

ODOT Quarterly Program Report

April 1-June 30, 2016

Freight Plan Update

Summary

The Oregon Freight Plan (OFP) must be amended to maintain compliance with FAST Act freight transportation planning requirements and project eligibility for federal formula and discretionary grant funding beyond November 2017. The amendment process will include a tiered statewide inventory of freight transportation facilities with mobility needs, such as highway bottlenecks and intermodal connectors; additional urban and rural facilities designated as critical freight corridors; a five-year investment plan listing priority projects; and performance measures.

Status

Freight Highway Bottlenecks

A consultant was selected in late 2015 to complete this project in coordination with ODOT staff. The final freight highway bottlenecks list is expected to be prioritized and tiered but will not include solution identification or cost. The TAC met in April and OFAC met for a project input workshop in May. Work is underway to identify potential bottleneck locations. The TAC and OFAC will meet in September to review the preliminary list and identify prioritization criteria. The TAC will meet in December to review the prioritized list and provide input. Key tasks completed include literature review, review of previous studies, data assessment and indicators/measures identification. Data analysis and thresholds development are currently underway. The project is on schedule and expected to be complete and endorsed by OFAC in January 2017.

Freight Intermodal Connectors

The Oregon Freight Intermodal Connectors Study (OFICS) had a project kick-off meeting on May 12th and a project work plan and stakeholder engagement plan, including TAC membership, is being finalized. The OFICS investment strategy is expected to be finalized by late January 2017. A consultant has been selected and is currently in contract negotiations to provide project management and facilitation services to support the overall management of the OFP amendment work.

OReGO/Road Usage Charging

Summary

The 2013 Legislature created the OReGO program via SB 810, allowing up to 5,000 vehicles to test a per-mile road usage charge.

Status

As of June 30, 2016, 1025 vehicles were actively enrolled in the program. Volunteer retention is hovering around 83%. Enrollment of vehicles from a number of commercial fleets this quarter allows staff to test processes related to enrolling business vehicles. It also expands the percentage of participating vehicles that travel frequently in smaller urban and rural areas of the state.

ODOT certified a non-GPS device for account manager Azuga, which already had a GPS device in the program, and it is now available to volunteers. ODOT also finalized the ODOT Account Manager review and began pre-certification work for Sanef (soon to assume the new name emovis) to become a Commercial Account Manager; Sanef currently serves as the ODOT Account Manager. The OReGO team

is exploring multiple options with Verizon Telematics in preparation for the upcoming sunset date for the In-Drive program and documenting processes to prepare for potential future market-related transitions.

OReGO staff continued outreach efforts for public education. This quarter's efforts focused on the American Council of Engineering Companies of Oregon conference, Mileage Based User Fee Association meeting, American Association of Motor Vehicle Administrators Region IV conference, and East Multnomah County Transportation Committee meeting.

OReGO Program staff will soon release another survey to request volunteer feedback and gauge responses to program education efforts. The OReGO team and ODOT's Communications team coordinated survey efforts to maximize options for comparing survey results.

The Road User Fee Task Force (RUFTF) met in May. They received an OReGO program update and discussed the previously introduced financial modeling tool and its application to possible scenarios for future legislative proposals.

In addition, OReGO staff prepared and submitted a FAST Act grant application for funding for enhancements to the program. The application includes four main objectives:

- Expanding the market (through increasing technology options, managing the open market, adding a manual option, and exploring partnerships)
- Increasing public awareness
- Evaluating compliance mechanisms
- Exploring interoperability

Program staff coordinated with ODOT staff members who assisted the Western Road Usage Charge Consortium with a concurrent multi-state FAST Act grant funding application to define a regional RUC system and develop and implement a regional pilot project.

Transportation Safety Action Plan

Summary

The updated Oregon Transportation Safety Action Plan (TSAP) provides long-term goals, policies and strategies and near-term actions to eliminate deaths or life-changing injuries on Oregon's transportation system by 2035. The Plan serves as the topic plan that further defines and implements the Oregon Transportation Plan's (OTP) goals, policies, strategies, and key initiatives and also serves as Oregon's Strategic Highway Safety Plan (SHSP) as required by federal law.

Status

In April the Policy Advisory Committee meeting was an overview of the full plan, with more focused discussion to the five-year Actions and the early draft of Chapter 7 on Performance Measures. Transportation safety involves more reporting on performance measures than most other agency programs. The plan explains performance measures generally but focuses on five measures specific to requirements for FHWA strategic highway safety plans. Chapter 8 includes a discussion of current performance measure reporting by the Transportation Safety Division and Highway Division at ODOT.

In May a final review of the full plan was completed. The final refinement of the list of Actions was the topic of most intense discussion. A roundtable discussion elicited strong support for the quality of the

planning process and the plan products. When the PAC meeting adjourned, the OTSC reconvened and approved the plan for referral to OTC for release for public review.

In June preparations for the plan's public review cycle were made, identifying stakeholders and methods of delivery to different groups and developing notification materials. After the Commission approved release of the plan for public review at its June meeting, staff has provided notice and contact information for comments to the more than 530 parties on the project email list, agency and local government contacts, news agencies, stakeholder newsletters, tribal governments, natural resource agencies whose land is affected by state transportation policy and others.

The public review period will run for 45 days, ending at the end of business on August 1, 2016. ODOT will make refinements in response to public input as needed, with potential Oregon Transportation Safety Committee (OTSC) approval planned for September, and OTC consideration planned for October.

Bicycle/Pedestrian Plan

Summary

The Oregon Bicycle and Pedestrian Plan is a statewide policy plan that will help guide the decision making framework for walking and biking in Oregon.

Status

In 2014, the Plan development process kicked off and a Draft Plan was developed in the fall of 2015. Early in the planning process, a Policy Advisory Committee was formed to help guide the plan development. In October 2015, the Plan's Policy Advisory Committee reviewed the Draft Plan and recommended the OTC open the public comment period.

On May 19, staff presented the final Plan to the OTC, summarizing the planning effort, public comments received, final edits, and implementation next steps. After discussion, the OTC adopted the Plan unanimously. The final plan is in the final editing and copying stage, with hard copies planned for distribution by late summer/early fall.

While the planning effort is concluded for the Oregon Bicycle and Pedestrian Plan, the implementation phase is just beginning, with an Implementation Work Program currently in development. The Work Program will outline the actions ODOT will take across the agency and divide these actions into short-term (5 years), medium-term (5-15 years), and long-term (15+ years) estimated timelines. The actions will be based upon the policies and strategies listed within the adopted OBPP, with more detail on the short term actions, focusing on the Plan's Key Initiatives and items that are anticipated in the next five years. The Work Program is scheduled to come before the OTC in November as an informational item.

ConnectOregon

Summary

ConnectOregon funds marine, aviation, rail, bicycle/pedestrian, and transit projects. The Legislature has provided \$427 million in lottery backed bonds for six rounds of the program, including \$45 million for *ConnectOregon* VI.

Status

Of the 39 *ConnectOregon* V projects 11 are complete and the remaining 28 are active. Of the three remaining active projects in CO IV, two are substantially complete. One CO III project remains active and all projects from CO I and CO II are complete.

The Final Review Committee meeting was held on June 14th and resulted in a recommended funding prioritization list of the 75 remaining projects under review. Lynn Schoessler, the recently retired Deputy Director of Business Oregon, chaired the committee and the meeting was facilitated by Christian Watchie of Cogito, LLC. In July the Commission will hold a public hearing on the recommendation from the Final Review Committee, with final approval expected in August.

DMV Service Transformation Program

Summary

The Service Transformation Program (STP) is a multi-year program to improve DMV business processes, enhance service capabilities, replace computer systems, and enable DMV to become more flexible and timely in meeting customer expectations and legislative mandates. The program of manageable projects will take approximately nine to ten years and \$90 to \$100 million to implement.

Status

During the current biennium, STP is focused on completing foundational work needed before implementation begins. This readiness planning work is moving forward on schedule.

Over this quarter, both the quality assurance (QA) and business planning vendors began their work. The business planning vendor, Treinen Associates, Inc., is creating a detailed list of business needs for a primary IS solution vendor. This includes defining the functional requirements for the system. Four full-time rotational DMV subject matter experts have been assigned to work with Treinen as they complete their work. CSG Government Solutions, the QA vendor, conducted staff interviews and completed a draft initial risk assessment of the program. The program received Stage Gate II approval from DAS, which was required to move forward with the IS solution vendor solicitation. Solicitations were posted for both the IS solution and an organizational change leadership vendor.

STP also provided program updates to oversight and governance groups such as the Joint Legislative Committee on Information Management and Technology, ODOT STP Executive Steering Committee, DMV STP Oversight Task Force, Office of the State CIO, Legislative Fiscal Office and the DMV Management Team. The data migration readiness work continued with the installation of the IBM InfoSphere tool, which will be used to extract data from legacy systems, cleanse the data and load it into a new centralized database. Staff training on the new tool is underway.

During the second half of the year, STP will continue completing readiness work with vendors and identify business processes that can be transformed without a technology lift. Other planned work includes selecting an organizational change leadership vendor, completing a detailed list of functional requirements for the IS solution vendor procurement, receiving a finalized risk assessment from the QA vendor, evaluating IS solution vendor proposals, leveraging ODOT's Web-Reinvention Project to reformat and refresh DMV website content, and advancing the data migration readiness activities.

Passenger Rail Service

Summary

ODOT co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). This service provides two roundtrips between Portland and Eugene daily with stops in Albany, Salem and Oregon City.

Status

During this quarter ODOT Rail staff continued to implement House Bill 3401 from 2015, which required ODOT to study and make recommendations on improving on-time performance and boosting train ridership and to report quarterly to the legislature on its progress. The staff is revising the HB3401 report with updates on progress of implementation.

Ridership for the year to date is up about 5.5% over last year. Although April and May were up from the same months last year, continuing a recent trend, we saw a dip in ridership in June compared to June of 2015.

The marketing strategy involved selecting the best media outlets that could help reach target audiences (seniors and college students) with a fresh and timely message about the benefits of train travel. This quarter focused on media ads (radio, digital, print) promoting travel by train in Oregon, with an emphasis on travel to events. Events promoted this quarter that will extend into the next quarter are the Oregon Country Fair, the Olympic Trials in Eugene, and the Great Oregon Steam up. The “Wineries of Willamette Valley” and “Silver Falls” tours, which are partnerships with Gray Line and Travel Salem launched in May.

Zip Car and ODOT launched “Zip and Ride” in April, which is a partnership to locate Zip Cars within walking distance of three Amtrak Cascades train stations (Portland’s Union Station, Salem Station, and Eugene Depot) and promote more connected, cost-effective travel options for train riders.

Oregon transit providers (Cascades West Ridership, Albany Transit, the Linn Shuttle, Benton County Transit: Coast to Valley Express, Lincoln County Transit: Coast to Valley Express, and Oregon State University) began promoting taking the bus to and from the Amtrak Cascades on their websites and are using Amtrak Cascades ads. This collaboration is to help provide riders with knowledge of transit connections and their travel options.

ODOT meets biweekly to discuss on time performance (OTP) with partners from WSDOT, the host railroads, equipment maintenance providers and Amtrak to mitigate delays. This partnership has helped address OTP issues. OTP was at 83.4% for this quarter, down from 89.5% the previous quarter. A number of anomalies occurred this month contributing to delays, including heat restrictions, locomotive failures and police activity on the tracks. The southbound train out of Seattle continues to arrive late in Portland, resulting in the only train route that fell below the 80% threshold for the month.

A new Amtrak Cascades Station Stop Policy was developed with WSDOT and an Advisory Committee comprised of stakeholders from Oregon, Washington and British Columbia. The policy establishes an objective method to assist in future decision-making about adding, removing or skipping stops for Amtrak Cascades service.

For the next quarter ODOT staff will continue to implement the 2015-2017 Oregon Amtrak Cascades Marketing Plan. We will continue to work with Union Pacific and Amtrak to improve the Oregon schedule in order to grow ridership and continue efforts to keep OTP high. ODOT will continue procurement efforts to execute a comprehensive maintenance agreement and modification needs for trainsets and negotiate the FY17 Operating Agreement. ODOT and WSDOT will work together to renegotiate the Intergovernmental Agreement for the corridor approach, update the Corridor Management Work plan, and build the partnership with British Columbia.

Disparity Study/DBE Goals

Summary

The 2016 Disparity Study conducted for the Oregon Department of Transportation analyzes whether there is a level playing field for minority- and women-owned firms in Oregon's transportation contracting industry. This information will inform ODOT contracting practices and help the agency operate the federal Disadvantaged Business Enterprise (DBE) Program for its federally funded contracts.

Status

Keen Independent Research is leading the study team. The team has consulted regularly with an External Stakeholder Group with representatives from DBE-certified firms, other businesses, industry associations, public agencies and Federal Highway Administration (FHWA).

In March, Keen released the draft Disparity Study. The study found that 27% of businesses that are qualified and interested in specific types of transportation projects are minority- or white women-owned (MBE or WBE) firms. Keen Independent also examined the types of work and sizes of contracts performed by each firm to develop an MBE/WBE "availability" benchmark for specific transportation contracts and found that 19% of transportation contract dollars would go to MBE and WBE firms if there were a level playing field for those firms in Oregon. The study found 11.7% of transportation contract dollars were awarded to MBE and WBE firms.

The team prepared analyses to help ODOT set an overall goal for DBE participation on FHWA-funded contracts for three years beginning October 1, 2016. The disparity results suggest ODOT should consider including all DBE groups as eligible to meet DBE contract goals on FHWA-funded construction and engineering-related contracts. Based on the Disparity Study, ODOT has proposed an FY 2017-2019 DBE goal of 11.6%. Keen Independent has developed recommendations from the quantitative and qualitative results of the disparity study. ODOT is reviewing these recommendations and taking steps to address them.

ODOT hosted five public meetings in April that allowed the public to comment on the draft report and the proposed overall goal. During the public meetings, ODOT received strong support from many DBEs and majority-owned prime contractors for including all DBE groups as eligible to meet contract goals.

Keen Independent incorporated information from the public meetings and written comments into the final Disparity Study report. ODOT will also review this information when finalizing its proposed overall DBE goal calculation for submission to FHWA prior to August 1, 2016. The final ODOT 2016 Disparity Study report was submitted and posted to the study website at <http://odotdbestudy.org/> on June 30, 2016.

A final Executive Oversight Committee meeting is scheduled for July 11, 2016. The purpose of the meeting is to update the committee on the final Disparity Study report findings and the final Quality Services Provider report for the project.

STIP Project Selection Process

Summary

The Statewide Transportation Improvement Program (STIP) is a four year capital program that is updated on a two to three year cycle. Project selection is underway for the 2018-2021 STIP in both the Fix-It and Enhance categories. Amendments to the 2015-2018 STIP are also underway to address the new Freight funding available under FAST.

Status*2015-2018 STIP*

The Commission added the following FAST Act freight projects to the 2015-2018 Statewide Transportation Improvement Program (STIP). These freight projects meet the criteria set in the 2015 FAST Act and were reviewed by the Area Commissions on Transportation and the Oregon Freight Advisory Committees.

- Interstate 5 SB: Oregon 217 – Interstate 205 auxiliary lane - \$13M
- Interstate 5 Rose Quarter (development) - \$2.5M
- Interstate 205: Stafford Road to Oregon 99E Widening Project (development) - \$2.5M
- Interstate 5 NB third lane Commercial-Kuebler - \$14.5M
- Interstate 5 add third lane Salem-Albany (development) - \$3.0M
- Interstate 5 NB climbing lane Roberts Mountain - \$7.0M
- Interstate 84 Ladd Canyon EB climbing lane - \$7.4M

2018-2021 STIP

There are a number of project selection processes underway in the 2018-2021 STIP. Overall the draft STIP is anticipated to be released in January 2017 with formal approval in June 2017.

- *Enhance Non-Highway*: The Commission allocated a total of \$35 million to the Enhance Non-Highway Program for bicycle, pedestrian, transit, and other non-highway projects statewide. The Regions and their ACTs are currently working to have their recommended project lists (100% lists) complete by August. One Region has already completed the process.
- *Fix-It*: The Fix-It projects include assets such as bridge, pavement, culverts and safety projects. Priority projects have been identified by ODOT staff through an internal selection processes that uses data and management systems to pick the most critical projects. The Commission added \$77 million to the Fix-It category in March, allowing ODOT to move further down the prioritized list of projects. Regions have completed scoping the 150% lists and the project lists have been shared with the ACTs. ODOT staff is working to complete the 100% lists and will present them to the Highway Management Team in late July.
- *State Highway Leverage*: The Commission allocated \$50 million in State Highway System Leverage funds to leverage opportunities to add capacity on state highways when ODOT is undertaking a Fix-It project. Regions worked with the ACTs to identify potential leverage projects. ODOT staff will incorporate the leverage projects into the final 100% Fix-It lists.
- *Freight and Strategic Investment*: The remaining FAST Act funds fall into the Freight and Strategic Investment programs, which total \$74 million. Selection of projects in this category requires completing the Freight Plan Investment Strategy. The status of this work is found in the update of the Freight Plan.