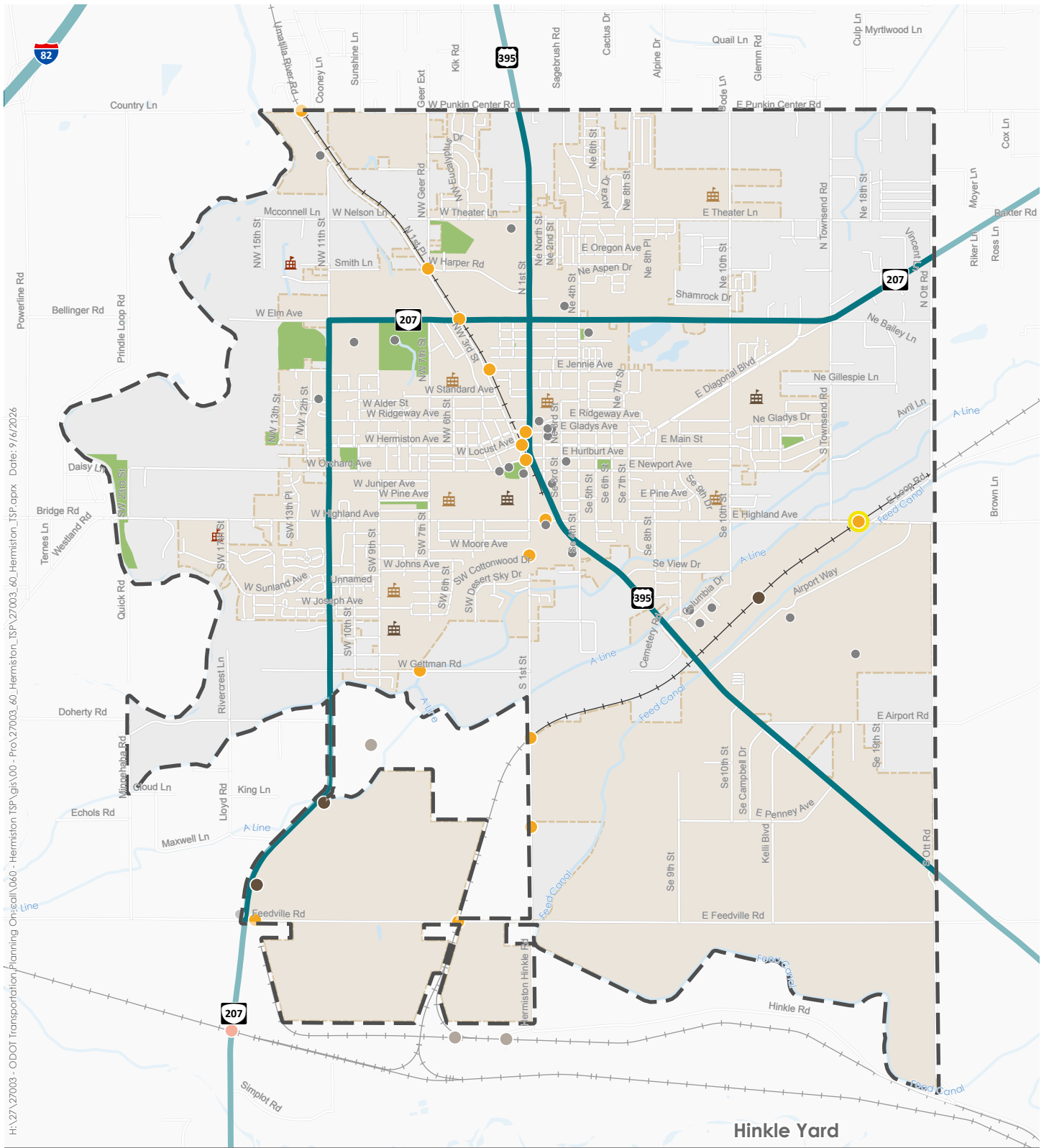


Figure 11
**Freight Routes,
 Rail Crossings,
 Rail Lines**



Bridges

Hermiston, Umatilla County, ODOT, and Union Pacific Railroad own and operate bridges within the UGB. Union Pacific bridge conditions were not available at the time of this document's creation, and as such have been excluded from this inventory. Bridge conditions are evaluated with a sufficiency rating to remain in service, where values range from 0-100, with higher values indicating higher sufficiency. A bridge with a sufficiency rating below 50 indicates that the bridge is in poor condition and is eligible for replacement. Bridges rated between 50 and 80 indicate that the bridge is in fair condition, and that rehabilitation, if cost-effective, will bring the bridge up to current standards. Bridges with sufficiency ratings above 80 may have specific elements that do not meet current minimum standards but overall are in good or adequate condition and are not eligible for federal funding¹. Figure 12 maps bridges within the UGB by ownership and sufficiency rating.

Table 3 summarizes bridges by ownership and sufficiency ratings, as provided in 2023 Umatilla County GIS data.

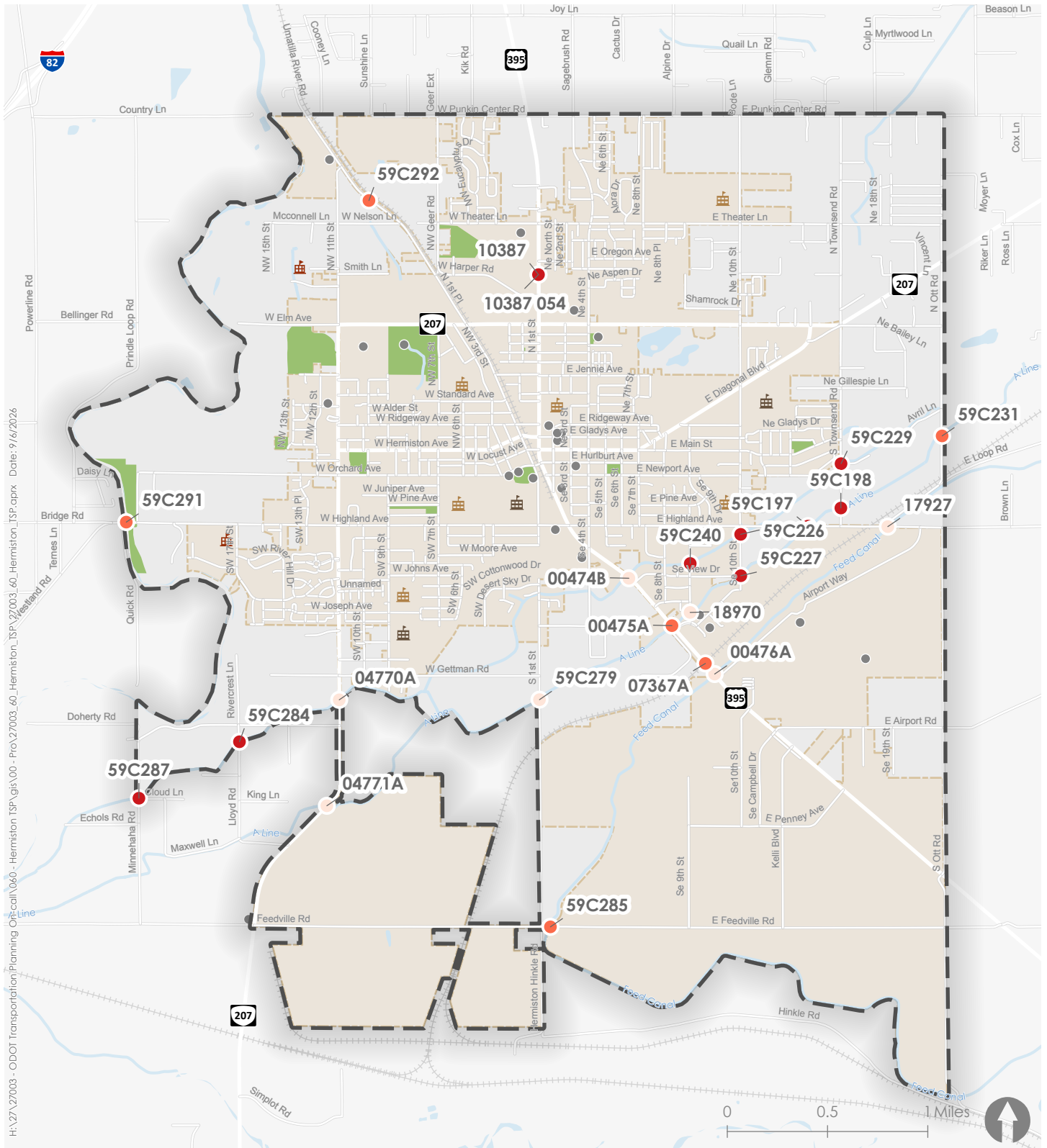
Table 3 Bridge Sufficiency Rating

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
Maxwell Canal, Hwy 54	00474B	ODOT	US 395 (HWY 054)	MAXWELL CANAL	6.27	Arterial	88.20
A Line Canal, Hwy 54	00475A	ODOT	US 395 (HWY 054)	A LINE CANAL	6.60	Arterial	77.70
USRS Feed Canal, Hwy 54 at MP 6.91	00476A	ODOT	US 395 (HWY 054)	USRS FEED CANAL	6.91	Arterial	80.50
Maxwell Canal, Hwy 333	04770A	ODOT	OR 207 (HWY 333)	MAXWELL CANAL	9.54	Arterial	96.20
A-Line Canal, Hwy 333	04771A	ODOT	OR 207 (HWY 333)	A-LINE CANAL	10.09	Arterial	95.30
Hwy 54 over UPRR (Hermiston)	07367A	ODOT	US 395 (HWY 054)	UPRR	6.84	Arterial	58.60
Hermiston Irrigation Ditch, Hwy 54	10387	ODOT	US 395 (HWY 054)	HERMISTON IRR DITCH	4.59	Arterial	11.00
US Feed Canal, E Highland Extension	17927	Umatilla County	E HIGHLAND EXT	US FEED CANAL	0.04	Collector	98.00
A Line Canal, SE 9th Ave	18970	City of Hermiston	SE 9TH AVENUE	A LINE CANAL	0.43	Local	97.00

¹ Federal Highway Administration. 1995. Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. <https://www.fhwa.dot.gov/bridge/mtguide.pdf>

Name	ID	Owner	Carries	Crosses	MP	Local Functional Classification	Sufficiency Rating
A Line Canal, Highland Ave	59C197	Umatilla County	HIGHLAND AVENUE	A LINE CANAL	7.00	Collector	49.00
A Line Canal, Townsend Rd	59C198	Umatilla County	TOWNSEND ROAD	A LINE CANAL	0.07	Local	31.00
Maxwell Ditch, County Rd 1219	59C226	Umatilla County	COUNTY RD 1219	MAXWELL DITCH	0.04	Collector	38.30
A Line Canal, SE 10th St	59C227	Umatilla County	SE 10TH STREET	A LINE CANAL	0.24	Collector	38.80
Irrigation Canal, County Rd 1217	59C229	Umatilla County	COUNTY RD 1217	IRR CANAL	0.32	Local	38.30
A Line Canal, S Ott Rd	59C231	Umatilla County	SOUTH OTT ROAD	A LINE CANAL	0.25	Collector	72.50
Irrigation Ditch, County Rd 1197	59C240	Umatilla County	COUNTY RD 1197	IRR DITCH	0.19	Local	33.50
A Line Canal, Hermiston Hinkle Rd	59C279	Umatilla County	HERMISTON-HINKLE	A LINE CANAL	0.87	Collector	88.80
Maxwell Ditch, Llord Rd #1191	59C284	Umatilla County	LLOYD RD C1191	MAXWELL DITCH	0.07	Local	18.70
US Feed Canal, Feedville Rd	59C285	Umatilla County	FEEDVILLE ROAD	US FEED CANAL	1.44	Collector	75.40
Maxwell Ditch, County Rd 1187	59C287	Umatilla County	COUNTY RD 1187	MAXWELL DITCH	0.67	Local	43.20
Umatilla River, West Highland Extension	59C291	Umatilla County	WEST HIGHLAND EXT.	UMATILLA RIVER	3.67	Arterial	59.00
Hermiston Ditch, Umatilla River Rd	59C292	Umatilla County	UMATILLA RIVER RD	HERMISTON DITCH	4.30	Collector	71.10

Cells in the table above that are **bolded**, *italicized*, and **highlighted** indicate a bridge is in poor condition.



Sufficiency Rating

- 80 - 100
- 50 - 79
- 0 - 49

- Secondary School
- Primary School
- Private School
- Other Key Destinations

- Park
- Hermiston City Limits
- Urban Growth Boundary (Study Area)

Figure 12

Bridges by Owner & Sufficiency Rating





5. PROJECTS, PROGRAMS, AND PLANS

This chapter presents the transportation system projects, programs, and plans that are intended to address Hermiston's transportation needs and desires over the next 20 years. These projects represent recommended investments in the transportation system that satisfy community priorities outlined in the *Guiding Principles and Objectives Chapter*.

Project Prioritization

Projects were evaluated and prioritized based on a pre-established set of criteria. Projects were scored based on how well they advance the goals and policies of the TSP, address identified transportation needs and can reasonably be implemented over time. A full list of evaluation criteria can be viewed in TSP Vol II, Appendix D, and a matrix showing the raw scores for individual projects can be found in TSP Vol II, Appendix G.

Projects Involving ODOT Facilities

Several proposed projects are on ODOT highways. Further coordination with ODOT will be required to implement these projects, including determining design elements through preliminary and final design processes. They are subject to future ODOT approvals by the State Traffic and Roadway Engineers, pursuant with the *ODOT Traffic Manual*.

Projects recommending a change in intersection traffic control on ODOT highways will be required to complete an intersection control evaluation (ICE) in accordance with ODOT policy to determine the form of intersection control (e.g., roundabout, traffic signal) that will be implemented. In order for the ICE study to recommend a traffic signal, the intersection must meet MUTCD warrants. Installing a signal will also require following ODOT Traffic Signal Policy & Guidelines.

Any roadway or intersection projects on a state highway will also be required to follow relevant Oregon Administrative Rules (OARs) and ODOT policies and processes. This includes obtaining necessary

permits for new or modified state highway access, and in sections where ODOT has purchased access control, obtaining the necessary access reservation or grant of access.

Roadway Projects

Roadway projects include new road segments as well as improvements to existing corridors. Some projects build on recommendations from previous plans and studies, while others are newly developed through this TSP update. These projects include upgrading existing roads to modern design standards, adding new connections, realigning roads, and safety-focused changes.

Table 4 describes the roadway projects included in the plan and Figure 13 illustrates their locations. Rows highlighted in grey indicate the project is part of the City's priority project list. These projects are described in additional detail in the project summary sheets in Appendix G in Volume II of this TSP.



Table 4 Roadway Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-1	City/ County	Punkin Center Road	Umatilla River Road	Country Ln	Extend Punkin Center Rd west of Umatilla River Rd, construct sidewalks and on-street bike lanes within City limits and a multi-use trail in the County. Coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.	High
R-2	City	Punkin Center Road	Sunshine Ln	N 1st Pl	Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.	High
R-3	City	Punkin Center Road	Ott Rd	Sunshine Ln	Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with sidewalks and on-street bike lanes.	High
R-4	City	New Street	NE 8th St	Ott Rd	Construct a new east – west urban collector roadway with sidewalks from NE 8 th Street to Ott Road between Punkin Center Road and Theater Lane.	Low
R-5	City	N 1st Place	Punkin Center Rd	OR 207	Reconstruct N 1st Pl to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-6	City	Theater Lane	Geer Rd	US 395	Reconstruct Theater Ln to urban collector standards between Geer Rd and US 395 with on-street bike lanes while filling gaps with sidewalks.	Medium
R-7	City	Theater Lane	US 395	NE 10 St	Reconstruct Theater Ln to urban collector standards between US 395 and NE 10th St with on-street bike lanes while filling gaps with sidewalks.	High
R-8	City	NE 10th Street	Punkin Center Rd	OR 207	Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.	High
R-9	City	Theater Lane	NE 10th St	Ott Rd	Reconstruct Theater Ln to urban collector standards between NE 10th St and Ott Rd with sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-10	City	NW 11th Street	Elm Ave (OR 207)	N 1st Pl	Reconstruct NW 11th St to urban collector standards between Elm Ave and N 1st Pl with an adjacent multi-use trail.	Medium
R-11	City	W Harper Road	N 1st Pl	NW 11th St	Extend Harper Rd to NW 11th St with sidewalks and on-street bike lanes.	Low
R-12	City	W Harper Road	N 1st Pl	US 395	Reconstruct Harper Rd to urban collector standards between N 1st Pl and US 395 with sidewalks and on-street bike lanes.	High
R-13	State	US 395	Theater Ln	OR 207	Work with property and business owners along the corridor to consolidate driveways and/or reduce full access points.	High
R-14	City	Aspen Drive	NE 4th St	US 395	Extend Aspen Dr to US 395 with sidewalks.	High
R-15	City	Aspen Drive	Kenna Dr	NE 10th St	Extend Aspen Dr to NE 10th St with sidewalks and on-street bike lanes.	Medium
R-16	City	Ott Road	OR 207	Theater Ln	Reconstruct Ott Rd to urban collector standards between OR 207 and Theater Ln with sidewalks and on-street bike lanes.	Medium
R-17	City	W Elm Avenue	NW 11th St	End of Elm Ave	Reconstruct Elm Ave to urban collector standards west of NW 11th St while filling gaps with sidewalks.	Medium
R-18	State	US 395	Jennie Ave	OR 207	Construct enhanced crossing (including median refuge island and rectangular rapid flashing beacons), ADA ramps, curb extensions, a median through the Dogwood Avenue intersection, and hardened centerlines on US 395 from Jennie Ave to OR 207 while rebuilding or filling in sidewalk gaps, as described in the Safety Action Plan and shown in TSP Vol II, Appendix G.	High
R-19	City	Jennie Avenue	N 1st St	NE 5th Pl	Reconstruct Jennie Ave to urban collector standards between N 1st St and NE 5th Pl with new on-street bike lanes while filling gaps with sidewalks.	High

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-20	City	Jennie Avenue	NE 8th St	NE 10th St	Extend Jennie Ave to NE 10th St with sidewalks.	Medium
R-21	City	Hooker Road	Diagonal Blvd	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-22	City	Hooker Road	Bailey Ln	Townsend Rd	Relocate the Hooker Rd intersection with Townsend Rd to the south to provide adequate intersection spacing from Townsend Rd's new intersection with OR 207 as part of Project I-12.	Low
R-23	City	Ott Road	Railroad	OR 207 (Diagonal Blvd)	Reconstruct Ott Rd to urban collector standards between the Union Pacific Railroad Crossing and OR 207.	Low
R-24	City/State	Townsend Road	E Highland Ave	E Theater Lane	Change Townsend Rd functional classification to collector, reconstruct the roadway to urban collector standards, and extend roadway from Hooker Rd across OR 207. Construct on-street bike lanes and sidewalks. Townsend Rd's new intersection with OR 207 is project I-12.	High
R-25	City	NW 13th Street	Madrona Ave	Orchard Ave	Extend NW 13th St to Orchard Ave with sidewalks.	Low
R-26	City	Orchard Avenue	OR 207	US 395	Construct enhanced crossings, pedestrian curb extensions, bidirectional cycle track, and add landscaping strips on Orchard Avenue from OR 207 to US 395 with on-street bike lanes, as described in the Safety Action Plan and shown in TSP Vol II, Appendix G.	High
R-27	City	S 1st Place	Hermiston Ave	Highland Ave	Reconstruct S 1st St to urban collector standards between Hermiston Ave and Highland Ave with an adjacent multi-use trail.	Medium

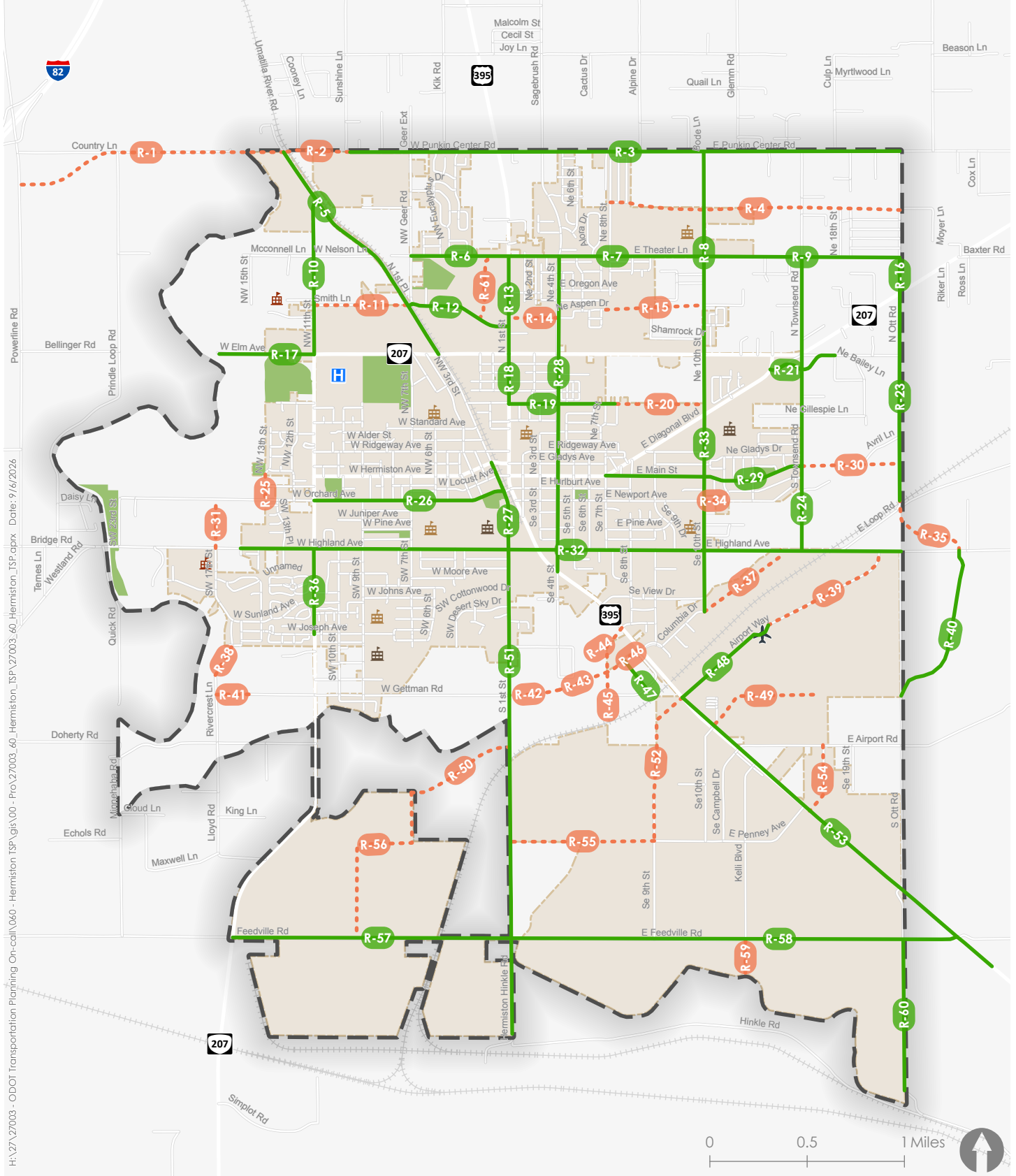
Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-28	City	4th St	Theater Ln	US 395	Reconstruct 4th St to urban collector standards between Theater Ln and US 395 with on-street bike lanes while filling gaps with sidewalks.	High
R-29	City	E Main Street	Diagonal Blvd	Townsend Rd	Reclassify Main St as an urban collector between Diagonal Blvd and Townsend Rd and reconstruct the roadway to urban collector standards with on-street bike lanes while filling gaps with sidewalks.	Medium
R-30	City	E Main Street	Townsend Rd	Ott Rd	Extend Main St to Ott Rd and reclassify Main St as an urban collector, while constructing new sidewalks and on-street bike lanes.	Low
R-31	City	SW 17th Street	Highland Ave	Orchard Ave	Extend SW 17th Street to Orchard Ave with sidewalks.	Medium
R-32	City	Highland Avenue	SW 15th Pl	UGB Boundary	Reconstruct Highland Ave to urban collector standards from SW 15th Pl to the eastern UGB boundary with sidewalks and on-street bike lanes.	High
R-33	City	NE 10th Street	OR 207	Columbia Dr	Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail and while filling gaps with sidewalks.	High
R-34	City	Newport Road	SE 10th St	SE 11th St	Close the roadway gap on Newport Road between SE 10th St and SE 11th St with sidewalks and on-street bike lanes.	Low
R-35	City/ County	Ott Road	E Highland Ave	Ott Rd	Construct a new roadway connection on Ott Rd between E Highland Ave and Ott Rd with sidewalks and on-street bike lanes.	Low
R-36	State	OR 207	Highland Ave	Joseph Ave	Implement ODOT's planned project on OR 207 between Highland Ave and Joseph Ave including removal of parking, addition of a center turn lane, bike lanes, and a multi-use trail.	Programmed
R-37	City	Columbia Drive	SE 10th St	Highland Ave	Extend Columbia Dr to Highland Ave with sidewalks and on-street bike lanes.	High

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-38	City	SW 16th Place	Johanna Ave	Rivercrest Ln	Extend SW 16th Pl to Rivercrest Ln with sidewalks.	Medium
R-39	City	Airport Way	Airport Wy	E Highland Ave	Extend Airport Way to E Highland Ave with sidewalks.	Medium
R-40	City/ County	Ott Road	Airport Property Line	E Highland Ave	Realign Ott Rd between the Airport property line and E Highland Ave to avoid the future runway protection zone.	Low
R-41	City	Lemmon Lane	Lemmon Ln	Rivercrest Ln	Extend Lemmon Ln to Rivercrest Ln with sidewalks.	Low
R-42	City	Gettman Road	Hermiston Hinkle Rd	SE 4th St	Extend Gettman Rd (Phase 3) from Hermiston Hinkle Rd to SE 4th St with an adjacent multi-use trail. Additional phases are included in projects R-43 and R-46.	Medium
R-43	City	Gettman Road	SE 4th St	New Road	Extend Gettman Rd (Phase 2) from SE 4th St to a new roadway with buffered sidewalks and on-street bike lanes. Additional phases are included in projects R-42 and R-46.	Medium
R-44	City	Evelyn Avenue	US 395	New Street	Extend Evelyn Ave to the new Cemetery Road connection with buffered sidewalks and bike lanes. Work with adjacent property owner to the south to relocate highway access to this new street extension. This project modifies a state highway intersection and will require an ICE study.	Medium
R-45	City	New Street	Evelyn Ave	Cemetery Rd	Construct a new roadway between Evelyn Ave and Cemetery Rd with sidewalks and on-street bike lanes.	Medium
R-46	City	Gettman Road	US 395	New Road	Extend Gettman Rd (Phase 1) to connect with US 395/Port Drive with an adjacent multi-use trail. Additional phases are included in projects R-42 and R-43. This project modifies a state highway intersection and will require an ICE study.	High
R-47	City	Cemetery Access	Gettman Rd	Hermiston Cemetery	Move and realign the cemetery access road between Gettman Rd and Hermiston Cemetery.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-48	City	Airport Way	US 395	Hermiston Municipal Airport	Reclassify Airport Way as a local road between US 395 and Hermiston Municipal Airport.	Low
R-49	City	Able Drive	US 395	EOTEC	Extend Able Drive to EOTEC with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Low
R-50	City	New Street	Hermiston Hinkle Rd	SW 7th St	Construct a new urban collector roadway between Hermiston Hinkle Rd and SW 7th St.	Low
R-51	City	Hinkle Road	Highland Ave	Feedville Rd	Reconstruct Hermiston Hinkle Rd to urban collector standards between Highland Ave and Feedville Rd with an adjacent multi-use trail.	Medium
R-52	City	SE 9th Street	US 395	Penney Ave	Extend SE 9th St to Penney Ave with sidewalks and on-street bike lanes. This project modifies a state highway intersection and will require an ICE study.	Medium
R-53	State	US 395	Airport Way	Feedville Road	Implement ODOT's planned Restricted Crossing U-Turn (RCUT) corridor project on US 395 between Airport Way and Feedville Rd. Projects I-36, I-37, I-38, I-39, I-40, and I-43 may be affected by this project's implementation.	Programmed
R-54	City	Penney Avenue	US 395	E Airport Rd	Extend Penney Ave to E Airport Rd with sidewalks. This project modifies a state highway intersection and will require an ICE study.	Medium
R-55	City	Penney Avenue	SE 9th St	Hermiston Hinkle Rd	Extend Penney Ave from SE 9th St to Hermiston Hinkle Rd with sidewalks and on-street bike lanes.	Medium
R-56	City	SW 7 th Street	Hermiston Hinkle Rd	Feedville Road	Create a new segment of SW 7 th Street extending from Feedville Road to Hermiston Hinkle Road with sidewalks and on-street bike lanes.	Medium

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
R-57	City	Feedville Road	OR 207	Hermiston Hinkle Rd	Reconstruct Feedville Rd to urban collector standards between OR 207 and Hermiston Hinkle Rd with an adjacent multi-use trail.	High
R-58	City	Feedville Road	Hermiston Hinkle Rd	US 395	Reconstruct Feedville Rd to urban collector standards between Hermiston Hinkle Rd and US 395 with an adjacent multi-use trail.	High
R-59	City	Kelli Boulevard	Feedville Rd	UGB Boundary	Extend Kelli Blvd south of Feedville Rd to the UGB boundary with sidewalks.	Medium
R-60	City	Ott Road	Feedville Rd	UGB Boundary	Reconstruct Ott Rd to urban collector standards between Feedville Rd and the UGB boundary with sidewalks.	Low
R-61	City	New Road	Theater Lane	Duncan Lane	Construct a public local road connection.	Low

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in TSP Vol II, Appendix G.



----- New Roadways/Extensions
 ——— Project on Existing Roadway

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Railroad
- Park
- Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 13

Roadway Projects



ROADWAY PROGRAMS AND PLANS

In addition to identifying projects, the project team also identified the following programs and plans:

- Evaluate adopting Alternative Mobility Targets for US 395 through Hermiston by completing a US 395 refinement plan.
 - The US 395/OR 207 intersection is projected to no longer meet its current adopted mobility target (volume-to-capacity (v/c) ratio of 0.85) by the year 2045. The US 395/OR 207 intersection could meet its target in 2045 if a westbound right-turn lane were added to the intersection. This would impact the adjacent parcel, potentially requiring relocating the existing use. This could make the project cost-prohibitive and undesirable from a land-use perspective.
 - The US 395/Gladys Ave-Hermiston Ave intersection is projected to be nearing its target by the year 2045. This intersection is located adjacent to the downtown core. In addition to not impacting adjacent land-uses, the City desires to maintain a walkable environment. Adding turn lanes at this intersection or the nearby US 395/Main St-Locust Ave and US 395/Orchard Ave-Hurlburt Ave intersections would increase crossing distances.
 - The refinement plan will need to be completed in cooperation with ODOT. It should evaluate long-term multimodal mobility needs and determine if Alternative Mobility Targets should be adopted, and if so, what they should be. Key considerations of such a study would include:
 - The feasibility or practicality of meeting the current mobility targets.
 - Considerations of the broader multimodal transportation system and the potential for demand management and improving comfort and connectivity for people walking, biking, and taking transit to play a role in improving mobility.
 - How land-use codes and policies may play a role in affecting US 395.
 - Potentially addressing the downtown circulation study described in projects I-16, 19, 23, and 24.
- Update the City's Traffic Impact Analysis (TIA) Guidelines in the *Public Works Standards, Technical Specifications, and Standard Drawings* to require a TIA be completed for a development generating more than 300 vehicle trips per weekday (this is a reduction from the current requirement of 1000 trips).
 - Additionally, any other policy document or city code related to TIAs should reference the *Public Works Standards* for current TIA requirements to avoid inconsistent language or requirements.
- Increase residential setbacks where driveways are expected so that personal vehicles parked in driveways do not block the sidewalk.
- Evaluate development standards to improve street connectivity as new development occurs.
- Pilot test permeable pavement materials for off-street parking and update code to allow these materials if successful.
- Evaluate updating standard street cross-sections to include:
 - Pathways or separated bike lanes on arterials
 - Flexibility in travel lane widths on arterials
 - Add a sidewalk buffer to arterials in the Central Business District
 - Queuing/yield street options for local residential streets



Intersection Projects

Intersection projects are intended to improve safety, access, and overall operations across Hermiston's transportation network. These projects include upgrading traffic control, adding turn lanes, making alignment changes that reduce conflict points and create a more predictable experience for all users, and adding features intended to improve safety performance by reducing or controlling conflicts or improving visibility.

The intersection projects included in this plan are intended to improve safety and support future growth as travel patterns continue to evolve. They work together with roadway, pedestrian, bicycle, and transit projects to create safer and more reliable connections throughout the transportation system. Table 5 describes the proposed intersection projects and Figure 14 illustrates their locations. Rows highlighted in grey indicate the project is part of the City's priority project list. These projects are described in additional detail in the project summary sheets in Appendix G in Volume II of this TSP.



Table 5 Intersection Projects

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-1	State/City	US 395/Punkin Center	ODOT is in the process of removing the existing traffic signal and installing a roundabout to improve safety.	Programmed
I-2	City/City	E Punkin Center/NE 8 th Street	Upgrade to high visibility (flashing) stop signs.	Low
I-3	City/City	Punkin Center Road/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	High
I-4	State/City	US 395/ Theater Lane	Upgrade all left turn approaches with designated signal heads. Evaluate left turn phasing (ex. protective permissive phasing with flashing yellow arrows), install traffic separators on left turn lanes, and work with property and business owners near intersection approaches to consolidate driveways and/or reduce full access points.	Medium
I-5	City/City	Theater Lane/ NE 10th Street	Add turn lanes, ADA compliant curb ramps, and enhanced signage.	Medium
I-6	City/City	Harper/Geer/1st	Realign intersection of Harper, Geer, and 1st Pl. This project is currently under design.	Programmed
I-7	State/City	US 395/Aspen Drive-Home Depot Driveway	Change intersection traffic control based on an ICE study when Aspen Drive is extended. If a traffic signal is recommended it will need to meet warrants before installation.	Low
I-8	State/City	OR 207/1st Place	Add a southbound channelized right turn lane with pedestrian refuge, as well as northbound and southbound left turn lanes. Evaluate converting OR 207 left-turn movements to protected only or adding time of day restrictions to permissive movements.	Low

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-9	State/State	US 395/OR 207	Upgrade to audible push buttons, add leading pedestrian interval and evaluate the addition of time-of-day restrictions to permissive left turns. Install planned traffic separators on OR 207 left-turn lanes. Complete a refinement plan for US 395 to determine if alternative mobility target should be adopted for this intersection or if projected demand can be practically accommodated under the current target.	Medium
I-10	State/City	OR 207/NE 4th Street	Evaluate adding protected-permissive left-turn phasing with flashing yellow arrows.	High
I-11	State/City	OR 207/10th Street	This is a two-phase project. Phase One includes safety improvements: high visibility stop signs, speed feedback signs, RRFBS, reduced speed limit). Phase Two installs a roundabout or traffic signal (when warranted).	Medium
I-12	State/City	OR 207/Townsend Road	Evaluate a change in traffic control (e.g., traffic signal or roundabout) through an ICE study in conjunction with project R- 24.	Low
I-13	State/City	US 395/Jennie Avenue	Upgrade to audible push buttons, add leading pedestrian intervals, widen to add left turn lanes on both Jennie Ave approaches and/or consider realigning approaches to eliminate offset, evaluate the addition of protected-permissive phasing to dedicated left turn lanes, and add hardened centerlines, curb extensions, and ADA ramps.	High
I-14	City/City	E Diagonal Boulevard/NE 10th Street	Construct a traffic signal (when warranted) or roundabout.	High
I-15	City/City	Hermiston Avenue/1st Place	Coordinate east-west signal timing with US 395/ Hermiston Intersection, install designated left turn signal heads, evaluate the addition of protected/permissive phasing with flashing yellow arrows to all left turn movements. Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1 st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High

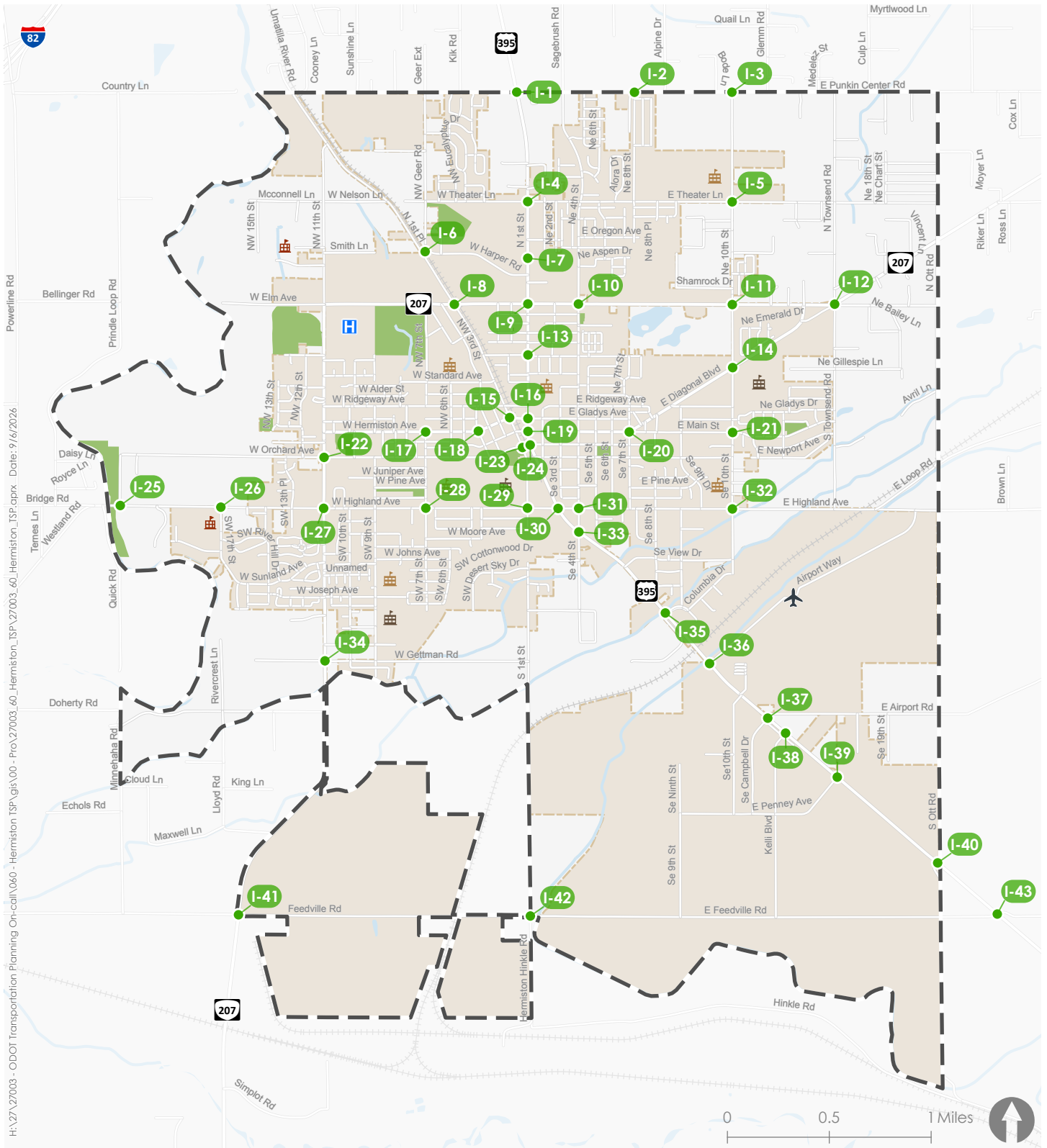
Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-16	State/City	US 395/Gladys Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1 st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-17	City/City	SW 7th Street/ W Hermiston Avenue	Convert intersection to all-way stop-control.	Medium
I-18	City/City	Hermiston Avenue/SW 4th Street	Restrict the intersection to right-in-right-out or remove parking on Hermiston Ave near the intersection and add westbound left and eastbound left turn pockets to reduce rear end crashes.	Low
I-19	State/City	US 395/Main Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1 st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives. Minor approaches may be able to be restriped to accommodate left turn lanes.	High
I-20	City/City	7th Street/Main Street	Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps.	High
I-21	City/City	Main St/10th Street	Add curb bulb outs and RRFBs across Main Street. Formalize on-street parking restrictions (signage and curb paint) at intersection approaches to maintain sightlines.	High
I-22	State/City	OR 207/W Orchard Avenue	Add left turn lanes on both Orchard approaches, install designated left-turn signal heads, and evaluate left turn phasing.	Low
I-23	City/City	S 1st Street/W Orchard Avenue	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1 st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-24	State/City	US 395/Orchard Street	Complete a downtown intersection alternatives study to determine a comprehensive approach to addressing US 395 and 1 st Place intersections between Gladys Avenue-Hermiston Avenue and Orchard Avenue. See Additional Project Evaluations for initial alternatives.	High
I-25	City/City	Highland Avenue/23rd Street	Add an eastbound left-turn lane on the eastbound approach of Highland Ave at 23rd St. The existing bridge structure on Highland Ave may need to be widened to accommodate the turn lane.	Low
I-26	City/City	Highland Avenue/17th Street	Construct curb extensions to slow right turning vehicles from Highland, stripe high visibility crosswalk across 17th Street approach.	High
I-27	State/City	OR 207/Highland Avenue	Extend SBR turn lane storage.	Low
I-28	City/City	SW 7th Street/W Highland Avenue	Construct a traffic signal (when warranted) or roundabout.	Medium
I-29	City/City	S 1st Place/Highland Avenue	In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal (when warranted).	High
I-30	State/City	US 395/Highland Avenue	Upgrade to audible pedestrian push buttons, add leading pedestrian intervals, add westbound right turn lane, and add signage and striping indicating bikes share the road at Highland Ave approaches.	Medium
I-31	City/City	SE 4th Street/E Highland Avenue	Conduct an ICE study to determine recommended traffic control. Additional traffic analysis may be needed to determine how the nearby US 395 and Highland intersection impact this intersections operations and queuing.	High
I-32	City/City	E Highland Avenue/SE 10th Street	This is a two-phase project. Phase One converts the intersection to high visibility all way stop control. Phase Two installs a roundabout.	Low
I-33	State/City	US 395/SE 4th Street	Upgrade to audible push button, add leading pedestrian interval, widen to add left turn lanes on both 4th St approaches, add traffic separators on left turn lanes, and evaluate addition of time-of-day restriction to permissive left turns.	Medium

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-34	State/City	OR 207/Gettman Road	Add intersection lighting.	Low
I-35	State/City	US 395 /Gettman Road Extension	Conduct an ICE study with the completion of the Gettman Road Extension to determine the recommended traffic control at this intersection. Consider constructing an interim pedestrian crossing with pedestrian refuge island and RRFB if intersection control is not upgraded beyond stop-control with completion of the extension.	High
I-36	State/City	US 395/Airport Way	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-37	State/City	US 395 / Campbell Drive / Airport Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-38	State/City	US 395/Kelli Boulevard	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Low
I-39	State/Private	US 395/Penney Avenue	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium
I-40	State/City	US 395/Ott Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, project R-53, may also result in an alternative configuration.	Medium
I-41	State/City	OR 207/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout).	Medium

Project Number	Roadway Ownership	Intersection	Project Description	Priority
I-42	City/City	Feedville Road/Hermiston Hinkle Road	Add dedicated left turn lanes on all intersection approaches.	Low
I-43	State/City	US 395/Feedville Road	Conduct an ICE study to evaluate a change in traffic control at the intersection (e.g., traffic signal, roundabout). ODOT's planned RCUT corridor project, Project R-53, may also result in an alternative configuration.	Medium

Highlighted rows indicate the project is part of the City's priority projects list. These projects are described further in the project summary sheets in TSP Vol II, Appendix G.



- Intersection Project
- Private School
- Park
- Secondary School
- Hermiston City Limits
- Primary School
- Urban Growth Boundary(Study Area)
- Hospital
- Airport

Figure 14

Intersection Projects



Walking and Rolling Projects

Walking and rolling projects focus on filling in sidewalk gaps along key corridors, and enhancing pedestrian crossings. These improvements strengthen access to destinations and provide a more comfortable environment for people walking and rolling.

Table 6 identifies the proposed pedestrian-specific projects and Figure 15 shows their locations. The table only includes stand-alone sidewalk projects and crossing enhancements. As noted in the previous section, several of the roadway and intersection projects also include sidewalk, crossing, or accessibility related elements that would improve the pedestrian network. Trail projects, discussed in the following section, would also expand the walking and rolling network in Hermiston. Figure 6 shows these roadway and trail projects, as well as the pedestrian-specific projects, providing a comprehensive look at the proposed walking and rolling network.



Table 6 Pedestrian Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-1	City	NE 4th Street	Punkin Center Road	E Francolin Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-2	City	Home Depot Parking Lot	Harper Road	Theater Lane	Construct a sidewalk connection from Harper Rd to Theater Ln through the Home Depot parking lot.	Low
P-3	State	US 395	Gladys Avenue	Theater Lane	Construct additional pedestrian crossings along US 395 between Gladys Ave and Theater Ln. Potential locations include Catherine Ave, Harper Road or Aspen Drive extension, and Oregon Street.	Medium
P-4	City	Ridgeway Avenue	OR 207	US 395	Fill in sidewalk gaps along the length of the corridor.	Low
P-5	City	Ridgeway Avenue	3rd Street		Construct curb extensions at the Ridgeway Ave / 3rd St intersection.	Low
P-6	City	Gladys Avenue	3rd Street		Construct curb extensions at the Gladys St / 3rd St intersection.	Low
P-7	City	Gladys Avenue	4th Street		Construct curb extensions at the Gladys St / 4th St intersection.	Low
P-8	City	Main Street	3rd Street		Construct curb extensions at the Main St / 3rd St intersection.	Low
P-9	City	Hurlburt Avenue	2nd Street		Construct curb extensions at the Hurlburt Ave / 2nd St intersection.	Low
P-10	City	Hurlburt Avenue	3rd Street		Construct curb extensions at the Hurlburt Ave / 3rd St intersection.	Low
P-11	City	Hurlburt Avenue	4th Street		Construct curb extensions at the Hurlburt Ave / 4th St intersection.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
P-12	City	Hurlburt Avenue	5th Street		Construct curb extensions at the Hurlburt Ave / 5th St intersection.	Medium
P-13	City	Hurlburt Avenue	6th Street		Construct curb extensions at the Hurlburt Ave / 6th St intersection.	Medium
P-14	City	Newport Avenue	2nd Street		Construct curb extensions at the Newport Ave / 2nd St intersection.	Low
P-15	City	Newport Avenue	NE 3rd Street	SE 10th Street	Fill in sidewalk gaps along the length of the corridor.	Low
P-16	City	SE 9th Street	Port Drive	Highland Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-17	City	SW 9th Street	Highland Avenue	Gettman Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-18	City	SE 10th Street	US 395	E Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-19	City	SE Campbell Road	US 395	Penney Avenue	Fill in sidewalk gaps along the length of the corridor.	Medium
P-20	City	Airport Road	US 395	Ott Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-21	City	Kelli Boulevard	US 395	Feedville Road	Fill in sidewalk gaps along the length of the corridor.	Medium
P-22	City	Penney Avenue	SE 9th St	US 395	Fill in sidewalk gaps along the length of the corridor.	Medium

WALK AND ROLL PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified the following potential programs to enhance safety and connectivity for those walking and rolling:

- Update standard street cross-sections as noted under the Roadway System section.
- Develop and implement a process for filling in sidewalk gaps and enhancing crossings along walking routes to schools



Bike and Trail Projects

Bicycle system projects focus on multi-use paths and on-street bicycle lanes that improve comfort, connectivity, and access for people riding bikes. These improvements expand low-stress options, strengthen links between key destinations, and support a safer, more convenient environment for riders of all ages and abilities. Recently completed city projects like the Hermiston Parks, Recreation and Open Spaces Master Plan (HPROS) have begun to define the development of the trail network, built upon by this TSP.

Table 7 identifies the proposed bicycle projects. Figure 16 illustrates the recommended bicycle improvement locations, including facilities that would be constructed as part of roadway segment projects.

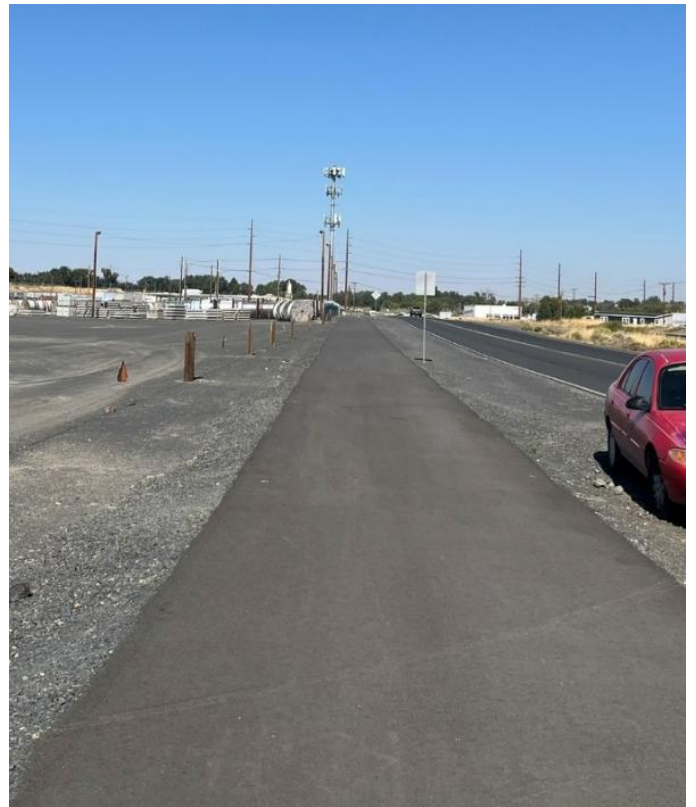
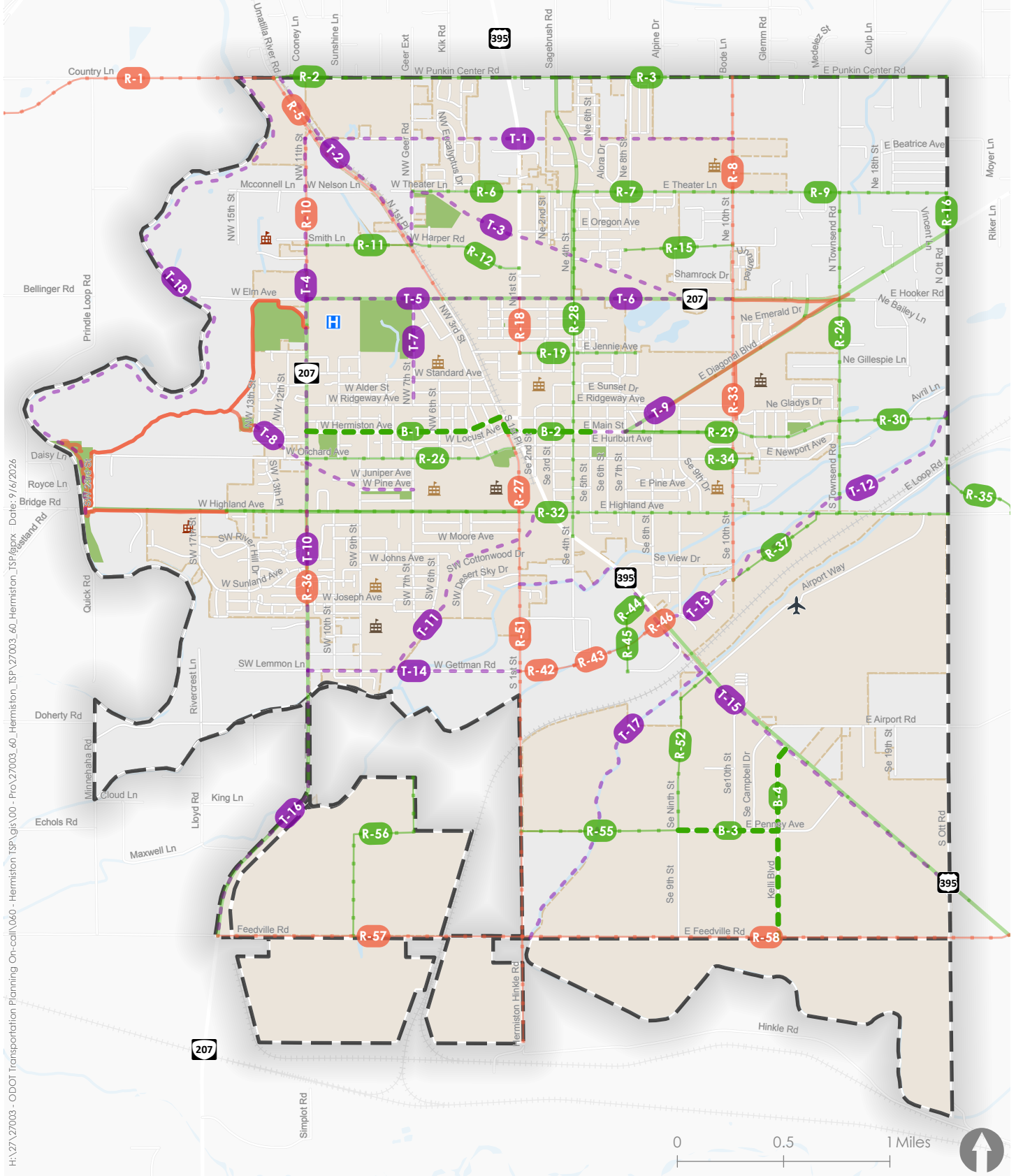


Table 7 Bicycle and Trail Projects

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
Bicycle Projects						
B-1	City	Hermiston Avenue	OR 207	S 1st Pl	Construct new on-street bike lanes.	Low
B-2	City	Main Street	1st Pl	NE 5th St	Construct new on-street bike lanes.	Low
B-3	City	Kelli Boulevard	US 395	Kelli Blvd	Construct new on-street bike lanes.	Medium
B-4	City	Penney Avenue	SE 9th St	US 395	Construct new on-street bike lanes.	Medium
Trail Projects						
T-1	Numerous Property Owners	N/A	N 1st Pl	NE 10th St	Construct a multi-use trail along a new right of way from N 1st Place to NE 10th St to provide bike/ped connection for new development.	Low
T-2	Railroad	Union Pacific Railroad	W Punkin Center Rd	Harper Rd	Construct a multi-use trail along the Union Pacific Railroad right-of-way as part of the Umatilla River Trail.	Low
T-3	Irrigation District	Hermiston Ditch	NW Geer Rd	OR 207	Construct a multi-use trail along the Hermiston Ditch to connect with existing trail along NE 10th St.	Low
T-4	State	OR 207	Hermiston Ave	N 1st Pl	Construct a multi-use trail along OR 207.	Low
T-5	State	OR 207	Elm Ave	US 395	Construct a multi-use trail along OR 207.	Medium
T-6	State	OR 207	US 395	NE 10th St	Construct a multi-use trail along OR 207 on the south side tying into the segment to the east.	Low
T-7	City	NW 7th Street	OR 207	Ridgeway Ave	Construct a multi-use trail along NW 7th St. This area has a school, multiple parks, and playgrounds along the segment.	Medium
T-8	Irrigation District	Unnamed Ditch/ Stream	NW 13th St	SW 7th St	Construct a multi-use trail along stream/ditch and Belt Park right-of-way to connect with existing Volunteer Park Trail.	Low

Project Number	Roadway Ownership	Roadway Segment	Start	End	Project Description	Priority
T-9	City	E Diagonal Blvd/E Main St	SE 5th St	NE 8th St	Construct a multi-use trail to connect existing Diagonal Blvd trail to downtown & bike lane project on Main Street.	Low
T-10	State	OR 207	Hermiston Ave	Gettman Rd	Construct a multi-use trail along OR 207. From HPROS Plan.	Low
T-11	Railroad	Union Pacific Railroad	Gettman Rd	Highland Ave	Construct a multi-use trail along the Union Pacific Railroad right-of-way.	Low
T-12	Irrigation District	A Line Canal	SE10th St	Ott Road	Construct a multi-use trail along the A-Line Canal to provide multimodal connections between three collectors on the city's east side.	Low
T-13	City	Columbia Avenue	US 395	SE 10th St	Construct a multi-use trail along Columbia Avenue to connect with Gettman extension multi-use trail.	Medium
T-14	City	W Gettman Rd	OR 207	Hermiston Hinkle Rd	Construct a multi-use trail along W Gettman Rd to provide bike/ped connection for new development.	Low
T-15	State	US 395	Hermiston Hinkle Rd	UGB boundary	Construct a multi-use trail as part of the Umatilla River Trail to connect with future S 1st St with future trail along railroad right of way.	Low
T-16	City	SW 11th St (OR 207)	W Gettman Rd	Feedville Rd	Construct a multi-use trail along SW 11st St to provide bike/ped connection for new development in southern Hermiston.	Low
T-17	Irrigation District	Feed Canal	Feedville Road	US 395	Construct a multi-use trail along the Feed canal to provide bike/ped connection for new development in southern Hermiston.	Low
T-18	N/A	Umatilla River	W Punkin Center Rd	W Highland Ave	Construct a multi-use trail following the Umatilla River, connecting to the existing Oxbow Trail.	Low



--- New Bike Lanes

--- Multi-Use Trail

Roadway Projects with Bicycle Improvements

--- On-Street Bike Lane

--- Multi-Use Trail

Existing Bicycle Facilities

--- Bike Lane / Roadway Shoulder

--- Existing Multi-Use Trails

Hospital

Airport

Secondary School

Primary School

Private School

Park

Hermiston City Limits

Urban Growth Boundary (Study Area)

Figure 16

Bicycle and Trail Projects



Transit Projects

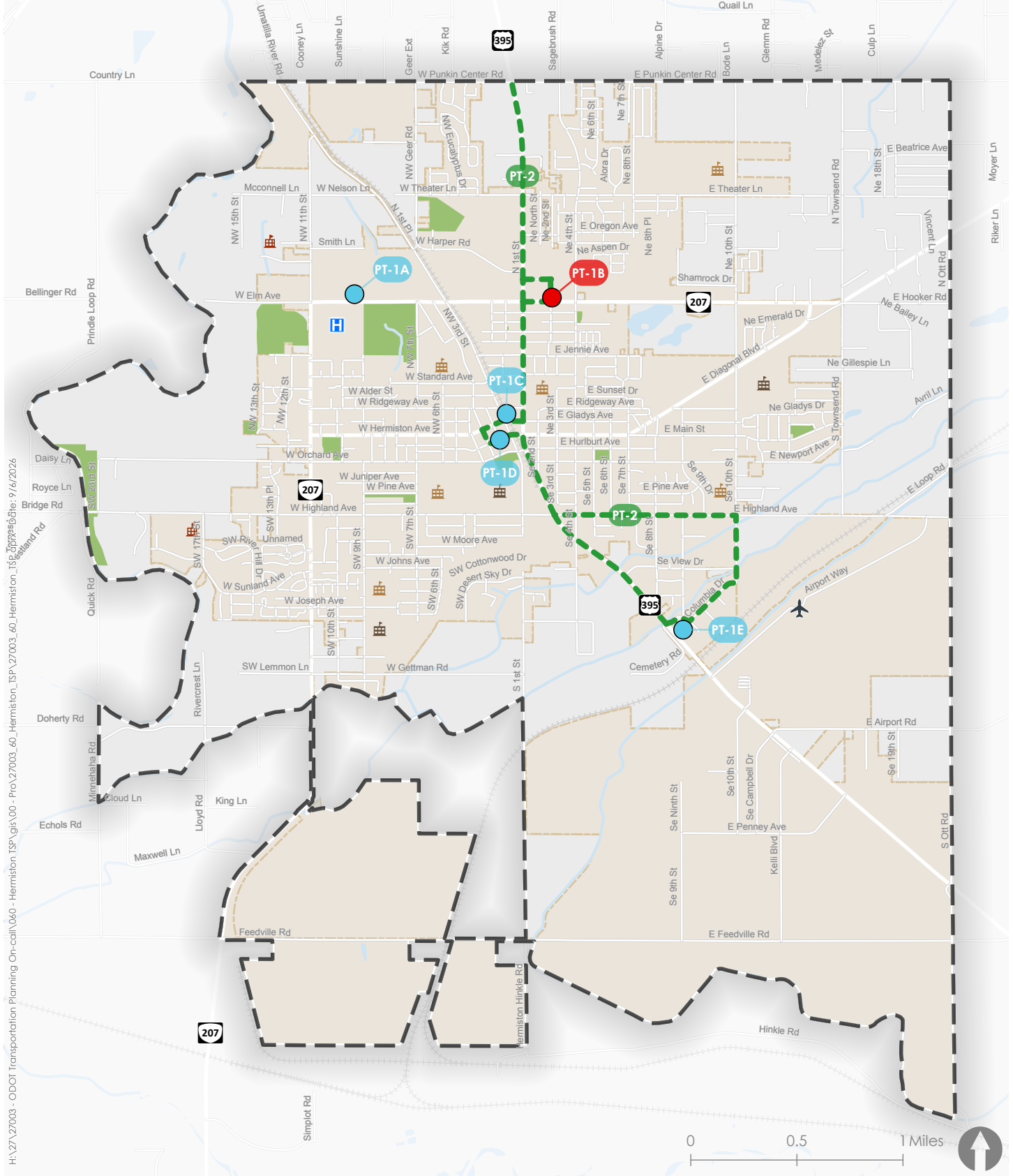
Transit projects in this plan focus on improving service, facilities, and connectivity for riders. Projects include a new fixed-route connection, upgrades to existing bus stops, and potential sites for a future transit hub. These enhancements aim to increase comfort and accessibility at stops, strengthen regional linkages, and provide more reliable and convenient transit options within Hermiston.

The transit alternatives included in this plan are informed by recommendations from the 2023 Umatilla County Transit Development Plan and CTUIR's 2025 Hermiston–Tri Cities Route Study, both of which identify opportunities to expand service and improve multimodal access to transit. Table 8 and Figure 17 summarize the recommended projects, their priorities, and the locations where improvements would be implemented.



Table 8 Transit Projects

Project Number	Location	Project Description	Priority
PT-1A	W Elm Ave across from Good Shepherd Health Care System	Alternate location for transit center on vacant land across from Good Shepherd Health Care System. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1B	Walmart	If not upgraded to transit center, improve bus stop amenities. May include shelters, benches, route information, and bike racks. (Umatilla County TDP)	Low
PT-1C	N 1st Place / Hermiston Avenue	Alternate location for transit center on UPRR right-of-way.	Low
PT-1D	W Locust Ave/SW 2nd St	Alternate location for transit center at existing bus stop. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-1E	US 395/Port Dr	Alternate location for transit center on vacant land near BMCC & Umatilla County Circuit Court. (CTUIR Hermiston-Tri Cities Route Study)	Low
PT-2	Hermiston - Tri Cities	Begin new transit service connecting Hermiston to Tri-Cities to improve accessibility to major employment clusters and regional transportation such as Amtrak and Tri-Cities Airport. (CTUIR Hermiston-Tri Cities Route)	Medium



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- Potential Transit Center Location
- Bus Stop Improvements
- New Transit Route

- Hospital
- Airport
- Secondary School
- Primary School
- Private School
- Park
- Hermiston City Limits

- Urban Growth Boundary(Study Area)

Figure 17

Transit Projects



TRANSIT PROGRAMS AND PLANS

In addition to identifying potential projects, the project team also identified potential programs and plans to support the transportation system based on input from City staff. Through the TSP update process, the following programs and plans were identified:

- Develop a program to prioritize and improve bus stops throughout the city.
- Maintain current taxi-based paratransit service and adapt as needed to evolving needs within the city.
- Continue to partner with Kayak for fixed-route public transit services.



Rail and Pipeline

There are several rail corridors that travel through Hermiston. Most rail lines intersecting developed, or developing, portions of the city see infrequent rail traffic. Given this, there are no specific rail projects identified for inclusion in the Hermiston TSP update.

However, several roadway or intersection projects involve roads crossing a rail line or affect proximate intersections. These projects will need to consider their impact on existing crossings and may result in upgraded crossing infrastructure. The roadway and intersection projects potentially affecting rail crossings are as follows:

- Roadway project (see Figure 13): R-2, R-12, R-32, R-35, R-50, and R-57
- Intersection projects (see Figure 14): I-6, I-7, I-13, I-14, I-17, I-21, I-22, I-26, I-27, and I-32

Within Hermiston there is a four-inch diesel line to Hinkle Yard. The pipeline originates in the city of Umatilla to the north and proceeds along the east side of East 10th Street in Hermiston. In addition, natural gas in the area is supplied via a pipeline which runs northwest to southeast. This line crosses US 395 north of Hermiston and does not lie within the city limits. There are no pipeline projects within this TSP, but the City should continue to coordinate with pipeline operators if any projects or construction will impact, expose, or otherwise interfere with pipeline operations.

Priority Projects

Out of all the projects listed above, the city selected ten for further evaluation. These ten projects were selected based on direct input from staff and reflect near-term needs, local knowledge, and preparation for the strategic need to pursue grant funding. Detailed project sheets can be viewed in TSP *Volume II Appendix G*. The projects are intended to guide near-term implementation and are summarized below:

- **R-28:** 4th St (Theater Lane to US 395)
 - *Reconstruct 4th St to minor arterial standards between Theater Ln and US 395 with on-street bike lanes while filling gaps with buffered sidewalks.*
- **R-8:** NE 10th Street (Punkin Center Road to OR 207)
 - *Reconstruct NE 10th St to urban collector standards between Punkin Center Rd and OR 207 with an adjacent multi-use trail.*
- **R-33:** NE 10th Street (OR 207 to Columbia Drive)
 - *Reconstruct NE 10th St to urban collector standards between OR 207 and Columbia Dr with an adjacent multi-use trail and while filling gaps with buffered sidewalks.*
- **R-1:** Punkin Center Road (Umatilla River Road to Country Lane)
 - *Extend Punkin Center Rd west of Umatilla River Rd, construct buffered sidewalks and on-street bike lanes, and coordinate with Umatilla County to plan and construct a bridge across the Umatilla River.*
- **R-2:** Punkin Center Road (Sunshine Lane to N 1st Place)
 - *Extend Punkin Center Rd to N 1st Pl with buffered sidewalks and on-street bike lanes.*
- **R-3:** Punkin Center Road (Ott Road to Sunshine Lane)
 - *Reconstruct Punkin Center Rd to urban collector standards between Ott Rd and Sunshine Ln with buffered sidewalks and on-street bike lanes.*
- **I-20:** 7th Street/Main Street
 - *Construct a roundabout. Upgrade to ADA compliant pedestrian curb ramps.*
- **I-14:** E Diagonal Boulevard/NE 10th Street
 - *Construct a traffic signal (when warranted) or roundabout.*
- **I-31:** SE 4th Street/E Highland Avenue
 - *Construct a traffic signal (when warranted) or roundabout.*
- **I-29:** S 1st Place/Highland Avenue
 - *In the short term, add hardened centerlines, increased signage & striping, new crossing locations, and crossing guards during school drop off and pick-ups. In the long term, construct a traffic signal (when warranted).*

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6. FUNDING AND IMPLEMENTATION PLAN

Potential Project Funding Opportunities

Hermiston will need to identify revenue sources to implement the capital projects identified in this plan over the next 20 years. Hermiston will likely rely upon grants, partnerships with regional and State agencies and private landowners, and other funding sources to help implement the projects. Table 9 includes potential local, state, and federal funding sources to support implementing the projects identified in this plan.

Table 9 Funding Opportunities Summary

Funding Source	Description	Application
Local City-Wide Funding Sources		
Local Gas Tax	A local tax can be assessed on the purchase of gas. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes.	System-wide transportation facilities, with a focus on roadway maintenance, street improvements, or large capital projects.
Street Utility Fees	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.

Funding Source	Description	Application
General Obligation Bond	Bonding allows municipal governments to finance construction projects by borrowing money and paying it back over time, with interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote because the cost of the improvement is added to property taxes over time.	Construction of major capital projects, street maintenance and incidental improvements.
Vehicle Registration Fee	An extra fee on all registered motor vehicles. Requires county-wide approval and implementation.	Operations or capital programs.
System Development Charge	Fees imposed by the city to recover eligible infrastructure costs associated with the impacts of new development.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
State Sources for Specific Projects		
Statewide Transportation Improvement Program (STIP)	STIP is Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
Statewide Transportation Improvement Fund (STIF)	Introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon, STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. This can include projects that are secondary but important to public transportation, such as walking and biking infrastructure near transit stops.	Pedestrian and bicycle improvements that provide connections to transit.
All Roads Transportation Safety (ARTS)	The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns, consistent with Oregon's Transportation Safety Action Plan.
Safe Routes to School (SRTS)	Administered by ODOT and focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle related projects within the vicinity of local schools.
Community Paths Program	This is a State of Oregon program focused on helping communities create and maintain connections through shared-use paths.	Shared-use paths.
Oregon Parks and Recreation Local Government Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required.	Trails and other recreational facility development or rehabilitation.

Funding Source	Description	Application
Federal Sources for Specific Projects		
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD Discretionary Grant program invests in projects that promise to achieve national objectives. BUILD can provide capital funding directly to any public entity, in contrast to traditional Federal programs which provide funding to very specific groups of applicants. The BUILD program provides supplemental funding for grants to the State and local entities on a competitive basis for projects that will have a significant local/regional impact.	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
Multimodal Project Discretionary Grant Opportunity (MPDG)	The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for highway and bridge, railway-highway grade crossing or separation, wildlife crossing, public transportation, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	Road, rail, or bridge projects. Eligible agencies and project types range across grant programs.
Infrastructure Investment and Jobs Act (IIJA)*	The IIJA (aka “Bipartisan Infrastructure Law,” BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs and increased funding.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges.

**Reauthorization of the federal transportation bill is actively under consideration. Programs and funding opportunities are subject to expiration or alteration*