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Clackamas County
www.clackamas.us

Five-Year Transportation Capital Improvement Program



Signal construction at 79th and Johnson Creek Blvd, June 2026

FISCAL YEARS: 2026/27 – 2030/31

CLACKAMAS COUNTY

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Cover image:
SE Johnson Creek Blvd / SE 79th Place signal project (expected to be complete during FY26/27). Project funded via Clackamas County Road Fund, grant from the Clackamas County Development Agency, and other sources (see project CRCW 2 in Table A for additional information).

TRANSPORTATION SYSTEM PLANNING AND PROJECT PROGRAMMING

Introduction

Clackamas County is responsible for an extensive transportation network that is part of a larger regional transportation system serving the needs of residents, businesses and travelers in the county. The vast majority of the county road system (96%) is located outside of cities. Approximately 56 miles of county-maintained roads are inside cities, with the largest portion in Happy Valley.

The public ownership of all roads in Clackamas County is as follows:[1]

- City – 895 miles
- County – 1,406 miles
- State – 268 miles
- Federal – 530 miles

There are also many miles of local access roads, private roads and forest service roads maintained largely by property owners and the National Forest Service.

The entire county-maintained transportation network encompasses the structures listed below, as well as a substantial system of sidewalks and bike lanes.

- 1,406 miles of road
- 759 miles of striped roads
- 2,352 miles of gravel shoulder
- 33,490 traffic signs
- 117,300 feet of guardrail
- 188 bridges
- 8,417 culverts
- 2,161 manholes
- 10,051 catch basins
- 1 ferry
- 178 traffic signals
- 119 school zone flashers
- 72 traffic cameras
- 49 miles of fiber optic cable

20-Year CIP / Transportation System Plan (TSP)

The major capital improvements needed for the transportation system are identified in the Clackamas County Transportation System Plan (TSP), which is Chapter 5 of the County Comprehensive Plan. The TSP is updated about every 10 years and is currently in the update process including community and partner feedback, with an expected adoption in Spring 2027.

As defined by the TSP, transportation capital projects shall be primarily located on arterial and collector roads – these are the main roads throughout the county that carry the most traffic and connect to smaller local roads. Similarly, federal transportation funding is only available for capital improvement projects on arterial and collector roads, with an emphasis on maintaining the operations of the principal arterial system.

The TSP identifies specific projects for construction over a 20-year period, assigning them to different priority lists depending on the amount of funding expected to be available during this timeframe. Criteria for assigning projects to the lists and other TSP background information can be found at https://www.clackamas.us/transportation/tsp.html.

[1] Source: Oregon Department of Transportation Policy & Analysis Division - "2024 Oregon Mileage Report"

5-Year Capital Improvement Program (5-Year CIP)

The 5-Year CIP is the list of capital projects that are scheduled for construction within the next five years. It reflects the Board of Commissioners' past policy decisions on which capital transportation projects will be constructed. The 5-Year CIP is the mechanism for funding and building transportation capital projects. In the context of this document, capital projects in this list include:

- All projects that have identified or anticipated funding from the following sources over the next five years for the full project or only for preliminary planning and design:
    - 20-Year CIP / Transportation System Plan (TSP)
    - Transportation Safety Action Plan (TSAP)
    - Intelligent Transportation System (ITS) Plan
    - Bridge and culvert review system
    - ADA Transition Plan
- Road paving projects that have been identified through the Pavement Management Plan (PMP)
- Other projects that emerged through the Transportation Maintenance Work Program or have been identified by Transportation Maintenance as needed emergency repairs
- The capital project work schedule
- The funding source for each project to connect transportation planning to the county's capital construction budget

The Board of Commissioners adopts the 5-Year CIP with the understanding that funds are limited. The 5-Year CIP is the Board's expression of policies, directives, and goals adopted through the transportation system planning process as informed by public participation and as recommended by county staff. County staff consider, evaluate, and prioritize all known capital transportation projects within county roadways and intersections. Professional expertise and discretion is used to find outside funding (see *Current Federal, State and Regional Funding Sources*, page 19) for the projects, and to use limited road funds to maximize public dollars and work towards a safer, more efficient transportation system. Not all known deficiencies can be mitigated due to funding shortages.

The 5-Year CIP is updated approximately once every two years to provide a more detailed implementation of the capital project priorities. Policy 5.CC.2 of the TSP directly addresses the need for the updated plan: *"Maintain a current and complete 5-Year Capital Improvement Program (CIP), which contains the programmed transportation projects in priority order, with estimated costs and assigned responsibility for funding. Update and adopt the 5-Year Capital Improvement Program periodically."*

Finally, the 5-Year CIP supports smart development by requiring adequate transportation facilities be fully funded for any development plans submitted through the permitting process within three years of land use approval. The 5-Year CIP supports the county's concurrency policy (ZDO Section 1007.09, 1/18/2017), which states that "approval of a development shall be granted only if transportation facilities are adequate or will be made adequate in a timely manner," requiring that the improvements be fully funded in the five-year program and scheduled for construction within three years of land use approval.

Capital Project Categories

The broadly defined capital project descriptions used in the TSP, the 20-Year CIP and the 5-Year CIP allow for the development of individual projects within a larger project. These categories are as follows:

1. **Upgrade** – Projects that add vehicle capacity to an existing roadway or intersection. This may require reconstructing existing sidewalks and/or bicycle lanes, adding intersection turn lanes

or installing traffic signals. In the 20-Year CIP, the upgrade projects are separated into urban and rural, depending on whether they are located inside or outside the Portland Metropolitan Urban Growth Boundary (UGB). Some projects are designated as "new roadways" if an extension or new road is needed to increase capacity or add connectivity.

2. **Bridge/Culvert** – Constructing, replacing or upgrading a bridge or culvert.
3. **Safety** – Projects or studies focused on reducing crashes and/or the risk for crashes, including at railroad crossings. The Transportation Safety Action Plan (TSAP) outlines a strategy to build and implement a county-wide safety culture with the goal of reducing transportation-related injuries and fatalities. The TSAP was updated and adopted in March 2019 and an updated version is expected to be adopted in Fall 2026. TSAP policy and action items will achieve the desired goals when implemented; however, successful implementation depends upon several factors, including strong safety leadership at all levels, cohesive safety partnerships, funding and working together toward a common goal. Success will result in reduced injuries and fatalities on county roadways.

   Appendix C is a list of projects that support the TSAP. In order to make the needed investments, these projects will have to be matched to a funding source so that they can be programmed into the 5-Year CIP.
4. **Community Road Fund: Safety** – Similar to safety projects, but with funding coming specifically from the Community Road Fund (CRF), which is identified under Local Funding Sources. For more information on the Community Road Fund, see page 17.
5. **Community Road Fund: Congestion Relief** – Projects that specifically address congestion issues along county roadways, financed through the CRF.
6. **Community Road Fund: Strategic Investment** – Projects that support shared county and city initiatives using funding through the CRF.
7. **Active Transportation** – Projects intended to improve mobility and safety for pedestrians and bicyclists. Inside the UGB, projects add needed sidewalks, bicycle lanes or multi-use paths; projects outside the UGB include adding paved shoulders or multi-use paths. There are also more general projects that add needed facilities such as way-finding signage.
8. **Intelligent Transportation Systems (ITS) / Transportation Systems Management & Operations (TSMO)** – Projects that incorporate treatments such as coordinated signal systems. The Clackamas County ITS Action Plan includes a range of projects that address the needs of the region, grouped into the following categories:
   - Traffic Management and Operations
   - Multimodal Operations
   - Traveler Information
   - Data Collection and Management
   - Incident and Emergency Management
   - Maintenance and Construction Management
9. **Repairs** – Capital repairs of major damage caused by storms, flooding, landslides or other natural events that damage portions of the transportation system.
10. **Paving** – Specifically identified paving projects that improve road surfaces.

11. **Community Road Fund**: **Paving** – Specifically identified paving projects that improve road surfaces financed through the CRF.
12. **Other** – Capital projects that do not fall into the above categories.
13. **Planning** – Non-capital projects that identify, prioritize, and plan future capital projects without construction funding (see below).

Planning Projects

In addition to delivering capital projects, Clackamas County is responsible for developing plans that help to identify and prioritize future capital transportation work. These plans may be targeted on specific areas of the county (such as a sub-area transportation plan) or applicable countywide (such as a pedestrian safety planning effort).

These plans rely on community engagement to help identify concerns, priorities, and potential solutions for affected communities.

Planning projects also work to understand how the current transportation infrastructure meets the needs of traditionally underserved communities (i.e. low-income communities, nonwhite communities, communities with high rates of limited English proficiency). Clackamas County's plans consider distribution of projects with regard to these underserved communities to inform the locations selected for new capital infrastructure.

Lastly, planning projects can integrate public health considerations to help identify areas where transportation infrastructure affects community health and how new projects can lead to positive health outcomes.

The plan that will have the most influence on projects included in future 5-Year CIP documents is the 2026-2027 update to the Transportation System Plan (see Transportation System Plan section above). The planning projects which will be completed during the FY 2023-2028 window are included in this document under Table B.

FY 26/27 – FY 30/31 CIP Summary

During the next five years, Clackamas County plans to invest a total of $205,604,269 across 61 transportation capital projects. Additionally, $23,013,693 will be spent on 10 planning projects. As described previously, there are 12 different capital project categories with funding from an assortment of sources. The Road Fund and HB2017 Road Funds support approximately 20% of the project costs. The remainder comes from the Community Road Fund, Transportation System Development Charges (TSDC), state and federal grants, and other sources described in *Funding Sources and Future Projects*. Figures 1 and 2 show the spending breakdown by project type. Figure 3 shows a summary of the funding sources.

Figure 1: Capital and Planning Project Spending, FY 26/27 – FY 30/31

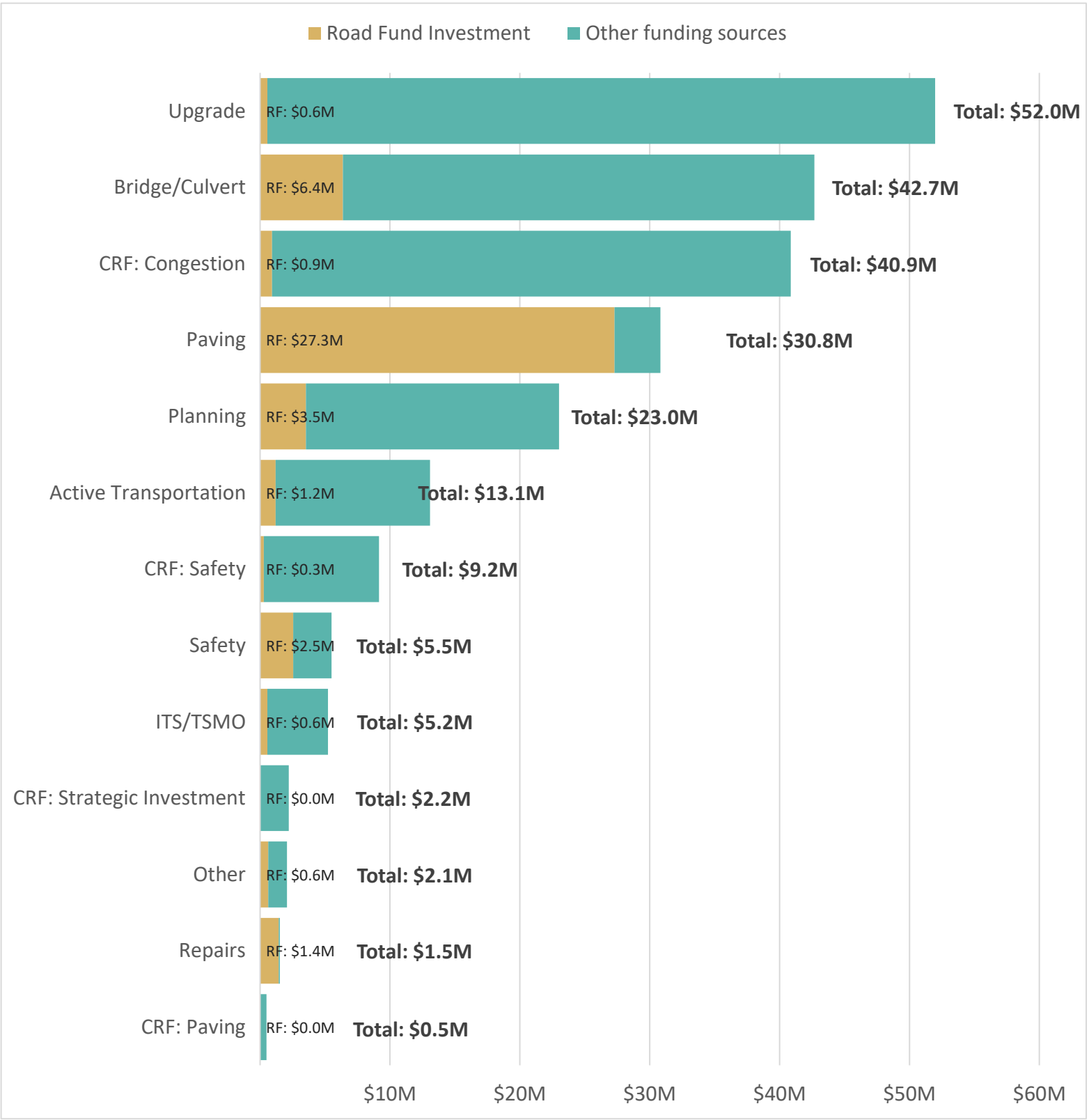
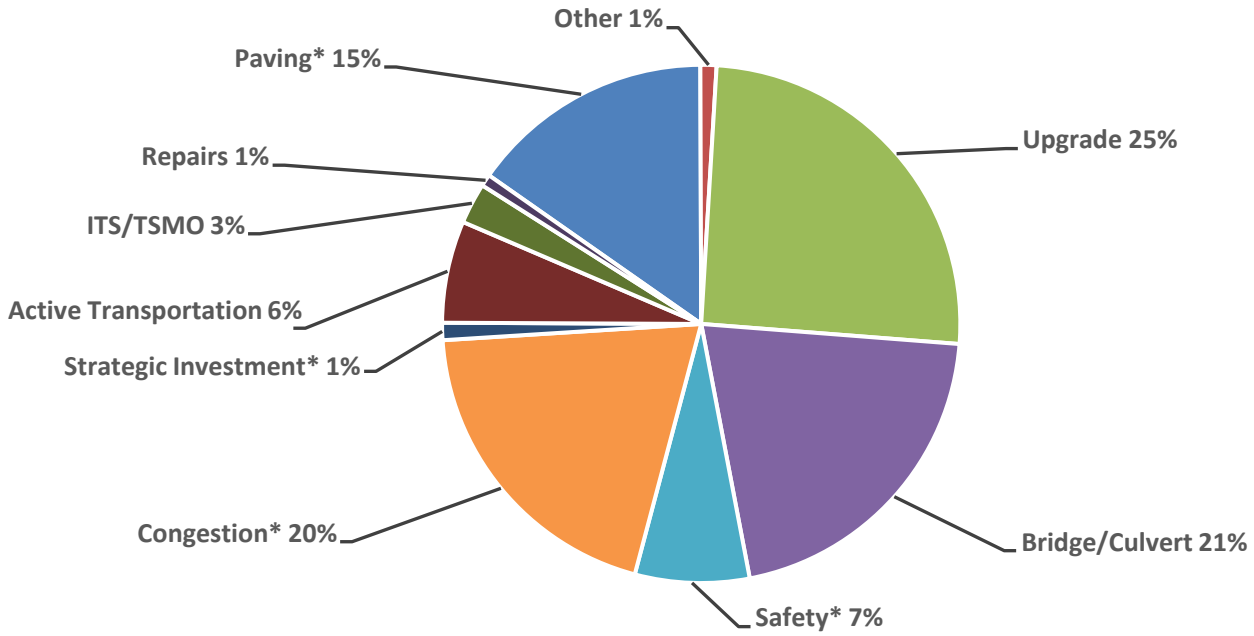


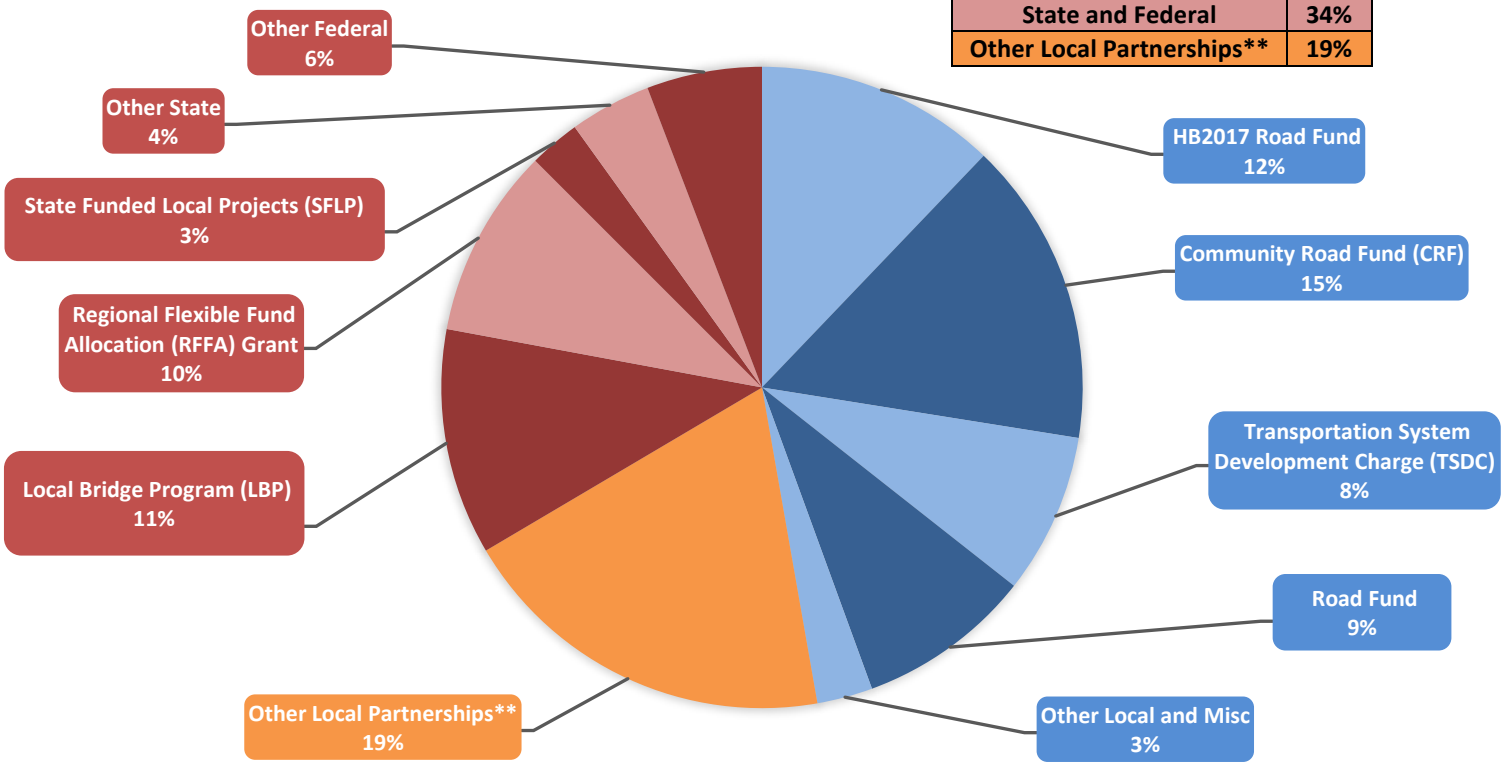
Figure 2: Capital Project Spending, FY 26/27 – FY 30/31



** Inclusive of Community Road Fund investment for this category*

Figure 3: CIP Funding Source, FY 26/27 – FY 30/31

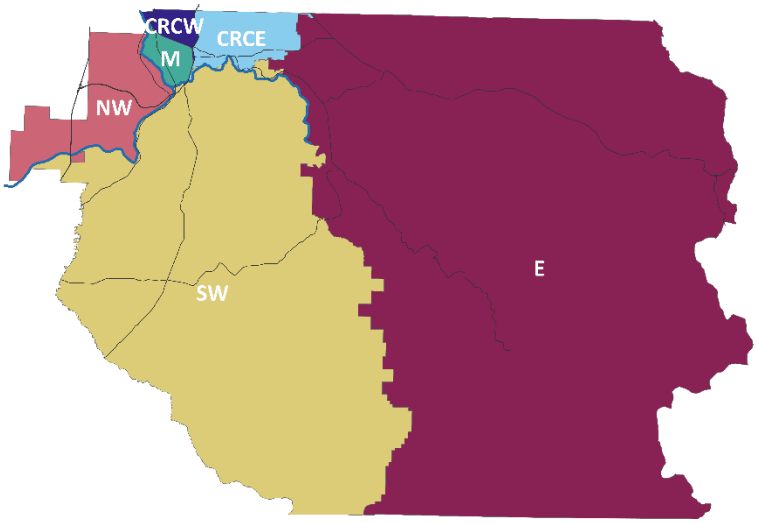
Local	47%
State and Federal	34%
Other Local Partnerships**	19%



*** Associated solely with SE 172nd Ave Improvements (Project CRCE 5)*

Using CIP Tables and Maps

Projects included in Tables A and B are mapped on Figure 4. The tables include the following information:



Map ID

Map ID is a spatial identifier that categorizes the area of the project. The location codes are:

- **NW:** Northwest county
- **SW:** Southwest county
- **M:** McLoughlin Boulevard area
- **CRCW:** Clackamas Regional Center West area
- **CRCE:** Clackamas Regional Center East area
- **E:** East county

Projects that span across multiple areas of the county are marked as **AC**, short for Across County.

The following projects are not mapped, and are marked with **NM** (Not mapped) as their Map ID:

1. **Projects that are spread across 20 or more locations countywide**
   These projects tend to be Safety projects or Intelligent Transportation Systems and Transportation Systems Management & Operations (ITS/TSMO) projects. Typically, these kinds of projects will focus on small upgrades performed on many locations. These projects are not included on the Figure 4 map due to practical constraints.

2. **Planning projects that are not tied to a specific geographic area.**
   Planning projects may have a county-wide focus (such as the Transportation System Plan update) or a non-spatial focus (such as the ODOT DUI Grant Planning Project).

Paving projects are included in the mapping but are given different symbology on the map to help differentiate this work and have a **P** as their Map ID prefix. The selection of paving projects is determined by constant re-evaluation of road condition, and road segments identified for resurfacing are added to the Pavement Management Plan. Paving projects that are referenced in this plan are denoted as **PMP** in the TSP ID column (see below). More information on the PMP and how the county prioritizes paving projects can be found at https://www.clackamas.us/transportation/5-year-resurfacing.

TSP ID

If a project was identified in the Transportation System Plan or Transportation Safety Action Plan (see Appendices C and D), the **TSP ID** shows that project identifier. If the project was identified in the Pavement Management Plan, it will be denoted as **PMP**. These help to demonstrate the basis for project selection. Some projects are not referenced in the TSP or PMP and are denoted with an **NA**. These projects are usually identified through structural need or extraordinary circumstances. For example, Repairs projects that focus on restoring a road after a landslide or Bridge/Culvert projects that focus on restoring a failed culvert are not identified in a long-range plan.

Prospectus

Prospectus # refers to the internal county project identifier for capital projects.

FY

FY columns show the fiscal years (July 1 – June 30) during which the project will be active.

FIGURE 4: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT MAP – FY 26/27 – FY 30/31

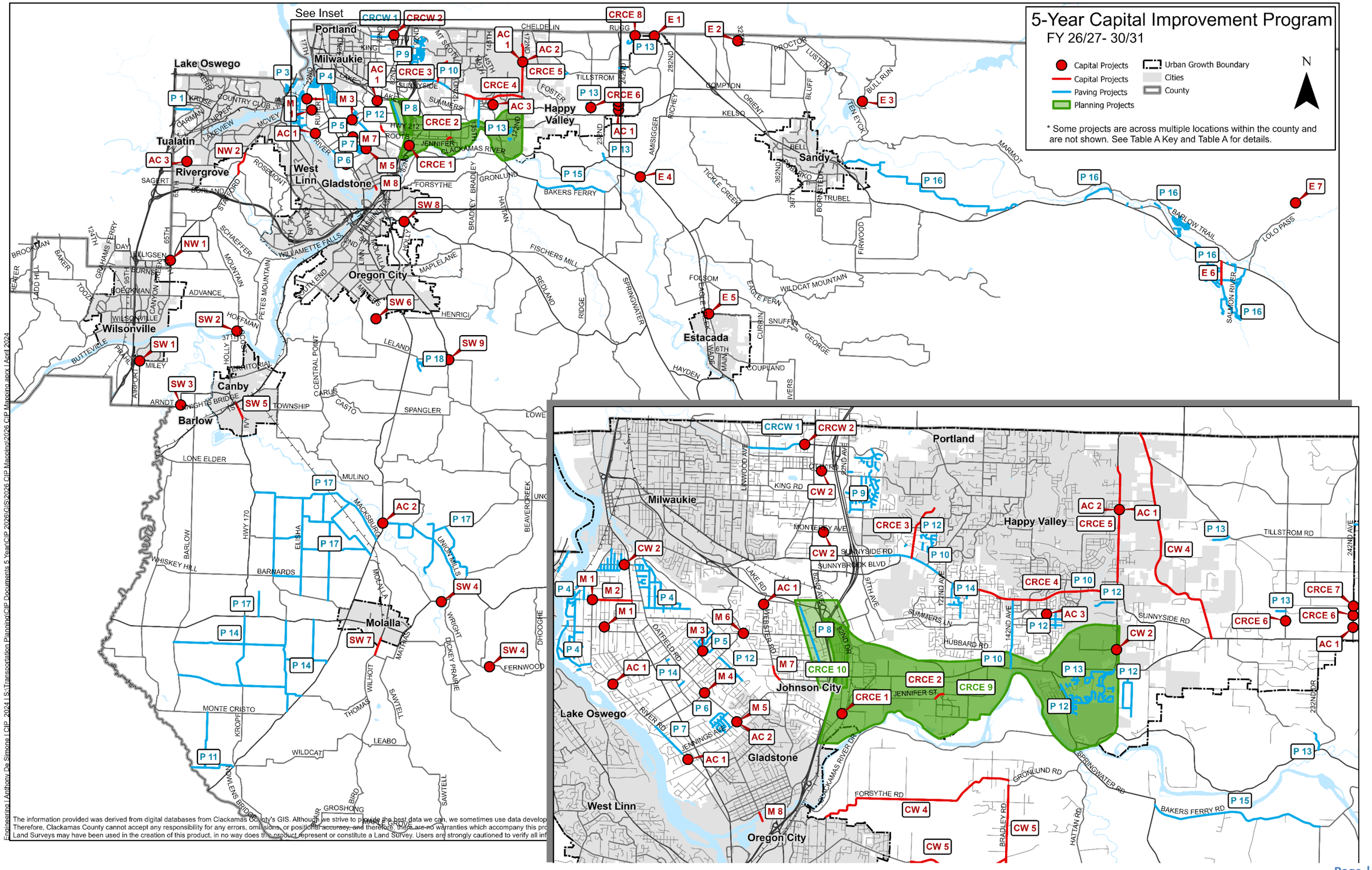


TABLE A: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
NW 1	Community Road Fund: Congestion	1079	300324301	Stafford-65th-Elligsen Roundabout	SW Stafford Rd-SW 65th Ave-SW Elligsen Rd Intersection	Construct a roundabout at the intersection of Staford Rd/65th Ave and a roundabout at the intersection of 65th Ave/Elligsen Rd. Travel lanes will be widened to consistent 12-ft width and 6-ft wide bike lanes will be added along the intersection approaches.	Community Road Fund (CRF); Transportation System Development Charge (TSDC); City of Wilsonville; Washington County	$12,805,240	$0	X	X	X		
NW 2	Community Road Fund: Congestion	1088 1089 1090	300320350	Stafford Rd (Pattulo Wy to Rosemont Rd) Improvements	SW Stafford Rd from SW Pattulo Wy to Rosemont Rd	Add roundabout at intersection of SW Stafford Rd and SW Childs Rd; realign the intersection approach of SW Johnson Rd and add a southbound left-turn lane from Stafford Rd onto Johnson Rd; add bicycle lanes.	Community Road Fund (CRF); Transportation System Development Charge (TSDC); HB2017 Road Fund	$18,278,567	$920,212	X	X	X	X	
SW 1	Safety	1093	300323301	Airport Rd @ Miley Rd: Traffic Safety and Capacity Improvements	Intersection of Airport Rd NE and NE Miley Rd	Convert intersection to all-way stop. Install overhead flashing beacon, pan/tilt/zoom camera, intersection lighting, enhanced signing with advance solar-powered beacons on warning signs, and enhanced pavement markings	HB2017 Road Fund	$447,100	$447,100	X				
SW 2	Other	NA	300324340	Canby (M.J. Lee) Ferry Ramp Improvements	Canby Ferry	Replace northern ferry ramp, install embankment protection (NE corner) and evaluate need for replacement of southern ferry ramp	FHWA Ferry Boat Discretionary Program; Road Fund	$800,132	$160,132	X	X	X		
SW 3	Safety	1001	300323326	Knights Bridge & Arndt Safety Improvement Project	Intersection of S Knights Bridge Rd & S Arndt Rd	Intersection safety improvements including queue warning system, additional signal heads, and improved signal visibility	Road Fund	$395,638	$395,638	X	X			
SW 4	ITS/TSMO	1000	300326202	Rural Cameras and ITS Project	2 Locations: Meadowbrook Bridge County Maintenance Yard (16070 Hwy 211), Fernwood Maintenance Yard (17945 S Fernwood Rd)	Design of two rural pan-tilt-zoom cameras to support traffic operations and maintenance activities	Road Fund	$73,717	$73,717	X	X	X		
SW 5	Upgrade	Canby TSP	300317309	S Ivy St Pedestrian Intersection Improvements	S Ivy St from OR99E to 13th Ave	Construct bike lanes, sidewalks, median turn lane extension, future traffic signal at intersection of Township Rd, and roadway pavement resurfacing	State Funded Local Projects (SFLP); Road Fund; City of Canby	$7,060,274	$555,581	X				
SW 6	Bridge/Culvert	NA	300322303	Beaver Creek Culvert Replacement Design (Warnock Rd)	S Warnock Rd at Beaver Creek	Design permanent replacement for temporary bridge structure	Road Fund	$714,710	$714,710	X				
SW 7	Bridge/Culvert	1115	300324329	Bear Creek Bridge & Molalla Ave Shoulders	Molalla Ave from Sawtell to Molalla City Limits and Bear Creek Bridge	Complete preliminary and final design, environmental permitting, right of way acquisition, and construction for Bear Creek culvert replacement and Molalla Ave shoulders widening (gravel)	CRF Strategic Investment Fund; Transportation System Development Charge (TSDC); City of Molalla	$3,961,718	$0	X	X			
SW 8	Bridge/Culvert	3140	300325358	Abernethy Creek (Holly Ln) Bridge Replacement	S Holly Ln at Abernethy Creek	Complete preliminary and final design, environmental permitting, right of way acquisition, and construction for Abernethy Creek (Holly Lane) Bridge	Local Bridge Program (LBP); Road Fund	$9,397,500	$965,122	X	X	X	X	
SW 9	Safety	1098	300325558	Leland-Beavercreek-Kamrath Intersection Improvements	Intersection of S Beavercreek Rd, S Leland Rd, and S Kamrath Rd	Modify the northwest intersection corner to reduce pavement width, channelize traffic, and promote slower speeds for southbound through traffic traveling along S Beavercreek Road toward S Kamrath Road	Road Fund	$493,176	$493,176	X				
M 1	Active Transportation	1069 1074	300325559	Oak Grove Elementary Crosswalks	Intersections of SE Oak Grove Blvd and Arista Rd and SE River Rd and SE Courtney Ave	Install enhanced crosswalk at the intersection of SE Oak Grove Blvd and Arista Rd and a new crosswalk at the intersection of SE River Rd and SE Courtney Ave	ODOT Safe Routes to School Infrastructure Grant; Road Fund	$956,817	$158,579	X	X	X	X	
M 2	Active Transportation	1063 1064	300320357	Courtney Ave Complete Street	SE River Rd to OR 99E	Construct separated sidewalks, buffered bike lanes, rain gardens, lighting, ADA compliant curb ramps, and crosswalk enhancements	Metro Regional Flexible Fund Allocation (RFFA) Grant; Transportation System Development Charge (TSDC)	$8,359,811	$0	X	X			

TABLE A: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
M 3	Other	NA	300323307	El Camino Way Stormwater Improvements	Area surrounding the intersection of SE El Camino Way and SE Thiessen Rd	Increase the capacity of the storm drainage system to convey the 10-year storm event to reduce the frequency of flooding	American Rescue Plan Act (ARPA) Grant; Road Fund	$965,264	$161,449	X				
M 4	Active Transportation	NA	ADA2501	Oatfield Rd / Roethe Rd ADA Improvements	SE Oatfield Rd and SE Roethe Rd	In accordance with the Americans with Disabilities Act, implement curb ramp upgrades at the east side of Oatfield Road and Roethe road intersection	Road Fund	$422,501	$422,501	X	X			
M 5	Community Road Fund: Safety	1000	300324341	Oatfield Rd / Jennings Ave Signal Rebuild Safety Work Project	SE Oatfield Rd and SE Jennings Ave	Rebuild traffic signal, add illumination and other safety enhancements	Community Road Fund (CRF); Transportation System Development Charge (TSDC)	$3,203,282	$0	X	X			
M 6	Bridge/Culvert	NA	300323308	Thiessen Culvert Replacement at Kellogg Creek	SE Thiessen Rd at Kellogg Creek	The project is expected to replace the existing, failing culvert with a wider culvert. The wider archway will allow the natural movement of water and sediment in this section of the creek to alleviate backwater and allow for fish passage	American Rescue Plan Act (ARPA) Grant; Clackamas Water Environment Services (WES); Road Fund	$1,778,135	$1,593,432	X	X			
M 7	Active Transportation	1076 2025	300321302	Bilquist Elementary Sidewalks	SE Webster Rd from SE Roots Rd to Bilquist Elementary School	Construct sidewalks along both sides of road, widen existing bike lanes, crosswalk upgrades including illumination, pedestrian refuge and ADA compliant curb ramps	ODOT Safe Routes to School Infrastructure Grant; Transportation System Development Charge (TSDC); Road Fund	$2,988,292	$518,428	X				
M 8	Bridge/Culvert	Gladstone TSP	300320347	Clackamas River (Trolley Trail) Bridge Final Design	Clackamas River at Portland Ave	Continue work from feasibility study and move onto preliminary and final design phase (once a bridge structure type is recommended)	Metro Regional Flexible Fund Allocation (RFFA) Grant; City of Gladstone	$1,369,442	$0	X	X			
CRCW 1	Paving	1028	300320356	ADA Improvements and Paving: Johnson Creek Blvd	Johnson Creek Blvd from 79th Ave to Multnomah Co. line	Upgrade ADA ramps, install ADA-compliant pedestrian push buttons, resurface roadway pavement	HB2017 Road Fund; Community Road Fund (CRF)	$3,732,893	$3,623,383	X				
CRCW 2	Community Road Fund: Safety	1028	300320355	SE Johnson Creek Blvd / SE 79th Pl - Signal	SE Johnson Creek Blvd at SE 79th Pl	Add a signal at the intersection of Johnson Creek Blvd and 79th Pl and install median	Community Road Fund (CRF); Clackamas County Development Agency (CCDA) Grant; All Roads Transportation Safety (ARTS) Program Grant; HB2017 Road Fund	$3,633,610	$282,998	X				
CRCE 1	Repairs	1000	300323303	82nd Drive & Jennifer Street Signal Replacement	Intersection of SE 82nd Dr and SE Jennifer St	The signal pole on the SW corner was knocked down and a temporary wood pole is currently being used. Reconstruct all ADA curb ramps at the intersection, replace span wire traffic signal with three-signal poles with mast arms and conduit system, install pedestrian push buttons, grind and pave intersection	Insurance Proceeds; Road Fund	$1,522,053	$1,434,553	X				
CRCE 2	Active Transportation	1015	SRG01	Jennifer St (120th to 122nd) Pedestrian Improvements Design	SE Jennifer St between SE 120th Ave and SE 122nd Ave	Design pedestrian facilities that improve pedestrian connectivity between SE 120th Ave and SE 122nd Ave, including sidewalks, curb ramps, and crossing improvements.	American Rescue Plan Act (ARPA); Road Fund	$350,000	$100,000	X				
CRCE 3	Other	NA	SW2501	SE Valley View Terrace Stormwater Upgrade Design	SE Valley View Terrace north of SE Sunnyside Rd	Design improvements to stormwater drainage that mitigate road flooding issues	Clackamas Water Environment Services (WES); Road Fund	$300,000	$300,000	X				
CRCE 4	ITS/TSMO	1000	300325357	Sunnyside 132nd to 172nd Signal Project	SE Sunnyside Road from SE 132nd to SE 172nd	Adaptive traffic signal control on Sunnyside Road from 132nd to 172nd. Includes upgraded detection for adaptive control at six of the eight intersections, retroreflective signal backplates, supplemental signal heads, and signal ahead warning signs with cross street riders	All Roads Transportation Safety (ARTS) Program Grant; Road Fund	$2,010,000	$201,000	X	X	X		

TABLE A: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
CRCE 5	Upgrade	Happy Valley TSP	300323304	SE 172nd Avenue Improvements - City of Happy Valley	SE Misty Dr to Scouters Mountain Rd	Widen roadway to five travel lanes, construct sidewalks and landscape strips, improve intersections in project corridor	City of Happy Valley; Transportation System Development Charge (TSDC)	$44,922,809	$0	X	X	X		
CRCE 6	Safety	1001	D2401	Damascus Radar Speed Feedback Signs	SE 242nd Ave and SE 222nd Ave; north of OR 212	Design and construction of 4 AC-powered radar speed feedback signs in the Damascus area (exact sign locations will be determined during project development/design)	Damascus Road Fund	$540,000	$0	X	X	X		
CRCE 7	Bridge/Culvert	NA	300325356	Noyer Creek (Hoffmeister Rd) Culvert Replacement	SE Hoffmeister Rd at Noyer Creek	Replace undersized and deteriorating culvert under SE Hoffmeister Rd/SE 242nd Ave which conveys Noyer Creek	Damascus Road Fund	$900,000	$0	X	X	X		
CRCE 8	Bridge/Culvert	NA	300325557	Johnson Creek Tributary (Rugg Road) Culvert	SE Rugg Rd at Johnson Creek tributary	Replace undersized and deteriorating culvert under SE Rugg Rd which conveys a tributary of Johnson Creek	Damascus Road Fund	$1,000,000	$0	X	X	X		
E 1	Bridge/Culvert	NA	300319343	Badger Creek (Rugg Rd) Culvert	SE Rugg Rd at Badger Creek	Replace existing culverts with larger sized, fish friendly clear span culvert	NOAA Fisheries Transformational Habitat Restoration and Coastal Resilience Projects grant; Road Fund	$916,780	$608,147	X				
E 2	Community Road Fund: Safety	1001	300320340	Bluff/327th Intersection Enhancements	Bluff Rd at 327th Ave	Pavement widening and re-striping to provide a dedicated westbound left turn lane on Bluff Rd, pavement removal, roadside grading, and signing/striping modifications to clarify traffic movements, enhance safety performance, and serve truck turning needs	Community Road Fund (CRF)	$735,086	$0	X	X			
E 3	Bridge/Culvert	3038	300324348	Bull Run River (Bull Run Rd) Bridge Replacement Design	SE Bull Run Rd at Bull Run River	Complete preliminary and final design, environmental permitting, and right of way acquisition for Bull Run Bridge replacement on a new alignment	Local Bridge Program (LBP); Road Fund	$2,100,001	$305,400	X	X			
E 3	Bridge/Culvert	3038	GR2701	Bull Run River (Bull Run Rd) Bridge Replacement Construction	SE Bull Run Rd at Bull Run River	Construct Bull Run Bridge replacement on a new alignment	Local Bridge Program (LBP); Road Fund; City of Portland	$18,680,000	$1,815,736	X	X	X	X	
E 4	Community Road Fund: Congestion	4061	300320351	Amisigger Rd @ OR224 Intersection Improvements	Intersection of SE Amisigger Rd and OR224	Construct new roundabout intersection to improve safety while minimizing wait times	Community Road Fund (CRF)	$5,998,395	$0	X	X			
E 5	Community Road Fund: Strategic Investment	1054 1055	300320348	Duus Rd/Eagle Creek Rd Intersection, Relocation, and Turn Lane	SE Duus Rd at SE Eagle Creek Rd	Add new turn lanes and relocate intersection to provide adequate sight distance	CRF Strategic Investment Fund; Transportation System Development Charge (TSDC)	$2,213,716	$0	X	X			
E 6	Community Road Fund: Congestion	1059	300322301	Welches Rd Bike/Ped	E Welches Rd from US26 to E Fairway Estates Ave	Add multi-use path from US 26 to E Stage Stop Rd and paved shoulders from E Stage Stop Rd to E Woodruff Way, with pedestrian crossing at E Fairway Ave	Community Road Fund (CRF); Transportation System Development Charge (TSDC)	$3,774,000	$0	X	X			
E 7	Bridge/Culvert	NA	300325355	Conway Creek (Aschoff Road) Culvert Replacement	Aschoff Road at Conway Creek	Replace existing culverts with a precast modular bridge	Federal Culvert AOP Grant; Road Fund	$1,862,900	$373,163	X	X	X		
P 1	Paving	PMP	300326410	Contract Paving: Bonita Road Package	Bonita Road from Carman Road to Bangy Road	Pave Bonita Rd with 0.6 miles of asphalt	HB2017 Road Fund	$136,261	$136,291	X				
P 2	Paving	PMP	P2605	Chip Seal: Rosewood Package	Various road segments in the Rosewood area	Place 1.7 miles of chip seal on a number of roads in the Rosewood area	HB2017 Road Fund	$399,397	$434,397	X				
P 3	Paving	PMP	300323313	Contract Paving: Lake Oswego - Birdshill Pack	Various road segments in the area around Birdshill Loop	Pave 0.9 miles of road with asphalt in the area around Birdshill Loop	HB2017 Road Fund	$353,947	$353,947	X				
P 4	Paving	PMP	300326403	Slurry Seal: Oak Grove Package	Various road segments in the Oak Grove area	Place slurry seal on 9.9 miles of roads in the Oak Grove area	HB2017 Road Fund	$680,508	$680,508	X				

TABLE A: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
P 5	Paving	PMP	300322304	Contract Paving: Thiessen 2 Area Package	Various road segments in the SE Thiessen Rd area	Pave 1.1 miles of roads with asphalt in the Thiessen area	Road Fund	$809,038	$809,038	X				
P 6	Paving	PMP	300326501	Contract Paving: Clayson Area	Various road segments around Clayson Ave in Jennings Lodge	Pave 1.4 miles of roads with asphalt in the Clayson Ave area of Jennings Lodge	Community Road Fund (CRF); Road Fund	$1,357,276	$305,000	X				
P 7	Paving	PMP	300326401	Contract Paving: River Road Package	SE River Rd between SE Jennings Ave and SE Roethe Rd	Pave SE River Road with 0.6 miles of asphalt	HB2017 Road Fund	$201,480	$201,480	X				
P 8	Paving	PMP	P2701	Contract Paving: Hartnell Farms Package	SE Johnson Rd between SE Clackamas Rd and SE Lake Rd	Pave 0.9 miles of road with asphalt on SE Johnson Rd between SE Clackamas Rd and SE Lake Rd	HB2017 Road Fund	$761,754	$761,754	X	X			
P 9	Paving	PMP	300326404	Slurry Seal: Mt Scott Package	Various road segments in the Mt. Scott area	Place slurry seal on 4.8 miles of roads in the Mt. Scott area	HB2017 Road Fund	$394,879	$394,879	X				
P 10	Paving	PMP	300325353	Sunnyside Rd & 142nd Pavement Overlay & ADA Ramps Project	Sunnyside Rd from 101st St to 119th Dr & 142nd Ave from Sunnyside to OR212	Pave 2.5 miles of road on Sunnyside and 142nd. The pavement work triggers ADA compliance work. Retrofit curb ramps to meet ADA requirements and upgrade crossing signals to meet requirements for pedestrian button reach, height, and level landing	HB2017 Road Fund	$11,935,000	$11,935,000	X	X			
P 11	Paving	PMP	300326402	Contract Paving: Marquam Package	Drake Road from highway 213 to the Marion County Line, Farm Road from Monte Cristo Road to Oster Road, Farm Road from Drake Road to Oster Road	Pave 3.6 miles of roads with asphalt in the Marquam area	Rural STP; HB2017 Road Fund	$2,275,637	$785,637	X				
P12	Community Road Fund: Paving	PMP	CRF2701	Contract Paving: McNary Heights	Various road segments in the McNary Heights area	Pave 0.64 miles of roads with asphalt in the Thiessen area	Community Road Fund (CRF)	$489,375	$0	X	X			
P 13	Paving	PMP	D2601	Damascus Area Slurry Seal	Various road segments in the Damascus area	Place slurry seal on 2 miles of roads in the Damascus area	Damascus Road Fund	$167,112	$0	X				
P 14	Paving	PMP	P2708	Chip Seal: Yoder Package	Various road segments in the Yoder area	Place 18.5 miles of chip seal on a number of roads in the Yoder area	HB2017 Road Fund	$1,072,000	$1,072,000	X	X	X		
P 15	Paving	PMP	300326409	Contract Paving: Bakers Ferry Road Package	S Bakers Ferry Road from S Springwater Road to S Harding Road	Pave Bakers Ferry Road with 2.6 miles of asphalt	HB2017 Road Fund	$2,064,268	$2,064,268	X				
P 16	Paving	PMP	300326411	Chip Seal: Cherryville to Welches Package	Various road segments in the Cherryville to Welches corridor	Place 25.6 miles of chip seal on a number of roads in the Cherryville to Welches corridor	HB2017 Road Fund	$1,674,307	$1,674,307	X	X			
P 17	Paving	PMP	300326405	Chip Seal: Mackburg/Union Mills Package	Various road segments in the Macksburg/Union Mills area	Place 38 miles of chip seal on a number of roads in the Macksburg/Union Mills area	HB2017 Road Fund	$2,439,764	$2,439,764	X	X	X	X	X
P 18	Paving	PMP	300326502	Contract Paving: Beavercreek Woods	Various road segments in the Beavercreek Woods area	Pave 1.1 miles of roads with asphalt in the Beavercreek Woods area	Community Road Fund (CRF); Road Fund	$761,831	$60,000	X				
AC 1	Community Road Fund: Safety	Multiple	300323320	Countywide School Beacon Upgrades	6 Locations (11 beacons): River Rd at Jennings Lodge Elem., River Rd at Riverside Elem., 152nd Ave at Oregon Trail Elem., Webster Rd at Alder Creek MS, 242nd Ave at Lewis and Clark CS and Scouters Mountain Elem.	Upgrade solar powered school flashing beacons to AC power	Community Road Fund (CRF)	$579,740	$0	X				
AC 2	Safety	1001	S2604	Radar Sign Project: 172nd, Jennings Ave, and Union Mills	3 Locations: SE 172nd Ave at SE Coyote Way, SE Jennings Ave at SE Oatfield Rd, and S Union Mills Rd between OR213 and S Ringo Rd	Design and construction of 6 AC-powered radar speed feedback signs at various locations in Clackamas County	Road Fund	$600,000	$600,000	X	X	X	X	X

TABLE A: 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
AC 3	Community Road Fund: Safety	Safe Routes to School Action Plans	300325560	Oregon Trail Elementary School / River Grove Elementary School Enhanced Crosswalks	Midblock on SE 152nd Ave between SE Oregon Trail Dr and SE Territory Dr, Pilkington Rd and SW Dawn St	Construct an enhanced midblock crosswalks with Rapid Rectangular Flashing Beacon to serve both Oregon Trail Elementary and River Grove Elementary. The work will include the installation of a median island. ADA compliance review, and ADA upgrade as needed	Community Road Fund (CRF); Community Road Fund (CRF) Strategic Investment Fund	$1,003,744	$0	X	X			
NM	ITS/TSMO	1000	300321305	Regional ATC Controller & Signal Optimization	Countywide	Replace 99 older model traffic signal controllers to the latest Advanced Traffic Controllers (ATC)	City of Lake Oswego; City of Oregon City; City of Wilsonville; City of Gladstone; City of West Linn; Federal Grant; Surface Transportation Block Grant Program (via Metro TSMO); Road Fund	$820,103	$495,479	X				
NM	ITS/TSMO	1000	300323328	Regional Freight ITS Project Phase 2B	Countywide (UGB Area)	Design and install truck priority signal timing at 18 signalized intersections, battery backup system at 21 traffic signals, traffic monitoring cameras at 3 intersections, and traffic count stations at 3 intersections	Metro Regional Flexible Fund Allocation (RFFA) Grant; Road Fund	$1,290,616	$146,670	X	X	X		
NM	ITS/TSMO	1000	300326201	Countywide Traffic Signal Safety Upgrades	Countywide	Identify and upgrade selected traffic signals across Clackamas County with new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrians and bicyclists	Surface Transportation Block Grant Program (via Metro); Road Fund	$1,040,000	$106,808	X	X			
NM	Safety	1001	S2701	SS4A Rural Curve Corridors Project	29 rural road corridors countywide	Design and install updated horizontal alignment warning signs on 29 rural corridors, utilizing the Abley SafeCurves tool that identifies and prioritizes horizontal curves based on roadway geometry	USDOT Safe Streets for All (SS4A) Grant; Road Fund	$3,032,040	$606,410	X	X	X	X	X

TABLE B: 5-YEAR PLANNING PROJECT LIST – FY 26/27 – FY 30/31

Map ID	Project Category	TSP ID	Prospectus #	Project Name	Project Extent	Description	Funding Source	Cost Estimate (2024 $)	Anticipated Road Fund Match	FY-26/27	FY-27/28	FY-28/29	FY-29/30	FY-30/31
CRCE 9	Planning	NA	600223101	Sunrise Corridor Community Visioning Project	Sunrise Corridor	Work with Community to develop a vision for the future of the Sunrise Corridor including transportation, land use, economic opportunities and anti displacement.	American Rescue Plan Act (ARPA) Grant; Road Fund	$4,102,298	$102,298	X				
CRCE 9	Planning	4010	RC2501	Sunrise Gateway Corridor / Hwy 212	Sunrise Corridor	Create development-ready plans and the necessary foundation for competitive future federal funding requests for a phased approach to completing ODOT's Sunrise Gateway Corridor Project	Metro Regional Flexible Fund Allocation (RFFA) Grant	$12,500,000	$0	X	X	X	X	
CRCE 10	Planning	1026	600424201	I-205 Multi-Use Path Alternatives	I-205 Multi-Use Path Gap (along SE 82nd Dr from OR 224 Sunrise Highway interchange to OR 212, just west of the Clackamas Industrial Area)	Develop a community-backed design solution for a preferred route to fill the I-205 Multi-Use Path gap in order to facilitate nonvehicle transportation and improve safety and accessibility	Surface Transportation Block Grant Program (via Metro); Road Fund	$1,220,257	$125,345	X	X			
NM	Planning	1001	300324345	Consolidated Planning and Marketing Grant	Countywide	Crash analysis, crash demographic study, traffic safety marketing campaign	USDOT Safe Streets for All (SS4A) Grant; ODOT Safety (Section 402) Fund Grant; Road Fund	$1,423,800	$279,300	X				
NM	Planning	1001	300324342	ODOT DUI Grant Planning Project	Countywide	Research and develop concepts for a new marketing and communications campaign focused on reducing impaired driving by examining opportunities for intervention prior to someone having their first drink.	ODOT Alcohol-impaired Driving Program (Section 164) Fund Grant; Road Fund	$237,088	$36,871	X				
NM	Planning	1001	300324346	Safe Streets For All: Federal Transportation Planning Project	Countywide	Align the TSAP with the national Safe Systems approach updating language and visual tools and further integrate civil rights and community engagement into the TSAP	USDOT Safe Streets for All (SS4A) Grant	$396,654	$66,133	X				
NM	Planning	NA	300324343	TSAP Update 2024	Countywide	Transportation Safety Action Plan / Drive to Zero plan	ODOT Transportation Safety Office Grant; Road Fund	$153,660	$28,660	X				
NM	Planning	NA	600223102	TSP Update 2023	Countywide	Update of the Transportation System Plan for FY 23-24	Oregon Department of Land Conservation and Development; Road Fund	$2,334,936	$2,249,860	X				
NM	Planning	NA	600426401	ADA Transition Plan	Countywide	Identify barriers that impede access for people with disabilities to county roadways. The updated plan will provide the county an improved roadmap for prioritized capital improvements	Road Fund	$360,000	$360,000	X	X	X		
NM	Planning	1001	600426402	Shared Streets Program Implementation	26 road corridors countywide	Implement a sustainable, long-term Shared Street network as identified in the Walk Bike Clackamas Plan. The project will also include an update to the Local Streets Traffic Calming and Skinny Streets Program	Road Fund	$285,000	$285,000	X	X			

FUNDING SOURCES AND FUTURE PROJECTS

Projects in the 5-Year CIP are funded through a variety of sources, connecting transportation planning to the county's capital construction budget. To be on the 5-Year CIP list, a project must have an identified funding source. A funding forecast completed in October 2012 as a part of the TSP update outlines funding expected to be received over the next 20 years.

Table C: Key Projects Matched with Potential Grant Funding Sources highlights TSP projects that should be considered for the next grant cycle. While we need to identify potential projects as the programs open for applications, ultimately the selection of appropriate projects is determined when the application is developed.

Current Local Funding Sources

Clackamas County Road Fund

The County Road Fund is made up of revenue received through the Oregon State Highway Trust Fund from state gas tax, weight-mile tax, vehicle registration fees (VRF) and vehicle titling fees distributed to the county based on allocation schedules set out in state law. County Road funds are inclusive of the additional funding provided by the passage of the "Keep Oregon Moving" House Bill 2017 (see "HB2017" section on page 17).

The state constitution and Oregon Revised Statues require State Highway Trust Fund revenue to be used "…for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, and streets…" (including a minimum 1% annual expenditure on bicycle and pedestrian facilities). Road fund money is often used as the local contribution (match) for projects funded by federal, state and other local funding programs.

The County Road Fund also includes federal funds from the Secure Rural Schools program.

Community Road Fund (CRF)

The Community Road Fund was established as a dedicated fund for projects that maintain local county roads, build improvements to relieve congestion and make the road system safer. As of January 2020, county residents pay $30 per year when registering a car, truck, van or other passenger vehicle or motorcycle. The fee structure is subject to changes enacted by the Board of Commissioners. For example, in 2023, trailers were changed from a $30 per year fee to a $5 per year fee.

A 15-member CRF Advisory Committee develops criteria to analyze potential capital congestion relief projects, applies these criteria to high priority projects, recommends the order in which the projects should be constructed to the Board of Commissioners, and reviews the project list annually.

From March 2020 to June 2026, the CRF has generated an average of $11.8 million of annual revenue, with the county receiving about $5.9 million (plus some additional funds earmarked for Strategic Investment) and the rest allocated to the cities within the county based on population and how much of that population resides within the county borders (some cities like Portland and Tualatin have only a small portion of their boundaries within the county). This can be compared to revenue forecasts in 2019 that projected $11 million of annual revenue, with $5.5 million allocated to Clackamas County.

CRF projects are broken into four sub-categories:

- Safety: projects focused on reducing crashes and the risk of crashes on county roadways
- Congestion: projects designed to reduce congestion problems on county roadways
- Maintenance projects: designed to support the need to pave, chip-seal and otherwise maintain our current local road system

- Strategic Investment: projects that support shared city and county initiatives

Damascus Road Fund

When the city of Damascus disincorporated in July 2016, responsibility for local road maintenance and transportation planning shifted back to Clackamas County. The funds held by the city of Damascus also shifted to the county, with the proviso that all funds be used exclusively on roads in the previously incorporated Damascus area. The Damascus Road Fund will be fully expended by the end of this 5-Year CIP window.

Fee in Lieu of (FILO)

Clackamas County Code 1007.10 provides for a fee in lieu of (FILO) required frontage improvements, primarily for sidewalks, on county roads. FILO is typically used when a development is being proposed in an area with few or no sidewalks. The developer pays a fee instead of building the required sidewalk improvements on the frontage, allowing the county to build continuous sidewalks in an area with a high need once enough fees are collected.

Transportation System Development Charges (TSDCs)

TSDCs are one-time assessments on new developments based on the number of vehicle trips the developments are forecast to generate. This equitably spreads the cost of road projects that increase capacity to new and expanding development that rely on road network improvements. These funds are dedicated to projects on an adopted list within a specific geographic area that improve capacity. The funds may not be used for road maintenance.

Improved capacity can include operational efficiencies that increase the number of travelers accommodated by the system (i.e., signalization), additional lanes, or new roads.

Urban Renewal (Tax Increment Financing)

Urban renewal raises money for public improvements through Tax Increment Financing (TIF) in blighted areas. Local investments focus on creating jobs, helping businesses, improving communities and increasing the tax base to result in long-term financial stability for local service providers and property owners. The use of the funds is customized to meet the needs of the approved plan for the urban renewal area.

Urban renewal funds and improvements are restricted to the geographic limits of the urban renewal area in which the funds were raised and focus on funding infrastructure consistent with the adopted urban renewal plan. Urban renewal frequently provides matching funds for grants from federal, state, regional and other local sources. Urban renewal must be approved by vote in the proposed areas.

The Clackamas County Board of Commissioners created the **Clackamas County Development Agency (CCDA)** in 1977 as the urban renewal authority for Clackamas County. The CCDA uses urban renewal authority to implement programs that provide for economically, socially, and environmentally sound development and redevelopment to revitalize blighted areas, build the county's property tax base and create jobs for the residents of Clackamas County.

There are three county urban renewal districts – one, the North Clackamas Revitalization Area (NCRA), still collects revenue. The other two are the Clackamas Town Center District and the Clackamas Industrial Area.

Current Federal, State and Regional Funding Sources

American Rescue Plan Act (ARPA)

The American Rescue Plan Act of 2021, also called the COVID-19 Stimulus Package or American Rescue Plan, is an economic stimulus bill signed into law in March 2021 to speed up the country's recovery from

the economic and health effects of the COVID-19 pandemic and recession. Under ARPA, States may use their share of State Fiscal Recovery Funds (SFRF) to replace revenues lost because of the pandemic and to address the lingering economic and public health impacts of COVID-19.

FHWA Ferry Boat Discretionary (FBD) Program

FBD provides funding for ferry facilities on a non-interstate public road that is publicly-owned, publicly-operated or majority publicly-owned, providing substantial public benefits. Projects selected for funding under this program are funded by 80% of federal dollars and 20% by awardee dollars.

HB2017 Road Fund (Keep Oregon Moving)

House Bill 2017, approved in 2017, increases the state gas tax, and vehicle title and registration fees over seven years. HB2017 produces approximately $500 million in State Highway Fund revenue annually with investments in public transportation, walking and biking.

Incorporated with this funding is the former Jobs and Transportation Act (JTA) passed in 2009 by the Oregon Legislature. The JTA was designed to address funding shortfalls for some long-standing transportation needs, including Sunrise Project Phase 1, which was completed in June 2016.

Highway Bridge Program (HBP)

HBP is a part of the National Highway Performance Program and the Surface Transportation Program. Bridge improvement and replacement is a major priority of ODOT. Bridges in poor or declining condition may qualify for this funding.

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Federal funds can be used to help pay for projects on National Highway System facilities. Periodically, federal legislation reauthorizes federal highway, transit and transportation safety programs funded through the Highway Trust Fund. Between 2012 and 2015, MAP-21 was the reauthorization law between 2012 and 2015, and the FAST Act was the reauthorization between 2016 and 2022. The current reauthorization, the Infrastructure Investment and Jobs Act (commonly known as the Bipartisan Infrastructure Law or BIL), was signed into law in November 2021. IIJA/BIL is a federal infrastructure package including provisions related to federal highway aid, transit, highway safety, freight, rail, and research programs.

Funding for local projects on the National Highway System can be applied for through programs managed directly by federal agencies (BUILD and Federal Lands Access), the state (the STIP, Highway Safety Program and Highway Bridge Program) or programs directed through the local Metropolitan Planning Organization (Metro) such as the Metropolitan Transportation Improvement Program (MTIP).

Among the funding programs included in the IIJA/BIL are:

Bridge Investment Program (BIP)

The IIJA/BIL's Bridge Investment Program (BIP) provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition. In Oregon, $268 million in funds is allocated for state and local bridges, and 85% is allocated for larger and higher-volume bridges. Note that this program differs from the Local Bridge Program which is described below.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development (BUILD) Grant Program is a major federal initiative administered by the U.S. Department of Transportation (USDOT). It funds competitive surface transportation infrastructure projects that yield significant local or regional impacts. The program is notable for its historic name changes, formerly operating as TIGER (2009–2018) and RAISE (2021–2025) before returning to the BUILD moniker. Award sizes are between $1 million and $25 million

Infrastructure for Rebuilding America (INFRA)

The Infrastructure for Rebuilding America (INFRA) Grant Program is a major discretionary funding mechanism managed by the U.S. Department of Transportation (USDOT). Formally known as the Nationally Significant Multimodal Freight and Highway Projects program, it focuses on massive, high-impact surface transportation projects that improve the movement of freight and people, enhance safety, and strengthen supply chains across rural and urban America. Projects must be located on the National Highway Freight Network, the National Highway System (NHS), or involve major railway-highway grade separations, intermodal freight facilities, or marine highways.

Highway Safety Improvement Program (HSIP)

The purpose of the Federal Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads. HSIP requires a data-driven, strategic approach to improving highway safety that focuses on performance. In the state of Oregon, HSIP funds are allocated via the **All Roads Transportation Safety (ARTS)** program. The principles and purpose of ARTS and HSIP are to reduce fatal and serious injury crashes, include all public roads for consideration, use data to drive decisions, and utilize both traditional "hotspot" methodology and systemic methodology for identifying and prioritizing projects.

Local Bridge Program (LBP)

The IIJA/BIL effectively restores Oregon's State Bridge Program to the levels of the 2021-2024 State Transportation Improvement Program with $268 million in funds allocated for state and local bridges. At least 15% of these funds (approximately $40 million) is required to be used on bridges not on the federal-aid highway system, which are low-volume roads that carry local traffic. Note that this program differs from the Bridge Investment Program (BIP) which focuses on larger and higher-volume bridges.

NOAA Fisheries Transformational Habitat Restoration and Coastal Resilience Projects Grant

Provides infrastructure grants for transformational habitat restoration. These funds are intended to help sustain our nation's fisheries and make significant strides in the recovery of threatened and endangered species and help protect coastal communities and ecosystems from the impacts of climate change. Included in eligible projects are culverts which improve and restore upstream fish passage for sensitive and threatened species.

Rural Surface Transportation Program (Rural STP)

Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Safe Streets and Roads for All (SS4A)

Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (in Clackamas County, this is the Safety Drives Us initiative).

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBG funds for rural areas are allocated via the Road Fund (see "Clackamas County Road Fund" above), while STBG funds for urban areas are allocated via Regional Flexible Fund Allocation (RFFA) – more information on this is below.

Metro Regional Travel Options (RTO) Grant

Regional Travel Options grants provide funding to support projects and programs that educate, encourage and provide information to people to increase their use of and access to travel options. Travel options

include any mode of transportation besides driving alone – carpooling, vanpooling, riding transit, bicycling, walking, rolling, shared mobility and telecommuting. Clackamas County is considered a core partner due to its completion and adoption of the Clackamas County Travel Options Plan in 2026. The core partners track supports organizations that deliver essential, ongoing travel options programs and services and serve as long-term implementation partners for the Regional Travel Demand Management Strategy. This funding is designed for organizations where travel options are a core function of their mission. Partners work collaboratively with Metro to develop multi-year programs that align with regional priorities.

Metro Transportation System Management Operations (TSMO) program

Oregon Metro's TSMO program is guided by the Transportation System Management and Operations Strategy Plan. This document helps to guide jurisdictions within Metro to better manage and operate existing roads and transit systems through traffic management strategies and implementation of new technologies. Through TransPort, the group that oversees implementation of the TSMO strategy, Metro allocates federal funding for relevant qualifying projects. For more information, see Metro's website.

Metropolitan Transportation Improvement Program (MTIP)

MTIP is the federally-mandated four-year implementation schedule of expenditures of federal transportation funds and significant state and local funds in the Portland metropolitan region. For projects to receive federal transportation funding, they must be included in the Regional Transportation Plan (RTP). MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, ODOT, TriMet and South Metro Area Transit District. More information can be found on Metro's website.

National Culvert Removal, Replacement, and Restoration Grant Program (formerly Culvert Aquatic Organism Passage Program)

The National Culvert Removal, Replacement, and Restoration Grant Program (formerly the Culvert Aquatic Organism Passage Program) is an annual competitive grant program that awards grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn.

Oregon Department of Land Conservation and Development (DLCD) Grant

The Oregon DLCD awards grants that are used primarily for Oregon communities' comprehensive planning and plan updates. The fund is divided into functional categories and made available for specific types of projects. The Grants Allocation Plan provides guidance on the grant application categories and the available funds for each category. The plan is developed by the Grants Advisory Committee with assistance from DLCD staff. The plan is then approved by the Land Conservation and Development Commission at the beginning of each biennium.

Oregon Department of Transportation Safety Office Grant

Through its Transportation Safety Office (TSO), ODOT administers grants that adhere to its mission to deliver transportation safety programs to Oregon citizens. The grant program is based on a detailed problem analysis prior to the selection of projects. Motor vehicle crash data, survey results (belt use, helmet use, and public perception), and other problem identification data are analyzed. Projects are selected using criteria that include response to identified problems, innovation, clear objectives, adequate evaluation plans, and cost-effective budgets. Specific TSO grant programs include:

ODOT Alcohol-impaired Driving Program (Section 164) Fund Grant

Under 23 USC 164, federal funds are disbursed to states for the express purpose of alcohol-impaired driving countermeasures or for the enforcement of laws prohibiting driving while

intoxicated, driving under the influence or other related laws or regulations. ODOT distributes funds related to Section 164 through the Transportation Safety Office.

ODOT Highway Safety (Section 402) Fund Grant

Under 23 USC 402, federal funds are disbursed to states for the express purpose of safety-related programming. Specific programs include bicycle and pedestrian safety, community safety programs, and driver education programs. ODOT distributes funds related to Section 402 through the Transportation Safety Office.

Oregon State Highway Fund

Highway revenues in the State of Oregon come from the following main sources:

- Motor vehicle registration and title fees
- Driver's license fees
- Motor vehicle fuel taxes
- Commercial weight-mile taxes

Net revenues from these taxes and fees are deposited into an account known as the State Highway Fund. With minor exceptions, the Oregon Constitution (Article IX, Section 3a) dedicates highway revenues for the construction, improvement, maintenance, operation and use of public highways, roads, streets and roadside rest areas.

Regional Flexible Fund Allocation (RFFA)

The RFFA process is used to determine which locally identified priorities are awarded funding to advance the goals of the Regional Transportation Plan. Regional flexible funds are distributed to Metro from three federal grant programs: the Surface Transportation Block Grant Program, the Congestion Mitigation/Air Quality Program, and the Transportation Alternatives Program. Metro then distributes those funds to cities and counties for projects designed to make getting around the region easier and safer. The RFFA process typically takes place on a two-year funding cycle to match closely with the MTIP update schedule. More information on RFFA can be found on Metro's website.

Safe Routes to School (SRTS)

Safe Routes to School (SRTS) is a national movement dedicated to improving quality of life for children and communities by supporting students' ability to walk and roll safely to school. SRTS organizing started in the 1990s, and federal and Oregon state legislation codified its goals in the mid-2000s. Oregon's 2017 Transportation Package (House Bill 2017) reinforced the state's commitment to SRTS efforts by establishing a regular funding set-aside to improve sidewalks and bike lanes with State Highway Funds. The Oregon Department of Transportation Safe Routes to School program consists of two parts: construction (infrastructure) and education. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and similar safety investments. Education programs focus on outreach to ensure awareness and safe use of walking and biking routes. ODOT provides grant funding and technical assistance to communities across Oregon to support both construction and education efforts, relying on partnerships between public, private, and nonprofit organizations at the local, regional, and state level. By funding both construction and education programs, ODOT encourages a safe systems approach to safe routes to school.

State Funded Local Projects (SFLP)

The State Funded Local Projects (SFLP) program, administered by the Oregon Department of Transportation (ODOT), allows local agencies to trade federal transportation funds for state funds. This exchange relieves local governments of complex federal administrative burdens, enabling more efficient project delivery with state oversight. Federal funds are traded at a one-to-one ratio. Local Agencies are

still required to provide a match as determined by the applicable funding program. SFLP cannot be used as match for a federal project. Eligible Projects must meet state gas tax eligibility requirements and be completely on the local system.

Statewide Transportation Improvement Program (STIP)

The STIP, Oregon's four-year transportation capital improvement program, identifies the funding for and scheduling of transportation projects and programs on federal, state, city and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests and Indian tribal lands.

The STIP includes a process for identifying projects that receive federal FAST Act funds as well as a portion of Oregon State Highway Fund. The current STIP process divides funding into two main categories:

Enhance

Enhance, expand or improve the transportation system. Eligible project activities include bicycle and/or pedestrian facilities, Development STIP (D-STIP), modernization projects that add system capacity, most projects previously eligible for Transportation Enhancement funds, projects eligible for Flex Funds, protective right-of-way purchases, public transportation, **Safe Routes to Schools**, Scenic Byways, Transportation Alternatives, and Transportation Demand Management.

Fix-It

Maintenance focus. Includes all capital funding categories that maintain or fix ODOT's portion of the transportation system.

These categories do not include non-capital maintenance and operations programs because they are not included in the STIP.

Western Federal Lands Access Program (FLAP)

FLAP was created by federal Moving Ahead for Progress in the 21st Century Act legislation (MAP-21) in 2012 to improve access to federal lands. The program is directed towards public highways, roads, bridges, trails and transit systems that are under state, county, town, township, tribal, municipal or local government jurisdiction or maintenance, and that provide access to federal lands. The following activities are eligible for consideration:

- Preventive maintenance, rehabilitation, restoration, construction and reconstruction
- Adjacent vehicular parking areas
- Acquisition of necessary scenic easements and scenic or historic sites
- Provisions for pedestrians and bicycles
- Environmental mitigation in or adjacent to federal land to improve public safety and reduce vehicle/wildlife mortality while maintaining habitat connectivity
- Construction and reconstruction of roadside rest areas, including sanitary and water facilities
- Operation and maintenance of transit facilities

Proposed projects must be on a public highway, road, bridge, trail or transit system that is located on, adjacent to or provides access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal or local government.

Table C: Key Unfunded Projects Matched with Possible Grant Funding Sources

Project Name (TSP Number)	Description	Possible Funding Source
Sunrise Project Phase II (4036)	Extend the Sunrise Project from I-205 to 172nd Ave	STIP Enhance / Federal Grant
I-205 Bottleneck Project (4016)	Improvement to I-205 between Stafford interchange and the east end of the Abernethy Bridge to address congestion issues	STIP Enhance / BUILD
OR 211 (4040)	Canby Marquam Hwy / OR211 intersection improvements	STIP Fix-it / HSIP
OR 212 Freight Mobility Corridor Improvement	Freight mobility improvements on OR212 between Rock Creek Junction and US26	MTIP / STIP
OR212 Foster and Sunnyside Intersection Upgrades	Improve safety and operations at Foster and Sunnyside intersections of OR212	Federal Grant
Barlow Road/Arndt Road/OR 99E Corridor (2029)	Upgrades to OR99E/Barlow Road and Arndt Road/Barlow Road intersections	STIP Enhance / Federal Grant
Cazadero Multi-Use Trail (1051)	Construct 17 miles of shared-use path from Boring to Estacada per the Active Transportation Plan	Oregon Community Paths Program
McLoughlin Sidewalk, Safety and ETC (4015)	Add bicycle and pedestrian improvements from Milwaukie city limit to Gladstone city limit	Federal Grant
I-205 Multi-Use Path Gap (1026)	Construct new connection to fill the I-205 multi-use path gap (OR212 to OR224)	Federal Grant / RFFA
142nd Bike/Ped (1006)	Add bike and pedestrian facilities between Sunnyside Rd and OR212	RFFA
Bell / Alberta / 72nd Ave (2000)	Add sidewalks, bicycle lanes and stormwater facilities	TIF
Luther Rd (2001)	Add sidewalks, bicycle lanes and stormwater facilities	TIF
Overland St	Add sidewalks, bicycle lanes and stormwater facilities	TIF
Jennings/99E/Trolley Trail Intersection (4035)	Improve the pedestrian and bicycle crossings at the intersection of Jennings, OR99E, and Trolley Trail	STIP
US26 Welches to Wildwood (4092/4093)	Add multi-use path along US26	FLAP
Lusted Rd Bridge over Sandy River (1053)	Replace bridge and include paved shoulders	STIP / HBP / BIP
Wyland Road Bridge	Bridge replacement	STIP / HBP
E. Barlow Trail Rd Bridge	Bridge replacement	FLAP
Tickle Creek Rd Bridge	Replace or upgrade Tickle Creek Rd Bridge over Tickle Creek	BIP
Redland Rd Bridge (3141)	Replace or upgrade Redland Rd East Bridge over Abernethy Creek	BIP
View Acres Elementary	Crossing upgrades at View Acres/Hill and Bramble/Hill	SRTS
Concord Rd Sidewalks (1061)	Fill gaps in pedestrian facilities along Concord Rd from River Rd to Oatfield Rd	RFFA
Hackett Creek (E Mountain Creek Cir) Culvert	Replace or upgrade culvert over Hackett Creek at E Mountain Creek Cir	NCRRRCGP
Hackett Creek (E Hideaway Ln) Culvert	Replace or upgrade culvert over Hackett Creek at E Hideaway Ln	NCRRRCGP

Appendix A

TRANSPORTATION DEMOGRAPHIC INDEX

Assessment

Methodology Summary

Transportation Demographic Index & CIP Projects Maps

Funding per Indicator Group

About the TDI

Background

2025 Update

Emerging Best Practices

State-Level Guidance

Indicator Groups

Full Index Methodology

TRANSPORTATION DEMOGRAPHIC INDEX ASSESSMENT

The county's Transportation System Plan (TSP) outlines six policies related to equity, health and sustainability (TSP Policy 5.C) that focus on:

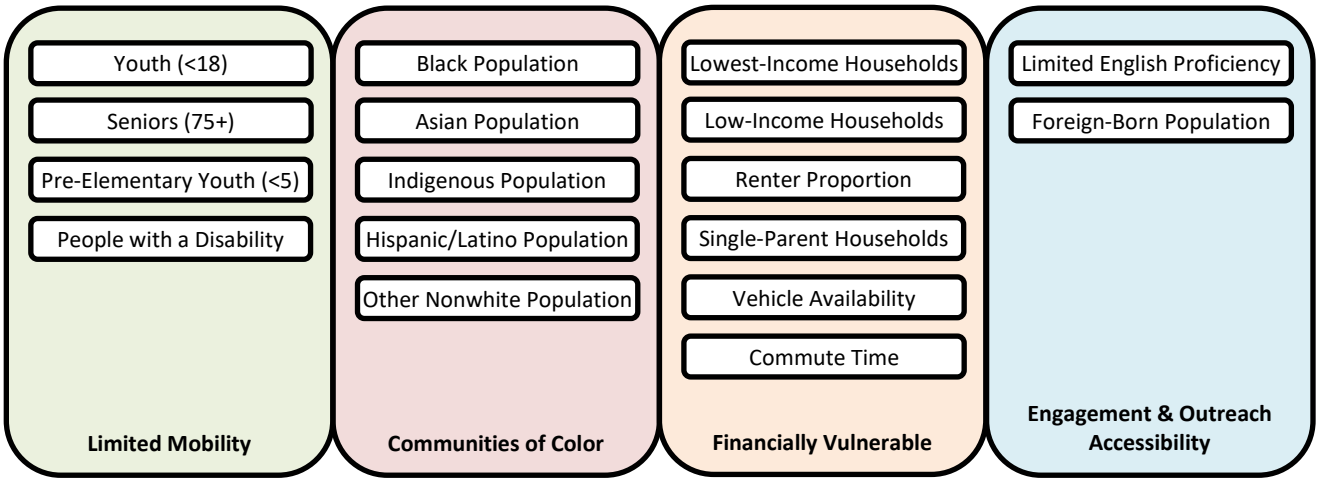
- Supporting walking, biking, and transit connections in areas with identified transportation-disadvantaged populations
- Coordinating land use and transportation planning to minimize environmental pollution
- Continuing to provide public transit services to under-served areas, particularly for seniors and people with disabilities

In 2019, the county established a Transportation Demographic Index (formerly Transportation Equity Index) to help identify groups that have been historically and/or are currently underserved, marginalized, or negatively impacted by the transportation system. The methodology for this index is modeled after approaches from other regional jurisdictions across the country. It uses a threshold-based approach to identify higher concentrations of communities of interest using census data at the block group level, in comparison to the county as a whole. Each census block is assigned a score and combined with other variables to create a composite score. See Appendix B for a full description of the Transportation Demographic Index and its methodology.

"How do we make sure that there are transportation options for all of the residents of Clackamas County?"

The **Transportation Demographic Index is** a number or score that conceptualizes demographic patterns quantitatively. The score makes it easier to see areas with high concentrations of demographic characteristics and visualize the information against other factors in a map.

The Clackamas County Transportation Demographic Index combines 17 demographic indicators into four indicator groups which share a theme. Scores for all demographic indicators are combined into a single index score for each census block group. A higher index score indicates a higher concentration of the groups below in comparison to the county as a whole. Scores range from zero (well below county average) to four (well above county average), with two being the county average.



Relative concentrations of focus communities are combined into…

…indicator groups which share a theme.

All indicators are combined to create a composite Index Score for each census block group.

0 - Well Below County Average (Bottom 20%)	1 – Below County Average (Bottom 40%)	2 - County Average (Middle 20%)	3 - Above County Average (Top 40%)	4 – Well Above County Average (Top 20%)

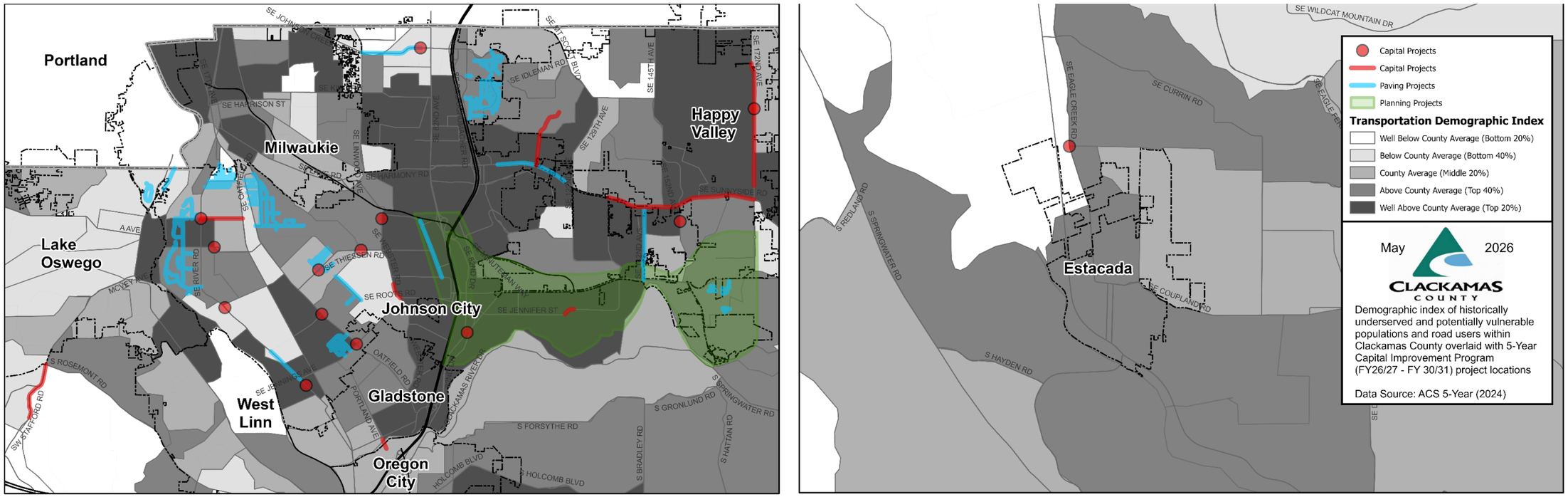
CIP Update Year	County population*	% of population within census block groups of "above-average" composite scores
2026 (current)	423,975	52.3%

* Source: American Community Survey 5-Year estimates. Estimates taken from most-current data for year of CIP update.

Including the Transportation Demographic Index in the 5-Year CIP allows us to evaluate how the planned improvements are distributed across areas in the county with higher percentages of people that historically have had less of a voice in transportation planning or that experience greater barriers in navigating the transportation system. Figures 5 and 6 show the county's composite Transportation Demographic Index and the 5-Year CIP projects. This map displays the relationship between where county investments are made through the 5-Year CIP and places that have a higher Transportation Demographic Index score.



Figure 5: Transportation Demographic Index & CIP Projects



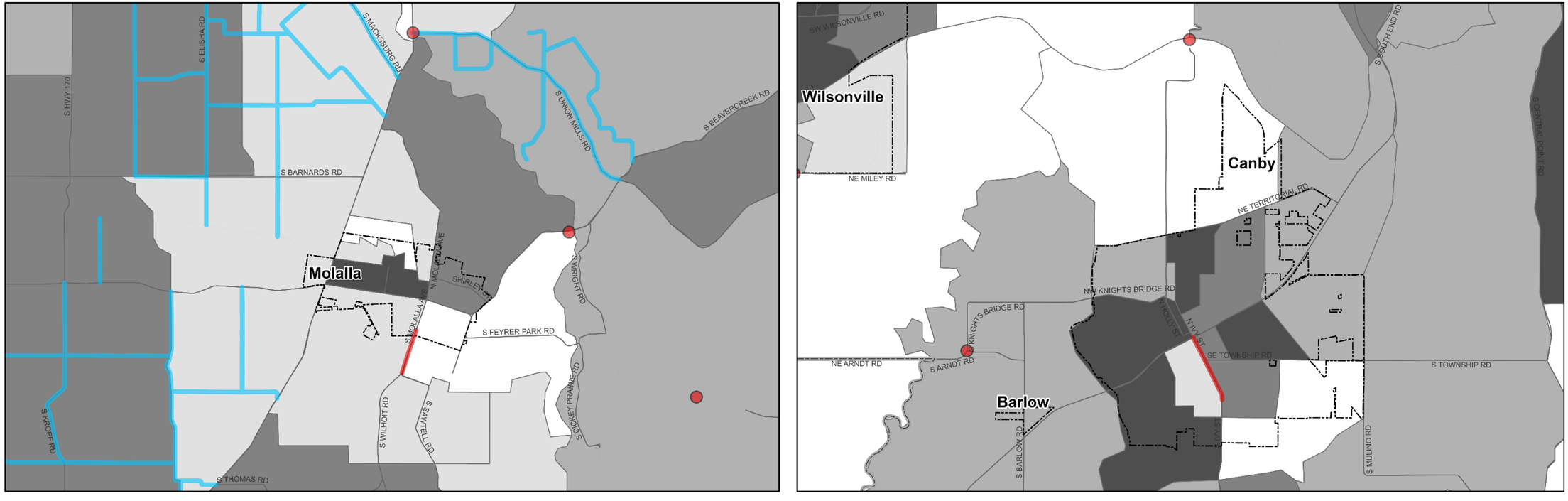
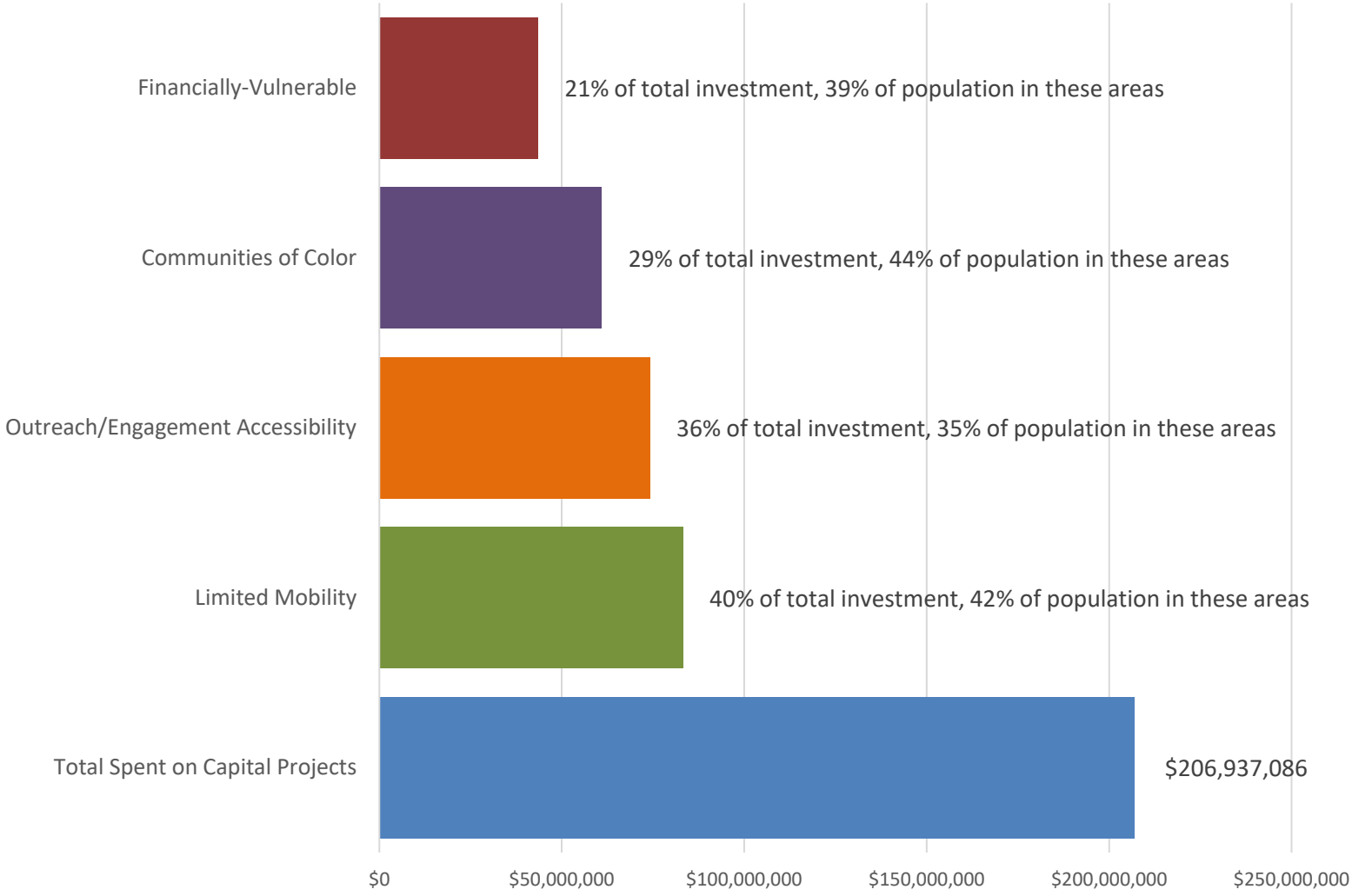


Figure 6: Transportation Demographic Index (Urban area, Estacada, Canby, Molalla) & CIP Projects

Over the next five years, approximately 40% of the capital budget ($83.2 million of $206.9 million), will be spent on transportation investments in census block groups with an above average Transportation Demographic Index score. The amount of investment in these areas can be reported by the individual demographic indicators that make up the index. Figure 4 shows the total funding of projects in the 5-Year CIP in areas that have an above average overall Transportation Demographic Index score by individual demographic group.

Figure 7: Funding Per Indicator Group

(SPENDING IN ABOVE-AVERAGE TDI AREAS)



Funding per demographic group in areas with above average Transportation Demographic Index scores. Funds are not specific to a single category, as a single project may impact multiple demographic groups with above average index Scores.

By applying this index to the FY 2026/27 - 2030/31 5-Year CIP, we can clearly see the levels of investment that impact specific communities that have been and/or are underserved, marginalized, or negatively impacted by the transportation system. This application highlights the different levels of investment across the county, specifically in areas with above average Demographic Index scores. The Transportation Demographic Index is a lens that helps to identify inequities created and perpetuated by investments in the transportation system. This assessment is a point in time snapshot of how current project selection processes can result in benefits to groups that face greater barriers.

ABOUT THE TDI

BACKGROUND

The Clackamas County Transportation Demographic Index (formerly Transportation Equity Index) was initially developed in 2019 with the collaborative efforts of Clackamas County Public Health and Clackamas County Department of Transportation and Development.

As noted in the initial development of the index,

> *"In Clackamas County, a resident's zip code can be a better predictor of health than their genetic code. This is why it is essential to adopt an equity lens to make data informed decisions to consider the unique needs of vulnerable populations in planning and transportation projects and address disparities occurring throughout the county."*

The Transportation Demographic Index (TDI) intends to **visualize the distribution of groups that typically face greater transportation barriers or have been historically left out of the transportation planning process.** It weaves together quantitative demographic data with geospatial mapping techniques to show where these groups and communities are clustered within the county. The TDI is intended to inform thoughtful policy and planning decisions, meaningful engagement, and potentially restorative investments throughout the county.

The Transportation Demographic Index is integrated into the county's Five-Year Capital Improvement Plan to give context to how county transportation projects are distributed – for example, whether traditionally-underserved populations are set to receive an equitable amount of transportation investment. Additionally, the TDI is slated to be included in the county's Transportation System Plan (TSP) update which will take place during 2025-26. The TSP is the county's all-encompassing transportation planning document that is part of the county Comprehensive Plan, and the TDI will provide valuable context as to how the county's planned transportation projects align with concentrations of traditionally-underserved communities.

2025 UPDATE

The initial Transportation Equity Index, drafted in 2019 and updated with new data on approximately a biannual basis, was a major step forward for assessing transportation planning and investment in Clackamas County. Prior to this initial development, no centralized single index was used for analyzing the distribution of investment and proposed investment when compared to distribution of traditionally underserved populations. The original TEI provided valuable context for looking at county investments with this critical lens. In 2025, four major factors suggested that an update is needed:

Updated Index Name

The name of the index is recommended at this point for two reasons. First, changing the index name to Transportation Demographic Index better emphasizes that the tool really focuses on demographics of census block groups. While it can be used to view transportation decisions under an equity lens, it is primarily a way to understand how various communities are spread or concentrated throughout the county. The other timely reason for this recommended name change relates to projects that receive federal funding and point to or otherwise reference this index. With the uncertainty surrounding federal grant funding, our aim is to ensure the continued viability of all county projects receiving federal funds.

Indicators and Methodology

A first version of an analysis tool is rarely the perfect final version. Since 2019 it has become increasingly clear that the TEI could be improved in some key respects, especially the demographic indicators included and the methodology used to group and summarize the populations. During review, it was noted that the demographic indicators included in the initial index may not fully align with *"groups that typically face*

greater transportation barriers or have been historically left out of the transportation planning process." It was also noted that certain other key vulnerable and underserved groups may be missing.

Additionally, the review found that initial methodology sometimes resulted in somewhat-confusing results. For example, the methodology was optimized for a normal sample distribution that was then split into five bins based on standard deviation:

1) Well below county average (between -1 and -2 σ)
2) Below county average (up to -1 σ)
3) County Average
4) Above county average (up to 1 σ)
5) Well above county average (between 1 and 2 σ)

In practice, many of the demographic indicators are not normally distributed or have a high standard deviation. This led to instances of the "well below county average" bin being comprised of negative numbers, which of course is not useable. In these cases, this bin was thrown out, meaning that only four bins were used. This was deemed to be confusing to readers.

Transportation System Plan Update

Since the Transportation System Plan, the county's all-encompassing transportation planning document, is being updated in 2025-26, the timing is ideal to revisit the TEI to integrate an updated version in the TSP. Ideally, the updated TDI will be overlaid with the transportation projects proposed in the TSP to understand whether they are distributed in a manner that serves county residents fairly and equitably. This may well influence the selection and prioritization of the proposed projects included in the TSP.

Emerging Best Practices

Since 2019, more jurisdictions regionally and nationwide have developed their own Transportation Demographic Indices or similar tools. This provides an opportunity to explore these emerging best practices to understand how the Clackamas County TDI can tell a more comprehensive and accurate story about how historically underserved populations are distributed. More about these emerging best practices can be found in the section below.

State-level Guidance

On March 10, 2022, Oregon Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. Executive Order 20-04 was in response to Oregon not meeting its climate pollution reduction goals, one of which was adopted in 2007 by state legislators in 2007 to reduce the state's climate pollution by 75% by 2050.

In response, the Oregon Land Use Conservation and Development Commission (LCDC) developed, and the state adopted, updates to Oregon's transportation and land use planning rules. These new rules are called Climate Friendly Equitable Communities (CFEC), and they went into effect on January 1, 2023.

A key portion of the CFEC rules is the Transportation Planning Rules (TPR) subsection (OAR 660-012). This section guides jurisdictions to consider underserved populations in their transportation planning and engagement, with a goal of producing more "equitable outcomes" in transportation for these populations (OAR 660-012-0905 (2)).

The Transportation Planning Rules also dictate that jurisdictions must identify "areas with concentrations of underserved populations…identified using best available data" (OAR 660-012-0100 (2)) and must include this in their Transportation System Plan. The TPR specifically calls out that underserved populations include (but are not limited to), the following:

(a) Black and African American people;
(b) Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native);

(c) People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations);
(d) Immigrants, including undocumented immigrants and refugees;
(e) People with limited English proficiency;
(f) People with disabilities;
(g) People experiencing homelessness;
(h) Low-income and low-wealth community members;
(i) Low- and moderate-income renters and homeowners;
(j) Single parents;
(k) Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members; and
(l) Youth and seniors.

To comply with the CFEC TPR, the Transportation Equity Index should be updated to consider how these groups can be better included.

EMERGING BEST PRACTICES

One example of an emerging best practice in the realm of equity indices is the City of Minneapolis' **Racial Equity Framework for Transportation (REF)** document, which was published in March of 2023. The stated purpose of this guide is to "[focus] on and [address] disparate racial outcomes in order to improve lives of the people who call Minneapolis home." Their guide states that current transportation outcomes "have fallen short for many residents of color in Minneapolis" and sets out to take a very targeted look at these disparities. Minneapolis's framework is seen as an emerging best practice for demographic data assessment for transportation planning efforts in the United States.

The REF "introduces new approaches to developing goals, metrics, conducting engagement and evaluation, and brings it all into one framework to support the institutionalization of this knowledge and practice." One major piece of the REF is what they refer to as the Transportation Equity Priority Areas analysis, which is similar to Clackamas County's TEI in that it identifies areas that have high concentrations of residents who have traditionally been excluded from or hurt by transportation planning processes.

The REF methodology in this 2023 document is updated and expanded from previous methodology which relied primarily on so-called "ACP50s," a simpler method that identifies "Areas of Concentrated Poverty" where 50% or more of the residents are people of color.

This proposal recommends using the following methodology techniques from Minneapolis's REF:

- **Weighting**: Weighting accounts for that fact that not all focus populations have shared the same experiences and attempts to weight factors that have had an outsized influence in the past. For example, consideration should be given to de-emphasizing the weight of population age (i.e. youth and senior) and give extra weight to factors such as low-income population.
- **New variables:** The REF includes household vehicle availability as one variable. This is very illustrative of a population's vulnerability when it comes to transportation planning, but it was not previously included in the Clackamas County TEI. Additionally, the REF includes a "lower-income population" variable which considers households that are below the area median income but above the federal poverty level.

STATE-LEVEL GUIDANCE

As mentioned in the "Rationale for 2025 Update" section above, the State of Oregon's CFEC rules specifically call out certain populations, saying that jurisdictions must identify "areas with concentrations of [these] underserved populations…identified using best available data" (OAR 660-012-0100 (2)) and must include this in their Transportation System Plan.

The following table includes these underserved populations and their relation to the existing TEI as well as recommended actions for inclusion in the TDI:

Table 1. CFEC-Defined Underserved Populations and Proposals for Inclusion in TDI

CFEC-Defined Underserved Population	Status in Existing TEI	Proposed Change for Updated TDI	Notes
Black and African American people	Included under "Communities of Color" index	Include in updated "Communities of Color" indicator group	
Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native)	Not explicitly included in existing TEI	Include in updated "Communities of Color" indicator group	
People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations)	Included under "Communities of Color" index	Include in updated "Communities of Color" indicator group	
Immigrants, including undocumented immigrants and refugees	Not included in existing TEI	Newly included	ACS B99051 (Citizenship Status)
People with limited English proficiency	Included under "Limited English Proficiency" index	Continue to include	
People with disabilities	Included under "Disability" index	Continue to include	
People experiencing homelessness	Not included in existing TEI	Not included	Robust and reliable data for this population is not readily available
Low-income and low-wealth community members	Included under "Low Income" index	Continue to include households below federal poverty level, but adjust this to 200% of federal poverty level with additional new category for households below 80% of median area income	Median household income is taken countywide from ACS B19013. ACS B19001 provides the number of households that fall under approximately 80% of this number, rounded up to the nearest data break point. The 2021 ACS shows a Clackamas County median income of $88,517, with 80% of this figure coming to $70,813. C17002 provides the number of individuals below 200% of the federal poverty line. This is used instead of 100% of federal poverty line due to high cost of living in Clackamas County compared to national average.
Low- and moderate-income renters and homeowners	Not included in existing TEI	Renter proportion included	ACS B25003 (Tenure) – Note that data on which renters are low- or moderate-income are not available.
Single parents	Not included in existing TEI	Newly included in "financially vulnerable" indicator group	ACS B11012 (Households by Type)
Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members	Not included in existing TEI	Not included	Robust and reliable data for this population is not readily available
Youth and seniors	Included under "Youth" and "Senior" indices	Continue to include	Recommended change to the definition of Seniors from 65 and up to 75 and up, which better emphasizes the population that is less likely to drive alone
Pre-Elementary Children	Not included in existing TEI	Newly included in "limited mobility" indicator group	ACS B01001 (Sex by Age). This demographic is included to capture households that have increased transportation complexity and whose childcare does not benefit from the availability of elementary school bussing

UPDATED INDICATOR SELECTION RECOMMENDATION

Table 2. Recommended TDI Indicators and Grouping

Variable	Definition	Indicator Group	Source
Seniors	People aged 75 and up	Limited mobility	ACS B01001
Youth	People aged under 18	Limited mobility	ACS B01001
Disability	Households with at least one person with a disability	Limited mobility	ACS B22010
Pre-Elementary Youth	People aged under 5	Limited mobility	ACS B01001
Black population	Population self-identifying as Black/African-American	Communities of color	ACS B02001
Indigenous population	Population self-identifying as Native American/American Indian (inc Alaska Native)	Communities of color	ACS B02001
Asian population	Population self-identifying as Asian American	Communities of color	ACS B02001
Other nonwhite population	Population self-identifying as Native Hawaiian, Pacific Islander, Some other race, or multiracial	Communities of color	ACS B02001
Hispanic/Latino	Population self-identifying as Hispanic or Latino/a/x	Communities of color	ACS B03003
Lowest-Income Households	Population with income under 200% of the federal poverty line	Financially vulnerable	ACS B17021
Low-Income Households	Population with income under 80% of Clackamas County median income	Financially vulnerable	ACS B19001/B19013
Renter Proportion	Proportion of households renting their homes	Financially vulnerable	ACS B25003
Single-Parent Households	Proportion of households with children that only have one parent living in household	Financially vulnerable	ACS B11012
Limited Vehicle Availability	Portions of households that have at least one vehicle available to them	Financially vulnerable	ACS B25044
Commute time	Percentage of commuters who spend more than 1 hour traveling each way	Financially vulnerable	B08134
Limited English Proficiency	Percentage of population that speaks English less than “very well”	Engagement/outreach accessibility	ACS B16004
Population born outside of US / Foreign-Born Population	Percentage of population born outside United States	Engagement/outreach accessibility	ACS B99051

Indicator Groups

The index variables have been arranged into **four** indicator groups, which simplify the index and output maps for viewers and readers.

Limited mobility: Physical conditions or age restrictions that make independent transportation more difficult

Communities of color: Non-white and other people of color as defined by CFEC, who historically have had a more limited voice in transportation planning

Financially vulnerable: Financial or household conditions which may make auto ownership more difficult, put stress on a household's mobility, or have traditionally not been fully included in transportation planning efforts

Engagement/outreach accessibility: Unfamiliarity with or linguistic difficulty in navigating traditional local government processes

UPDATED INDEX METHODOLOGY

The methodology continues to use a threshold-based approach to identifying higher concentrations of the population of interest at the census block group level in comparison to the County as a whole, but simplifies the binning/grouping system (see Attachment 1 for the original binning system). Thresholds were assigned score and then combined with other variables to create a composite score. Note that every ten years, the bounds of census block groups are adjusted by the US Census Bureau. Thus, a Transportation Equity Index from prior to 2020 may not be directly comparable to an index from after 2020, and so forth, because they are no longer comparing the same geographic areas.

The methodology involves the following steps:

1. Split the sample of each indicator into quintiles (i.e. five bins containing approximately equal amounts of block groups, 20% of the sample each).
2. Sum individual indicator scores, with weighting applied, for index score.

Index Interpretation

The scores can be interpreted in the following way for an individual indicator:

Table 3. Quintile Binning and Indexing

Score	Interpretation
0	Well below county average
1	Below county average
2	County average
3	Above county average
4	Well above county average

Table 4. Weighting within Indicator Groups

Variable	Indicator Group	Weight within Indicator Group
Seniors	Limited mobility	1.00
Youth	Limited mobility	0.75
Pre-Elementary	Limited mobility	1.00
Disability	Limited mobility	1.25
Black population	Communities of Color	1.00
Indigenous population	Communities of Color	1.00
Asian population	Communities of Color	1.00
Other nonwhite population	Communities of Color	1.00
Hispanic/Latino	Communities of Color	1.00
Lowest-Income Households	Financially vulnerable	1.25
Low-Income Households	Financially vulnerable	1.25
Renter Proportion	Financially vulnerable	0.75

Single-Parent Households	Financially vulnerable	0.75
Vehicle Availability	Financially vulnerable	1.25
Commute time	Financially vulnerable	0.75
Limited English Proficiency	Engagement/outreach accessibility	1.00
Foreign-Born Population	Engagement/outreach accessibility	1.00

Scores are weighted and then are averaged for each indicator group and are rounded to the closest integer. An example is shown in Table 5 below.

The following variables have weights that differ from 1.00 (neutral weight):

Youth: Youths are unable to drive themselves and traditionally have not had a loud voice in transportation planning, but a concentration of youth in a census block group does not necessarily correlate to lack of transportation outreach or investment. Therefore, this variable is given less weight.

Disability: People with disabilities are especially vulnerable in transportation networks because they are less likely to be able to drive themselves. Therefore, this variable is given extra weight.

Lowest-Income Households: Households that fall under 200% of the federal poverty line traditionally have not had a loud voice in transportation planning and are especially vulnerable because their transportation choices can be limited by their income. This variable is given extra weight.

Low-Income Households: Similar to the "Lowest-Income Households" variable above in that this captures populations that traditionally have not had a strong voice in transportation planning, but this also captures households that are above the federal poverty line, which is relatively low compared to the cost of living in Clackamas County. This variable is given extra weight.

Renter Proportion: Renters are specifically included on this list because direct-to-resident outreach has historically been more focused on homeowners. However, households that rent their homes are not necessarily a vulnerable population in and of themselves. This variable is given less weight.

Single-Parent Households: Single parents may have less time available to participate in transportation planning outreach and are thus included on this list. However, single-parent households are not necessarily a vulnerable population in and of themselves. This variable is given less weight.

Vehicle Availability: Household vehicle availability is a major factor in mobility; without an auto, a household must rely on alternate forms of transportation. This variable is given more weight.

Commute Time: Persons that have a long commute to work are especially sensitive to the state of the transportation network. However, because some households self-select a longer commute in favor of their choice of household location, this variable is given less weight.

Table 5. Indicator Weighting Example

Variable	Indicator Group	Quintile Score		Weight within Indicator Group		Weighted Score
Seniors	Limited mobility	2	x	1.00	=	2.00
Youth	Limited mobility	1	x	0.75	=	0.75
Pre-Elementary	Limited mobility	2	x	1.00	=	2.00
Disability	Limited mobility	3	x	1.25	=	3.75
Weighted Total						8.50
Unweighted Total						8.00

In this example, the weighting gives this particular hypothetical block group a slightly higher score than it would have had without weighting applied.

Aggregated Index Score

The aggregated index score gives a singular score that captures concentrations of vulnerable populations in the county. While this aggregated index score does lack the specificity and nuance of the individual indicator group scores, it gives an overall impression of areas that could be considered for additional outreach, community planning, and investment.

Each weighted score is added to the composite score total. The sample is then split into five quartiles, as shown below.

Table 6. Composite score interpretation.

Quintile	Interpretation
Lowest 20%	Well below county average
Middle-Low 20%	Below county average
Middle 20%	County average
High-Middle 20%	Above county average
Highest 20%	Well above county average

Appendix B

TRANSPORTATION DEMOGRAPHIC INDEX MAPPING

MAPS

Map 1: Limited Mobility Indicator Group

Map 2: Communities of Color Indicator Group

Map 3: Financially Vulnerable Indicator Group

Map 4: Engagement/Outreach Accessibility Indicator Group

Map 5: Pre-Elementary Youth (<5)

Map 6: Youth (<18)

Map 7: Seniors (75+)

Map 8: Disability

Map 9: Asian Population

Map 10: Black Population

Map 11: Hispanic Population

Map 12: Indigenous Population

Map 13: Other Nonwhite Population

Map 14: Limited Car Availability

Map 15: Lowest Income

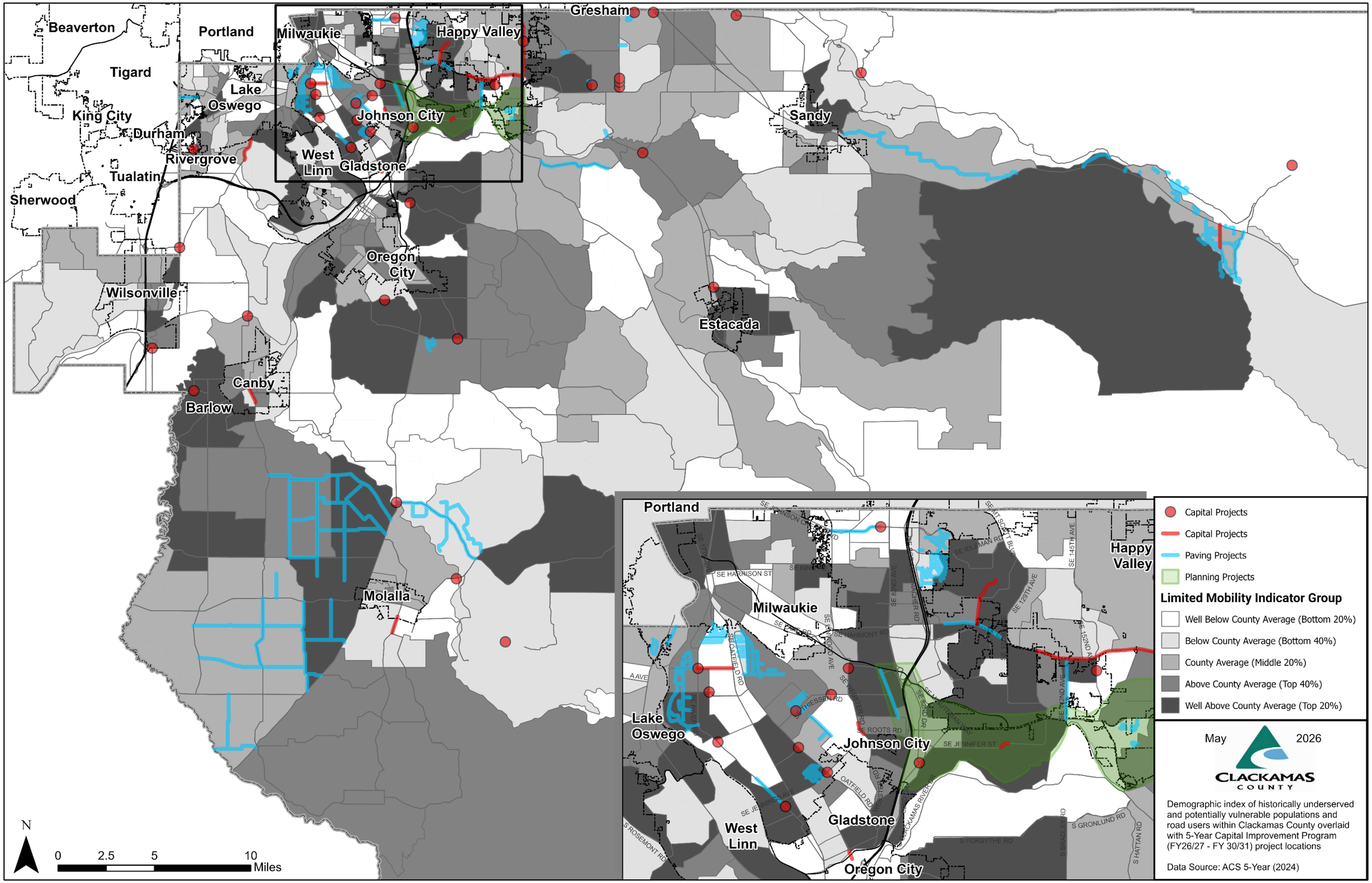
Map 16: Low Income

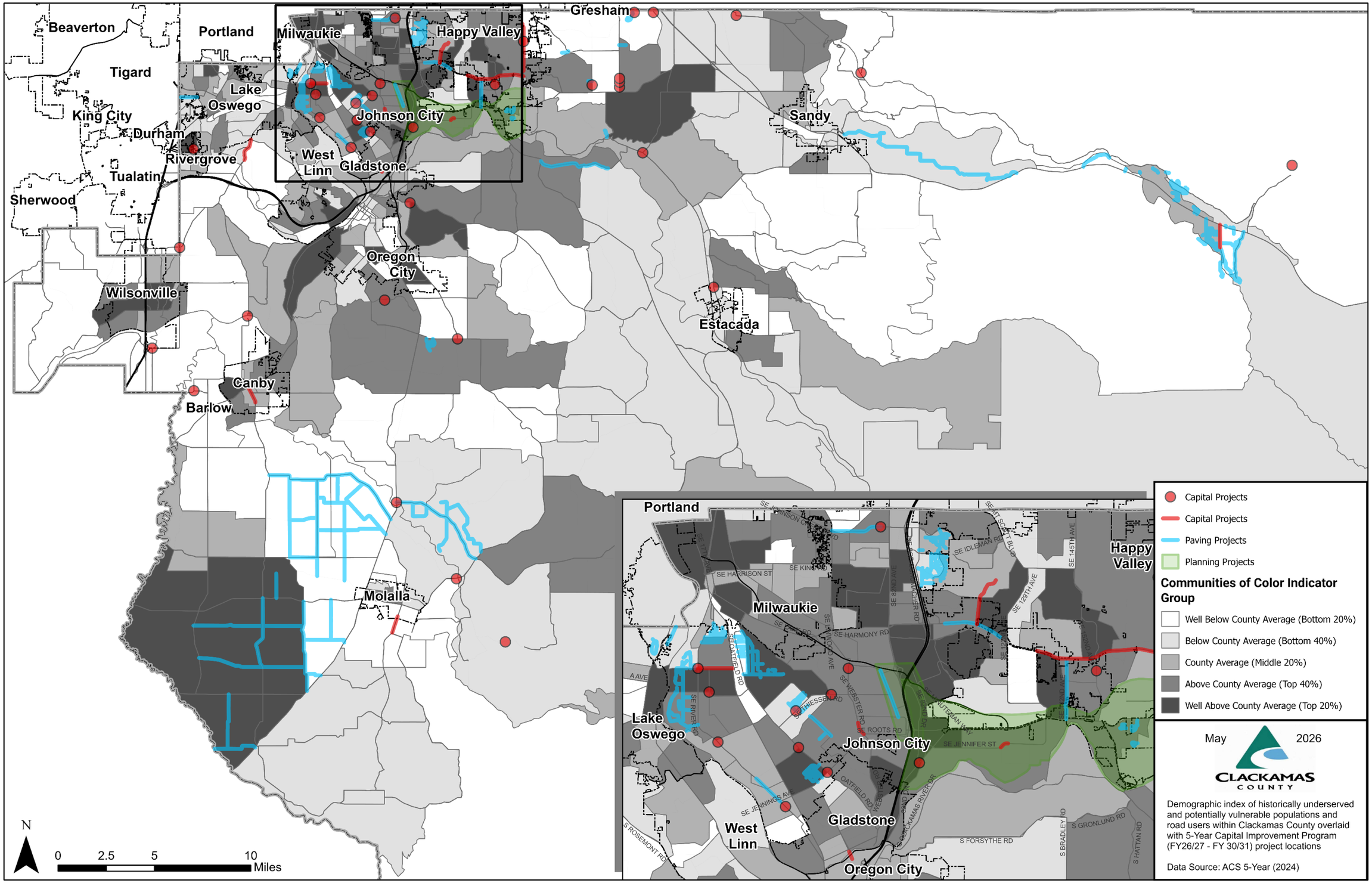
Map 17: Renting Households

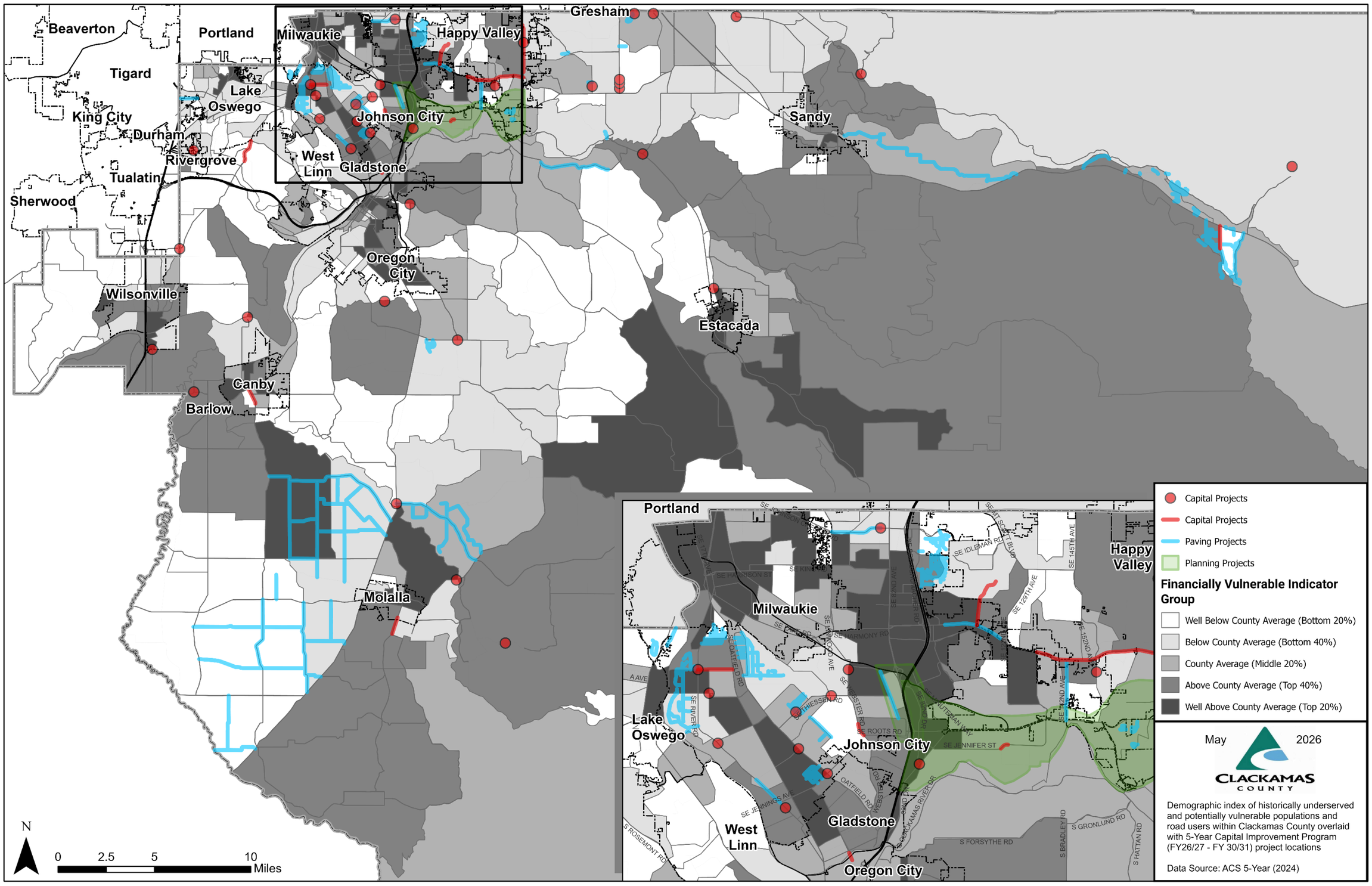
Map 18: Single Parent Households

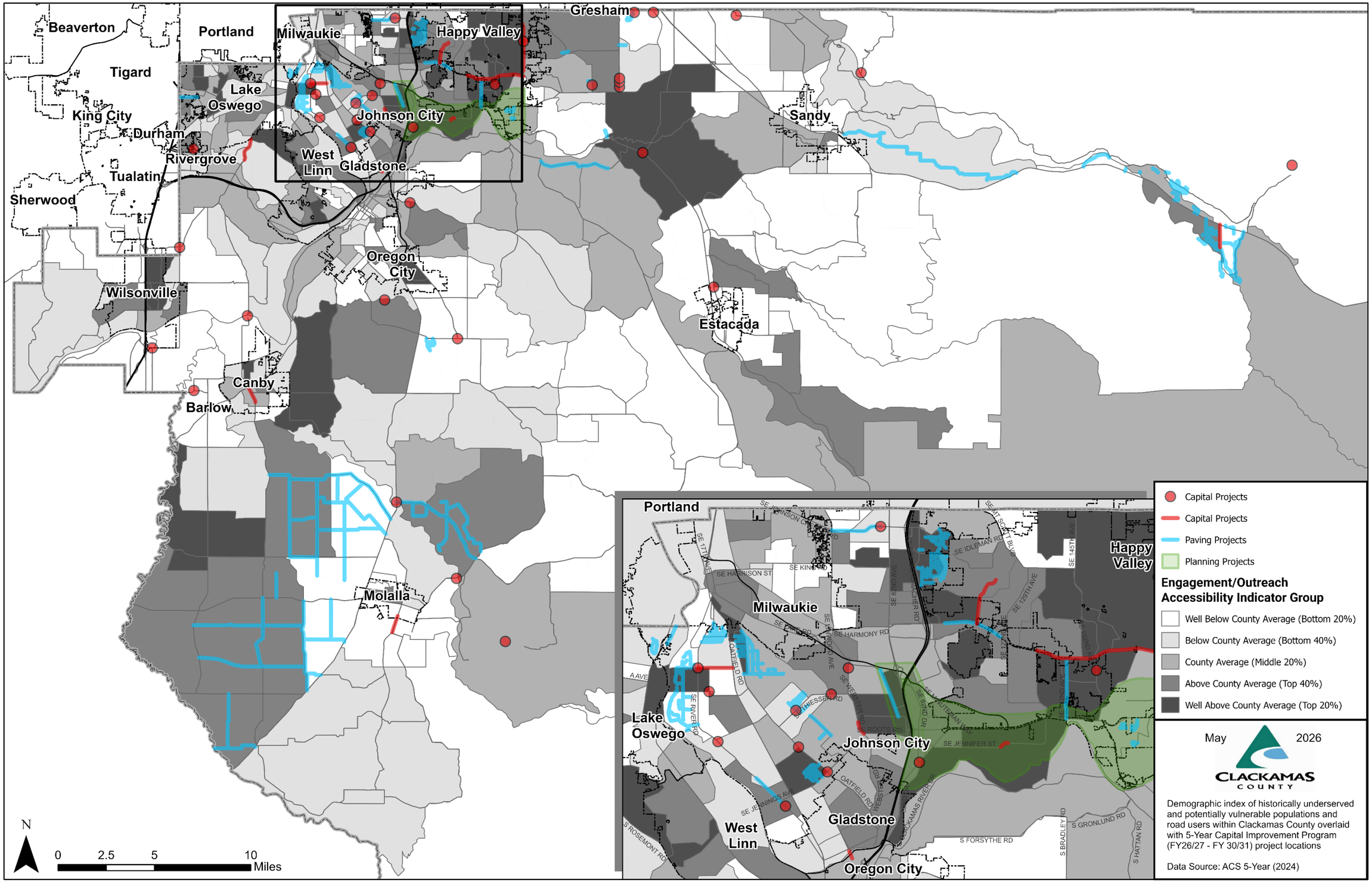
Map 19: Born Outside of United States

Map 20: Low English Proficiency


Beaverton
Portland
Milwaukie
Happy Valley
Gresham
Tigard
Lake Oswego
King City
Durham
Rivergrove
Johnson City
West Linn
Gladstone
Sandy
Tualatin
Sherwood
Oregon City
Wilsonville
Estacada
Canby
Barlow
Molalla
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Miles
Portland
Happy Valley
Milwaukie
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Limited Mobility Indicator Group
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Lake Oswego
Johnson City
Gladstone
West Linn
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Communities of Color Indicator Group
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
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Beaverton
Portland
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Happy Valley
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King City
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Johnson City
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Miles
Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Financially Vulnerable Indicator Group
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

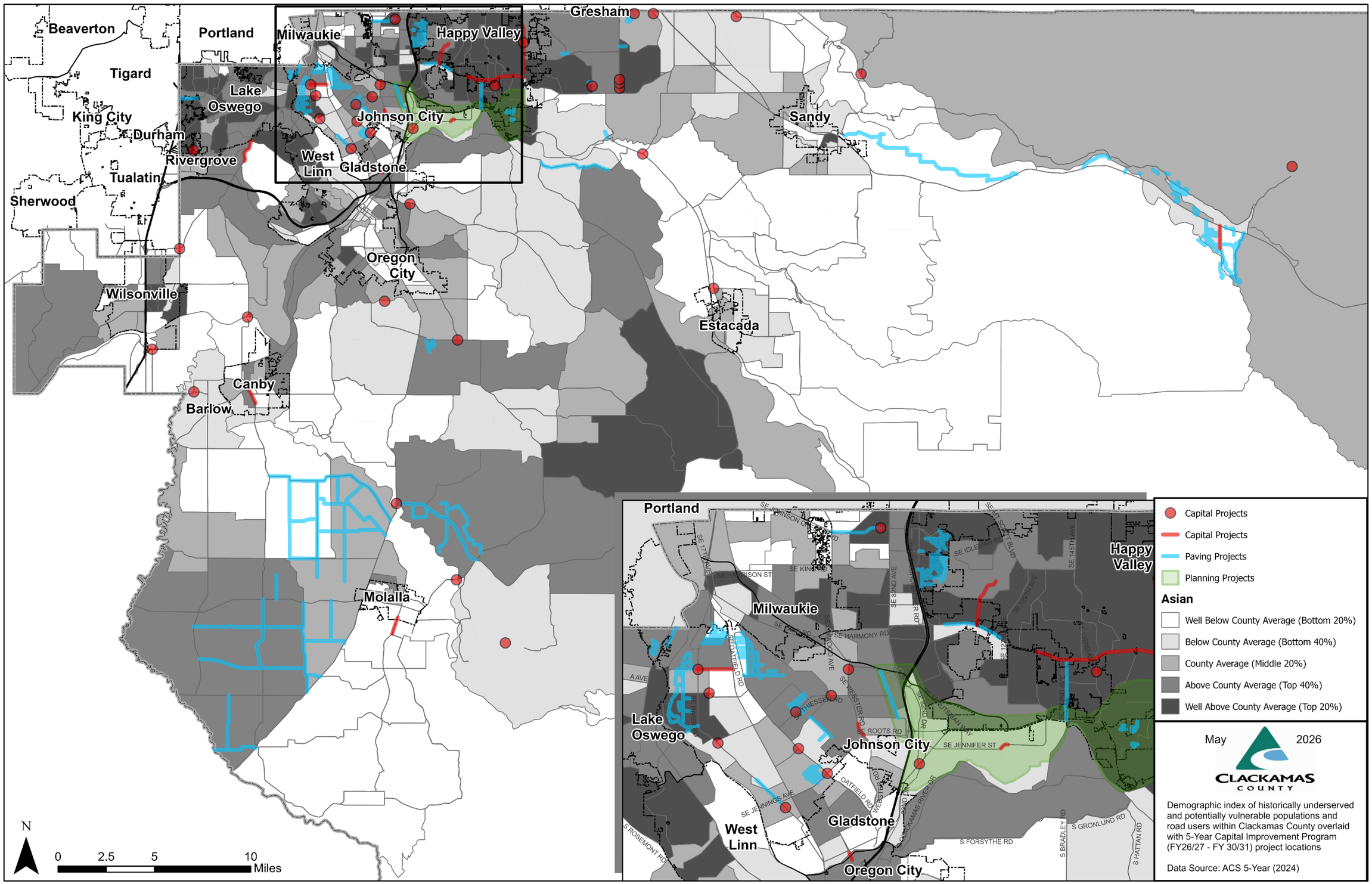

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Happy Valley
Milwaukie
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Engagement/Outreach Accessibility Indicator Group
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

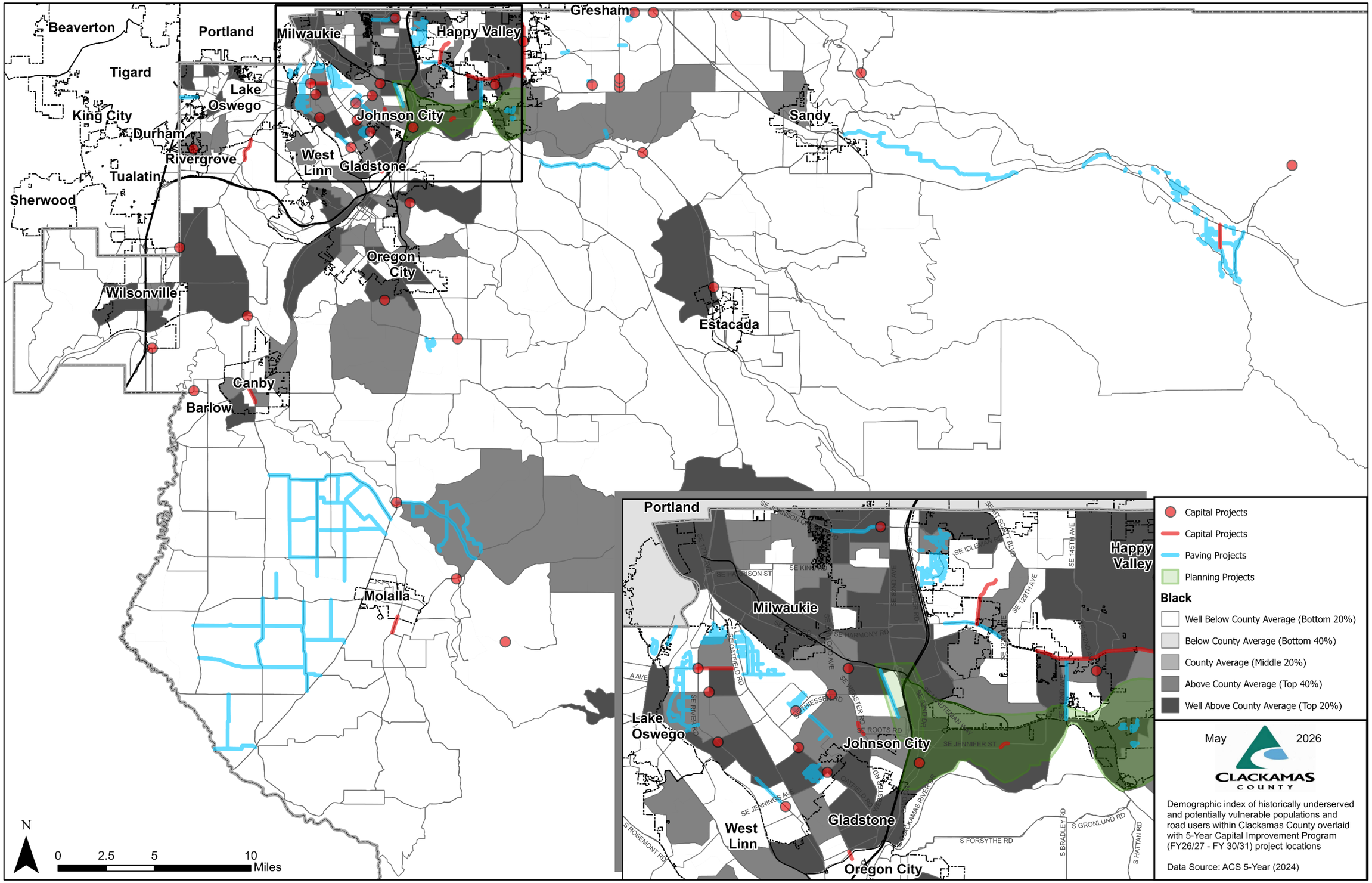

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Happy Valley
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Johnson City
West Linn
Gladstone
Oregon City
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SE JENNIFER ST
SE ROOTS RD
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S FORSYTHE RD
S ROSEMONT RD
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Capital Projects
Capital Projects
Paving Projects
Planning Projects
Pre-Elementary Youth (<5)
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


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Oregon City
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SE ROOTS RD
SE JENNINGS AVE
OATFIELD RD
SE RIVER RD
SE MCLOUGHLIN BLVD
SE 17TH AVE
SE 82ND AVE
SE 145TH AVE
SE 129TH AVE
SE 122ND AVE
SE 92ND DR
SE 37TH AVE
SE WEBSTER RD
SE ANDREWS RD
SE MATTHIESSEN RD
SE KING RD
SE LAKE RD
SE MACHER RD
SE GLEN ECHO AVE
SE 82ND DR
SE 37TH PL
SE WEBSTER RD
SE OATFIELD RD
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S GRONLUND RD
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Capital Projects
Capital Projects
Paving Projects
Planning Projects
Youth (<18)
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

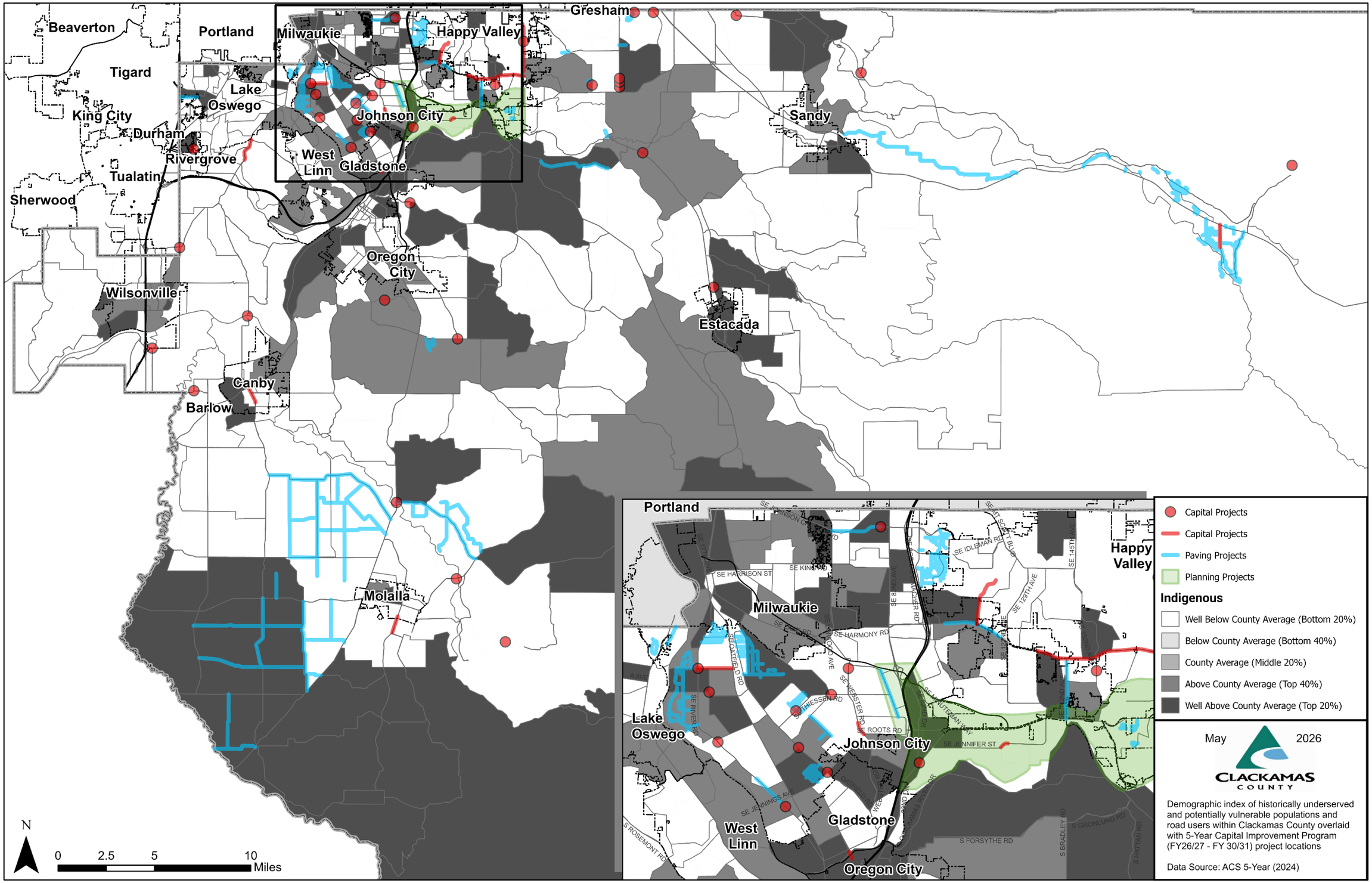

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SE OATFIELD RD
SE RIVER RD
SE WEBSTER RD
SE ROOTS RD
SE JENNIFER ST
SE 82ND DR
SE CUTTAN VIEW DR
OATFIELD RD
SE JENNIFER AVE
SE ROSEMONT RD
SE CLACKAMAS RIVER DR
S FORSYTHE RD
S BRADLEY RD
S GRONLUND RD
S HATTAN RD
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Seniors (75+)
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


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Oregon City
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Paving Projects
Planning Projects
Disability
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


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Johnson City
Gladstone
West Linn
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Asian
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

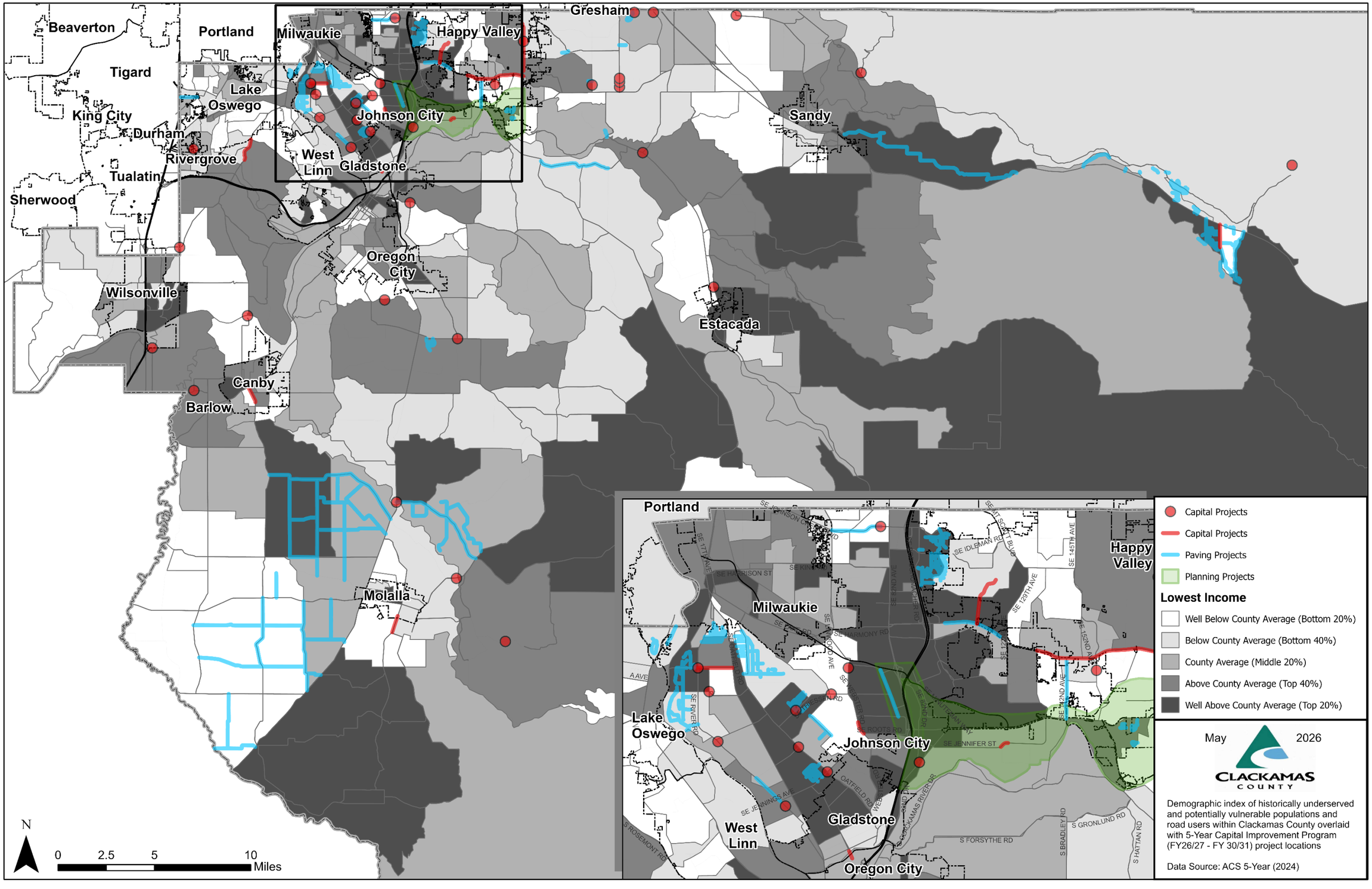

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Johnson City
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Capital Projects
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Paving Projects
Planning Projects
Black
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


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Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Hispanic
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Johnson City
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Gladstone
Oregon City
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S BRADLEY RD
S HATTAN RD
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Indigenous
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
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Beaverton
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Capital Projects
Capital Projects
Paving Projects
Planning Projects
Other Nonwhite
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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King City
Durham
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Johnson City
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Oregon City
Wilsonville
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Miles
Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
Gladstone
West Linn
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Limited Car Availability
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

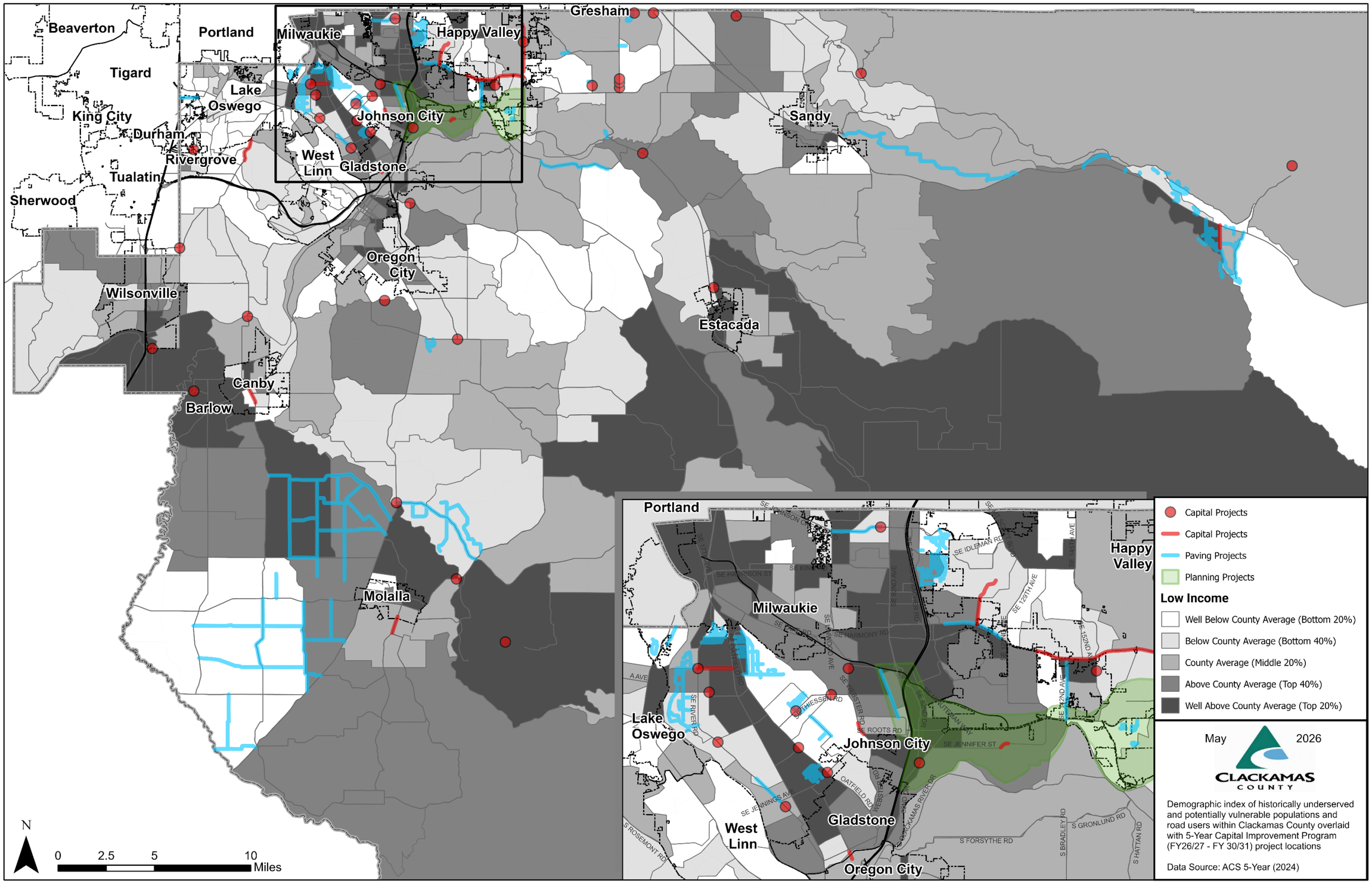


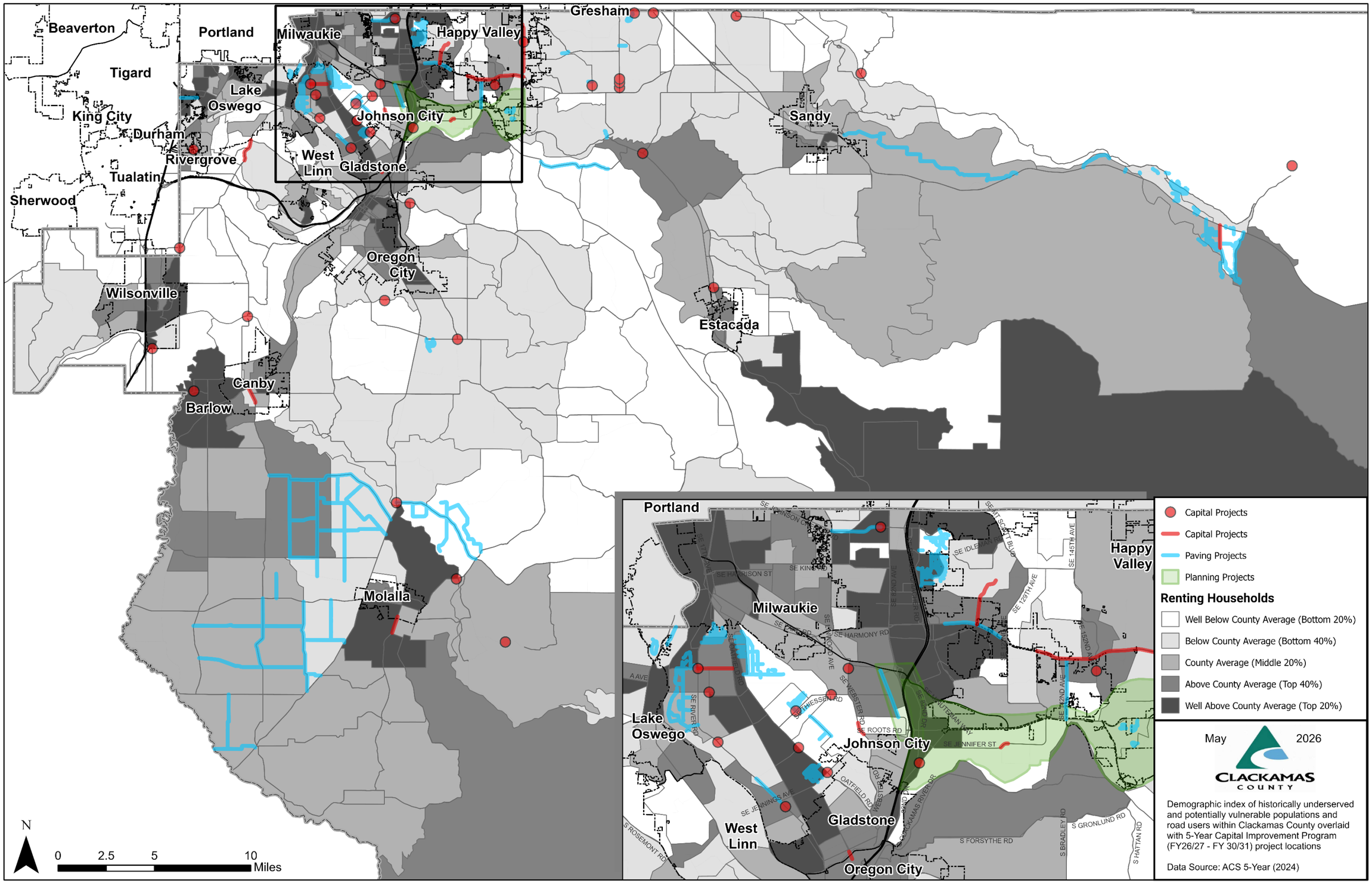
May 2026

CLACKAMAS COUNTY

Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations

Data Source: ACS 5-Year (2024)


Beaverton
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Wilsonville
Estacada
Canby
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Molalla
Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
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Paving Projects
Planning Projects
Low Income
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
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May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
Gladstone
West Linn
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Renting Households
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Oregon City
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Molalla
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Miles
Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
SE HARRISON ST
SE HARMONY RD
SE JENNIFER ST
S FORSYTHE RD
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Single Parent Households
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Happy Valley
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Tigard
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King City
Durham
Rivergrove
Johnson City
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Sherwood
Oregon City
Wilsonville
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Molalla
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Miles
Portland
Milwaukie
Happy Valley
Lake Oswego
Johnson City
West Linn
Gladstone
Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Born Outside of United States
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)


Beaverton
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Oregon City
Capital Projects
Capital Projects
Paving Projects
Planning Projects
Low English Proficiency
Well Below County Average (Bottom 20%)
Below County Average (Bottom 40%)
County Average (Middle 20%)
Above County Average (Top 40%)
Well Above County Average (Top 20%)
N
0
2.5
5
10
Miles
May 2026
CLACKAMAS COUNTY
Demographic index of historically underserved and potentially vulnerable populations and road users within Clackamas County overlaid with 5-Year Capital Improvement Program (FY26/27 - FY 30/31) project locations
Data Source: ACS 5-Year (2024)

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approving the 5-Year Capital Improvement Program for Fiscal Years 2026-27 to 2030-31	Resolution No. *Page 1 of 1*

Whereas, the County's Transportation System Plan (TSP) directs the County to maintain a current and complete 5-year Capital Improvement Program (5-year CIP) containing the programmed transportation projects with estimated costs and assigned responsibility for funding; and

Whereas, the 5-year CIP is composed of projects from the TSP, the Transportation Safety Action Plan, the Intelligent Transportation System Plan, bridge and culvert review systems, the Americans with Disabilities Act (ADA) Transition Plan, the 5-year Pavement Maintenance Plan, and needed emergency repairs; and

Whereas, the 5-year CIP includes only projects for which funding has been identified and are scheduled to be underway in the next five years; and

Whereas, the 5-year CIP includes projects with costs that are reasonably expected to exceed $50,000; and

Whereas, the projects included in the 5-year CIP have been approved for funding through various individual processes, such as grant applications, Community Road Fund project selection, the Transportation Safety Action Plan, and the Transportation Maintenance paving program;

NOW, THEREFORE, the Clackamas County Board of Commissioners does hereby resolve that the 5-year CIP for fiscal years 2026-27 to 2030-31, attached as Exhibit A hereto and by this reference incorporated herein, is approved.

DATED this 8th day of October 2026

BOARD OF COUNTY COMMISSIONERS

Craig Roberts
_____
Chair

Caroline Hill
_____
Recording Secretary

Prepared by:

Clackamas County
Department of Transportation & Development
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Board of Commissioners

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Paul Savas
Martha Schrader
Ben West
Diana Helm

Administrator: Gary Schmidt

October 8th, 2026