Oregon Department of Transportation
2011–2013 Agency Request Budget
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Binder "B":

ORBITS and PICS Budget Summary Reports (see the Table of Contents in *Binder "B"* for report names and page numbers)

Acronyms Used in ODOT Budget

AA	Affirmative Action
AADT	Annual Average Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway Transportation Officials
ACD	AAMVA Code Dictionary
ACT	Area Commissions on Transportation
ADA	Americans with Disabilities Act
ATD	Automated Testing Device
CDLIS	Commercial Driver License Information Systems
CMAQ	Congestion Mitigation and Air Quality
CMVSA	Commercial Motor Vehicles Safety Act
COTS	Commercial Off the Shelf
CPSC	Consumer Product Safety Commission
DMS	Data Management Systems
DUII	Driving Under the Influence of Intoxicants
EEO	Equal Employment Opportunity
EPA	Environmental Protection Agency
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FMARS	Financial Management and Related Systems
FMCSA	Federal Motor Carrier Safety Administration
GIS	Geographic Information Systems
GPS	Global Positioning System
HEP	Hazard Elimination Program
HCT	High Capacity Transit
HMIS	Highway Management Information System
HPMS	Highway Performance Monitoring System

Acronyms Used in ODOT Budget

IOF	Immediate Opportunity Fund
ITS	Intelligent Transportation Systems
LRT	Light Rail Transit
MPO	Metropolitan Planning Organization
NHTSA	National Highway Transportation Safety Administration
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
OTIA	Oregon Transportation Investment Act
OTIB	Oregon Transportation Infrastructure Bank
OTMS	Oregon Transportation Management Systems
OTSC	Oregon Transportation Safety Committee
PCMS	Purchasing and Contract Management Section
PDPS	Problem Driver Pointer System
PICS	Position Information Control System
RICS	Road Inventory and Classification Services
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Efficiency Act – Legacy for Users
SIP	Safety Investment Program
SPCC/UIC	Spill Prevention, Control, Containment and Underground Injection Control
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TDM	Transportation Demand Management
TEAMS	Transportation Environment Accounting and Management System
TGM	Transportation Growth Management

TOC	Transportation Operations Center
TOF	Transportation Operating Fund
TSA	Transportation Security Administration
TSM	Transportation Systems Monitoring
TSP	Transportation System Plans

75th OREGON LEGISLATIVE ASSEMBLY - 2009 Regular Session **MEASURE: HB 2001 B**
STAFF MEASURE SUMMARY
Special Joint Committee on Transportation **Carrier – House : Rep. Beyer**
Rep. Berger
REVENUE: Revenue statement issued **Carrier – Senate : Sen. Metsger**
FISCAL: Fiscal statement issued **Sen. Starr**

Action:		Do Pass the B-Engrossed Measure
Vote:		15 - 0 - 0
House	**Yeas:**	Bailey, Bentz, Berger, Boone, Edwards D., Gilman, Kahl, Schaufler, Weidner, Beyer
	Nays:	0
	Exc.:	0
Senate	**Yeas:**	George, Schrader, Starr, Verger, Metsger
	Nays:	0
	Exc.:	0
Prepared By:		Patrick Brennan, Administrator
Meeting Dates:		5/21, 5/22

WHAT THE MEASURE DOES: Directs interim legislative committees on transportation to review state and local responsibilities for state highway system and resources available to each level of government, and to prepare legislation to implement recommendations. Requires Department of Transportation (ODOT) to develop one or more congestion pricing programs in the Portland area and to report to interim transportation committees. Directs ODOT to provide information about transportation projects on the agency's website. Defines "least cost planning," directs ODOT to develop a least cost planning model for decision-making in projects at state and regional level, and to report on model to 76th Legislative Assembly. Authorizes issuance of $100 million in lottery bonds to be deposited into Multimodal Transportation Fund for grants and loans for non-highway transportation projects, including five percent to rural airports and at least 10 percent to each transportation region. Defines "medium speed vehicle," creates offense of unlawfully operating a medium speed vehicle, authorizes local governments to adopt ordinances allowing operation of medium speed electric vehicles on roads with posted speeds greater than 45 miles per hour, and requires ODOT to adopt minimum safety standards for such vehicles. Directs ODOT to include specific requests for capital construction funding for sharing offices and other facilities with local government in budget requests. Provides guidelines for project selection criteria for the Statewide Transportation Improvement Program. Directs ODOT to incorporate environmental performance standards in state highway construction and design, including local government projects funded by the department. Requires ODOT to implement practical design standards. Directs ODOT to develop design alternatives to improve safety for at least one county road used for hazardous materials routing and to report to Legislative Assembly by February 2011. Directs ODOT to develop and implement pilot program to contract for all maintenance activities on a segment of state highway and to report biennially to legislative committees. Imposes four-year moratorium on enacting or amending local motor fuel ordinances and requires prior voter approval before levying such taxes beginning January 2, 2014. Prohibits car rental companies from imposing excessive surcharge to recover cost of titling and registering rental vehicles. Requires Department of Administrative Services to prepare an alternative highway cost allocation study to consider actual costs imposed by highway users. Creates an Urban Trail Fund consisting of private donations, grants and legislative appropriations, to be appropriated to develop and maintain multi-use trails within urban growth boundaries. Requires ODOT to enter into agreement with Travel Information Council to manage seven rest areas, develop plan to install electric motor vehicle charging stations at rest areas, and report to interim transportation committees. Requires Metro to develop two or more land use and transportation scenarios, and to adopt one following consultation, to reduce greenhouse gas emissions from light vehicles requires development of similar scenarios by Lane Council of Governments, with report to legislative transportation committees. Allows Multnomah County to adopt registration fee without prior approval to replace Sellwood Bridge and revises Multnomah, Clackamas and Washington counties to adopt local option vehicle registration without prior voter approval. Increases vehicle title fees, annual vehicle registration fees, plate manufacturing fees, trip permit fees, custom plate fees (to raise money for Passenger Rail Fund), and ID Card fees. Increases gasoline and diesel taxes, weight-mile taxes, and flat fee taxes. Outlines distribution for revenues attributable to fee and tax increases. Authorizes $840 million in Highway User Tax Bonds for 2009 transportation projects and requires use to fund transportation projects specified in measure. Exempts the bonds from biennial bond limit. Extends tax credit for companies offering "pay as you drive" insurance. Allows diesel engines with model year between 2003 and 2013 to qualify for diesel engine tax credit.

5/28/2009 3:48:00 PM
This summary has not been adopted or officially endorsed by action of the committee.
Committee Services Form – 2009 Regular Session

ISSUES DISCUSSED:

- Process of developing measure
- Land use and transportation planning
- Need for additional funds for modernization and maintenance of transportation infrastructure
- Specific projects addressed by the measure
- Congestion pricing
- Economic benefit of construction jobs
- Transportation options, including transit, bicycle and pedestrian
- Transportation impacts on climate and health

EFFECT OF COMMITTEE AMENDMENT: Replaces the original measure.

BACKGROUND: House Bill 2001-B was developed in large part by the Governor's Vision Committee, comprised of business leaders, legislators, local and state officials, transportation stakeholders and sustainability and land use experts charged with developing recommendations for a comprehensive transportation package for consideration during the 2009 Legislative Session. The five core principles used in developing the recommendations included economic development, local decision-making, sustainability, transparency and oversight, and statewide distribution.

This summary has not been adopted or officially endorsed by action of the committee.

75th OREGON LEGISLATIVE ASSEMBLY – 2009 Regular Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **HB 5054-A**

Carrier – House: **Rep. Buckley**
Carrier – Senate: **Sen. Winters**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 21 – 1 – 0
House – Yeas: Buckley, C. Edwards, D. Edwards, Galizio, Garrard, Gilman, Jenson, Kotek, Nathanson, Richardson, Shields, G. Smith
– Nays:
– Exc:
Senate – Yeas: Bates, Carter, Johnson, Monroe, Nelson, Verger, Walker, Whitsett, Winters
– Nays: Girod
– Exc:

Prepared By: Linda Ames, Department of Administrative Services

Reviewed By: Laurie Byerly and Sheila Baker, Legislative Fiscal Office

Meeting Date: June 29, 2009

Agency	Budget Page	LFO Analysis Page	Biennium
Emergency Board	L-1	520	2009-11
Various Agencies	---	---	2007-09

2009-11 Budget Summary *

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	% Change
Emergency Board					
General Fund	$ 0	$ 0	$ 30,000,000	$ 30,000,000	100.0%
General Fund - Special Purpose Appropriations					
State Employee Benefit Costs	$ 0	$ 0	$ 32,000,000	$ 32,000,000	100.0%
Department of Justice	$ 0	$ 0	$ 1,500,000	$ 1,500,000	100.0%
Legislative Branch Agencies	$ 0	$ 0	$ 800,000	$ 800,000	100.0%
Legislative Administration/Secretary of State	$ 0	$ 0	$ 600,000	$ 600,000	100.0%
Various Agencies -- see Attachment A					
General Fund	$ 0	$ 0	$ -130,037,109	$ -130,037,109	100.0%
Lottery Funds	$ 0	$ 0	$ -2,441,266	$ -2,441,266	100.0%
Other Funds	$ 0	$ 0	$ -117,564,861	$ -117,564,861	100.0%
Federal Funds	$ 0	$ 0	$ -45,398,104	$ -45,398,104	100.0%
ADMINISTRATION PROGRAM AREA					
Department of Administrative Services					
General Fund	$ 0	$ 0	$ 9,324,234	$ 9,324,234	100.0%
Lottery Funds	$ 0	$ 0	$ 5,133,130	$ 5,133,130	100.0%
Other Funds	$ 0	$ 0	$ 68,865,995	$ 68,865,995	100.0%
Department of Revenue					
General Fund	$ 0	$ 0	$ 1,501,251	$ 1,501,251	100.0%
Secretary of State					
General Fund	$ 0	$ 0	$ 668,587	$ 668,587	100.0%
Other Funds	$ 0	$ 0	$ 2,935,380	$ 2,935,380	100.0%
Federal Funds	$ 0	$ 0	$ 20,000	$ 20,000	100.0%
State Treasurer					
Other Funds	$ 0	$ 0	$ 394,972	$ 394,972	100.0%

2009-11 Budget Summary *

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	Committee Change From 2007-09 Leg. Approved % Change
CONSUMER AND BUSINESS SERVICES PROGRAM AREA					
State Board of Chiropractic Examiners					
Other Funds	$ 0	$ 0	$ 18,305	$ 18,305	100.0%
Construction Contractors Board					
Other Funds	$ 0	$ 0	$ 170,970	$ 170,970	100.0%
Consumer and Business Services, Department of					
Other Funds	$ 0	$ 0	$ -192,496	$ -192,496	100.0%
Bureau of Labor and Industries					
General Fund	$ 0	$ 0	$ 1,162,272	$ 1,162,272	100.0%
ECONOMIC AND COMMUNITY DEVELOPMENT PROGRAM AREA					
Economic and Community Development Department					
Lottery Funds	$ 0	$ 0	$ 2,304,921	$ 2,304,921	100.0%
Other Funds	$ 0	$ 0	$ 747,868	$ 747,868	100.0%
Employment Department					
Other Funds	$ 0	$ 0	$ 3,655,665	$ 3,655,665	100.0%
Federal Funds	$ 0	$ 0	$ 15,347,053	$ 15,347,053	100.0%
Other Funds Nonlimited	$ 0	$ 0	$ 38,643,600	$ 38,643,600	100.0%
Housing and Community Services Department					
General Fund	$ 0	$ 0	$ 171,358	$ 171,358	100.0%
Other Funds	$ 0	$ 0	$ 83,872	$ 83,872	100.0%
Department of Veterans' Affairs					
General Fund	$ 0	$ 0	$ 420,658	$ 420,658	100.0%

2009-11 Budget Summary *

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	Committee Change From 2007-09 Leg. Approved % Change
EDUCATION PROGRAM AREA					
Department of Education					
General Fund	$ 0	$ 0	$ -143,029,979	$ -143,029,979	100.0%
Lottery Funds	$ 0	$ 0	$ -99,271,573	$ -99,271,573	100.0%
Other Funds	$ 0	$ 0	$ 2,985,218	$ 2,985,218	100.0%
Federal Funds	$ 0	$ 0	$ 226,099,942	$ 226,099,942	100.0%
Department of Community Colleges and Workforce Development					
General Fund	$ 0	$ 0	$ 81,442	$ 81,442	100.0%
Lottery Funds	$ 0	$ 0	$ 1,394,779	$ 1,394,779	100.0%
Other Funds	$ 0	$ 0	$ 410,414	$ 410,414	100.0%
Department of Higher Education					
General Fund	$ 0	$ 0	$ -68,954,992	$ -68,954,992	100.0%
Other Funds	$ 0	$ 0	$ 227,540	$ 227,540	100.0%
Federal Funds	$ 0	$ 0	$ 69,361,591	$ 69,361,591	100.0%
Oregon Health and Science University					
Other Funds	$ 0	$ 0	$ 65,983	$ 65,983	100.0%
Oregon Student Assistance Commission					
General Fund	$ 0	$ 0	$ -781,023	$ -781,023	100.0%
Lottery Funds	$ 0	$ 0	$ 981,023	$ 981,023	100.0%
Other Funds	$ 0	$ 0	$ 200,000	$ 200,000	100.0%
HUMAN SERVICES PROGRAM AREA					
Department of Human Services					
General Fund	$ 0	$ 0	$ -25,990,614	$ -25,990,614	100.0%
Other Funds	$ 0	$ 0	$ 30,039,139	$ 30,039,139	100.0%
Federal Funds	$ 0	$ 0	$ 87,730	$ 87,730	100.0%
JUDICIAL BRANCH					
Judicial Department					
General Fund	$ 0	$ 0	$ 3,490,783	$ 3,490,783	100.0%
Other Funds	$ 0	$ 0	$ 12,173,209	$ 12,173,209	100.0%

2009-11 Budget Summary *

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	Committee Change From 2007-09 Leg. Approved % Change
Public Defense Services Commission					
General Fund	$ 0	$ 0	$ -807,328	$ -807,328	100.0%
Other Funds	$ 0	$ 0	$ 3,500,000	$ 3,500,000	100.0%
LEGISLATIVE BRANCH					
Legislative Counsel Committee					
Other Funds	$ 0	$ 0	$ 275,000	$ 275,000	100.0%
NATURAL RESOURCES PROGRAM AREA					
State Department of Agriculture					
General Fund	$ 0	$ 0	$ 325,784	$ 325,784	100.0%
State Department of Energy					
Lottery Funds	$ 0	$ 0	$ 590,347	$ 590,347	100.0%
Other Funds	$ 0	$ 0	$ 6,077,239	$ 6,077,239	100.0%
State Department of Fish and Wildlife					
Other Funds	$ 0	$ 0	$ 413,500	$ 413,500	100.0%
State Forestry Department					
Lottery Funds	$ 0	$ 0	$ 1,507,601	$ 1,507,601	100.0%
Other Funds	$ 0	$ 0	$ 394,381	$ 394,381	100.0%
State Marine Board					
Other Funds	$ 0	$ 0	$ 588,500	$ 588,500	100.0%
Water Resources Department					
Lottery Funds	$ 0	$ 0	$ 354,911	$ 354,911	100.0%
Other Funds	$ 0	$ 0	$ 3,591,125	$ 3,591,125	100.0%
PUBLIC SAFETY PROGRAM AREA					
Department of Corrections					
General Fund	$ 0	$ 0	$ 300,000	$ 300,000	100.0%

2009-11 Budget Summary *

	2007-09 Legislatively Approved Budget[1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	Committee Change From 2007-09 Leg. Approved % Change
Oregon Criminal Justice Commission					
General Fund	$ 0	$ 0	$ -700,000	$ -700,000	100.0%
Department of Justice					
General Fund	$ 0	$ 0	$ 642,861	$ 642,861	100.0%
Other Funds	$ 0	$ 0	$ -267,015	$ -267,015	100.0%
Oregon Military Department					
General Fund	$ 0	$ 0	$ 2,013,231	$ 2,013,231	100.0%
Other Funds	$ 0	$ 0	$ 31,135,750	$ 31,135,750	100.0%
Federal Funds	0	$ 0	$ -286,356	$ -286,356	100.0%
Department of State Police					
General Fund	$ 0	$ 0	$ 3,500,000	$ 3,500,000	100.0%
Other Funds	$ 0	$ 0	$ 250,000	$ 250,000	100.0%
Department of Public Safety Standards and Training					
Other Funds	$ 0	$ 0	$ 240,000	$ 240,000	100.0%
Oregon Youth Authority					
General Fund	$ 0	$ 0	$ 5,072,937	$ 5,072,937	100.0%
TRANSPORTATION PROGRAM AREA					
Department of Transportation					
General Fund	$ 0	$ 0	$ 10,000,000	$ 10,000,000	100.0%
Lottery Funds	$ 0	$ 0	$ -12,343,460	$ -12,343,460	100.0%
Other Funds	$ 0	$ 0	$ -35,002,047	$ -35,002,047	100.0%
General Fund Total	$	$	$ -266,725,647	$ -266,725,647	
Lottery Funds Total	$	$	$ -101,789,587	$ -101,789,587	
Other Funds Total	$	$	$ 16,413,606	$ 16,413,606	
Other Funds Nonlimited Total	$	$	$ 38,643,600	$ 38,643,600	
Federal Funds Total	$	$	$ 265,231,856	$ 265,231,856	

* Excludes Capital Construction

(1) Through December, 2008

Position Summary

	2007-09 Legislatively Approved Budget (1)	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved Change	% Change
Department of Administrative Services					
Authorized Positions	0	0	8	8	
Full-time Equivalent (FTE) positions	0.00	0.00	7.34	7.34	
Department of Revenue					
Authorized Positions	0	0	9	9	
Full-time Equivalent (FTE) positions	0.00	0.00	7.36	7.36	
Secretary of State					
Authorized Positions	0	0	4	4	
Full-time Equivalent (FTE) positions	0.00	0.00	4.00	4.00	
State Treasurer					
Authorized Positions	0	0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	1.00	1.00	
Construction Contractors Board					
Authorized Positions	0	0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	1.00	1.00	
Bureau of Labor and Industries					
Authorized Positions	0	0	8	8	
Full-time Equivalent (FTE) positions	0.00	0.00	8.50	8.50	
Economic and Community Development Department					
Authorized Positions	0	0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	0.84	0.84	
Employment Department					
Authorized Positions	0	0	154	154	
Full-time Equivalent (FTE) positions	0.00	0.00	146.36	146.36	
Housing and Community Services Department					
Authorized Positions	0	0	2	2	
Full-time Equivalent (FTE) positions	0.00	0.00	1.00	1.00	

Position Summary

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved Change	% Change
Department of Community Colleges and Workforce Development					
Authorized Positions	0	0	4	4	
Full-time Equivalent (FTE) positions	0.00	0.00	2.66	2.66	
Department of Higher Education					
Authorized Positions	0	0	2	2	
Full-time Equivalent (FTE) positions	0.00	0.00	1.25	1.25	
Judicial Department					
Authorized Positions	0	0	58	58	
Full-time Equivalent (FTE) positions	0.00	0.00	57.14	57.14	
State Department of Agriculture					
Authorized Positions		0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	1.00	1.00	
State Department of Energy					
Authorized Positions	0	0	3	3	
Full-time Equivalent (FTE) positions	0.00	0.00	2.50	2.50	
State Department of Fish and Wildlife					
Authorized Positions	0	0	11	11	
Full-time Equivalent (FTE) positions	0.00	0.00	3.15	3.15	
State Marine Board					
Authorized Positions	0	0	3	3	
Full-time Equivalent (FTE) positions	0.00	0.00	2.38	2.38	
Water Resources Department					
Authorized Positions	0	0	2	2	
Full-time Equivalent (FTE) positions	0.00	0.00	2.00	2.00	
Oregon Watershed Enhancement Board					
Authorized Positions	0	0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	1.00	1.00	

Position Summary

	2007-09 Legislatively Approved Budget [1]	2009-11 Essential Budget Level	2009-11 Committee Recommendations	Committee Change From 2007-09 Leg. Approved Change	% Change
Department of Justice					
Authorized Positions	0	0	3	3	
Full-time Equivalent (FTE) positions	0.00	0.00	2.38	2.38	
Oregon Military Department					
Authorized Positions	0	0	1	1	
Full-time Equivalent (FTE) positions	0.00	0.00	0.79	0.79	
Department of State Police					
Authorized Positions	0	0	0	0	
Full-time Equivalent (FTE) positions	0.00	0.00	13.25	13.25	
Oregon Youth Authority					
Authorized Positions	0	0	0	0	
Full-time Equivalent (FTE) positions	0.00	0.00	26.13	26.13	

2007-09 Supplemental Appropriations

	2007-09 Legislatively Approved Budget		2007-09 Committee Recommendations	Committee Change From 2007-09 Leg. Approved $$ Change	% Change
Department of Education					
General Fund	$ 0		$ -210,591	$ -210,591	
Board of Licensed Professional Counselors and Therapists					
Other Funds	$ 0		$ 7,000	$ 7,000	
Board of Naturopathic Examiners					
Other Funds	$ 0		$ 12,000	$ 12,000	

Summary of Revenue Changes

House Bill 5054 uses $295.5 million in new federal funds, available with enactment of the federal American Recovery and Reinvestment Act of 2009 (the federal stimulus package), as part of the 2009-11 budget for the education program area.

Summary of Capital Construction and Information Technology Subcommittee Action

House Bill 5054 appropriates General Fund to the Emergency Board for general purpose and targeted special purpose appropriations, and makes other adjustments to individual agency budget and position authority as described below.

Emergency Board

The Emergency Board allocates General Fund and provides Lottery Funds, Other Funds, and Federal Funds expenditure limitation to state agencies for unanticipated needs in approved agency budgets when the Legislature is not in session. The Subcommittee appropriated $30 million General Fund to the Emergency Board for general purposes.

The Subcommittee made four special purpose appropriations to the Emergency Board, totaling $34.9 million General Fund:

- $32 million to finance supplemental agency budget needs, including, but not limited to, negotiated increases in state employee benefits. This special purpose appropriation expires July 1, 2010 if not allocated before that date.
- $1.5 million for the Department of Justice for the on-going legal costs associated with the state's defense of the revenue stream generated from the Master Settlement Agreement entered into with major tobacco companies. This appropriation is in addition to $1 million total funds included in the budget for Department of Justice (Senate Bill 5022) for this purpose.
- $800,000 for legislative branch agencies for costs associated with a special session.
- $600,000 to be allocated to the Legislative Administration Committee or the Secretary of State for costs associated with redistricting.

Unless otherwise noted, if these special purpose appropriations are not allocated by the Emergency Board before December 1, 2010, any remaining funds become available to the Emergency Board for general purposes.

Adjustments to Approved Budgets

ADMINISTRATION

Department of Administrative Services
House Bill 5054 adds $5,971,896 General Fund to the Department of Administrative Services (DAS) budget to pay debt service on projects funded with Certificates of Participation that were approved in Senate Bill 338.

The Subcommittee also approved increased Other Funds expenditure limitation of $67,510,241 to support the following:

- $10,023,186 and eight positions (7.34 FTE) for the State Data Center to support projects approved in agency budgets. The Department's policy package for this purpose was denied as projects in other agency budgets had not yet been approved. The expenditures are supported by direct payments for services from the agencies receiving the project support, primarily the Department of Human Services, the Employment Department, and the Department of Transportation.

- $1 million for transferring a portion of the budget for Capitol Mall Security (state police troopers) from the Legislative Assembly budget to the Department. The agency will use ending balance to support the expenditure in 2009-11 and will develop an assessment funding model for 2013-15 that will charge the 30 or so agencies located on the Capitol Mall the cost of these services.
- $9,763,000 for the Public Employees' Benefit Board (PEBB) to pay an assessment on self-insured group health plans and the one percent premium tax on its fully insured health plans, as required in House Bill 2116. This amount is the estimated 2009 cost and would be paid out of the PEBB stabilization fund. The agency will need to come to the Legislature or Emergency Board to request expenditure limitation to cover assessments in 2010 and 2011. Future assessments will likely need to be recouped through premium increases.
- $47,969,809 for costs of issuance and special payments associated with the distribution of proceeds from several Lottery Bond sales identified in the Lottery Bond bill (Senate Bill 5535). In addition, the Subcommittee approved $5,133,130 Lottery Funds to cover the debt service on those Lottery Bonds.

The Subcommittee approved General Fund appropriations for the following programs: Oregon Historical Society - $625,000, Portland Art Museum - $500,000, Oregon Public Broadcasting Operations - $125,000, Oregon Legal Aid - $1,000,000, and The Skanner Foundation - $150,000. These amounts will be passed through the DAS budget to the receiving entities. The Department of Administrative Services is asked to unschedule one-half of the appropriations for each of these entities until July 1, 2010. If the statewide budget needs to be rebalanced during the 2009-11 biennium, the Subcommittee wanted to ensure that a portion of these funds would still be available to assist with that exercise. The Subcommittee also approved $415,000 General Fund for DAS to pass through to the Jefferson County Economic Development Fund.

The Subcommittee increased Other Funds expenditure limitation by $110,000 for costs of issuance associated with $5 million in Certificates of Participation (COPs) for the Mill Creek Capital Construction project approved in the capital construction bill. The Subcommittee also approved $537,338 General Fund for debt service related to the Mill Creek COPs.

Department of Revenue

The Subcommittee added $1,501,251 General Fund and nine positions (7.36 FTE) to the Department of Revenue to support additional work driven by House Bill 3405. This measure, which raises the corporate minimum tax along with other corporate taxes and fees, is expected to increase compliance issues, tax processing volumes, collections, customer service needs, and system programming costs.

Secretary of State

The Subcommittee increased the Other Funds expenditure limitation for the Secretary of State by $2,935,380 and added two positions (2.00 FTE) to support four policy packages that are funded as a result of new revenues made available by House Bill 3405. The Department of Administrative Services is asked to unschedule the limitation until the Legislative Fiscal Office and Budget and Management Division have determined that the proper documentation has been provided.

The Subcommittee approved a $68,645 General Fund appropriation for costs associated with Senate Bill 783. The funds will be used to cover the costs of programming changes to the electronic campaign finance reporting system that will be necessary with the passage of the bill. In addition, the Federal Funds expenditure limitation for Archives Division has been increased by $20,000 to allow the Division to spend a federal grant.

The Subcommittee also approved a $599,942 General Fund appropriation and added two positions (2.00 FTE), a Compliance Specialist 2 and a Compliance Specialist 3, for costs associated with initiative petition and referendum signature verification; $166,680 of this appropriation has been identified as temporary funding.

State Treasurer

The Subcommittee increased the Other Funds expenditure limitation by $249,999 to support acquisition of a Debt Management System, which will be available to customers over the Internet. The new system will replace the current 11-year old debt reporting system. The agency budget bill contained a $1 placeholder pending review of a business case by the Legislative Fiscal Office (LFO) IT analyst, which has been completed and approved. The Subcommittee also added $144,973 Other Funds expenditure limitation to restore one Fiscal Analyst 2 position (1.00 FTE).

CONSUMER AND BUSINESS SERVICES

State Board of Chiropractic Examiners

Other Funds expenditure limitation for the Board of Chiropractic Examiners is increased by $18,305 to accommodate an increase in per diem rates authorized in separate legislation.

Construction Contractors Board

House Bill 5054 increases the Board's Others Funds expenditure limitation by $170,970 for House Bill 3127, which establishes a certification program for locksmiths in the Construction Contractors Board. One position (1.00 FTE) was established to implement the new program, including the development of administrative rules, licensing, continuing education, and enforcement activities. Revenues from application and certification fees are expected to be $240,000 during the 2009-11 biennium.

Department of Consumer and Business Services

The Subcommittee added $401,857 Other Funds expenditure limitation and two limited-duration Policy Analyst 4 positions (2.00 FTE) for the Building Codes Division's (BCD) activities related to Senate Bill 79, which requires the BCD to consult with advisory boards, adopt, amend, and administer an energy reach code separate from the state building code. The Department of Energy will provide the revenue to BCD for this work through a Special Payment.

The Subcommittee reduced the Other Funds limitation by $938,423 and removed five positions (5.00 FTE) in order to move the Office of Minority, Women and Emerging Small Business from the Department of Consumer and Business Services to the Economic and Community Development Department as part of House Bill 2152. With respect to this transfer, the bill reduces Other Funds revenues in the Department of Consumer and Business Services as follows: Interest Income ($12,128); Ending Fund Balance ($11,442); Transfer in from DAS ($1,251,920); Transfer in from ODOT ($585,895); and Transfer Out to the Governor's Office ($577,500).

The Subcommittee also added $344,070 Other Funds expenditure limitation and three positions (3.00 FTE) to support House Bill 2009 improving the availability and affordability of health insurance in Oregon. The new staff will implement new data reporting requirements for insurers and develop standards for reviewing insurer administrative cost increases. The following budget note was also approved:

BUDGET NOTE

The Department of Consumer and Business Services is directed to report to the Joint Committee on Ways and Means during the anticipated February 2010 Legislative Session and the 2011 regular Legislative Session on implementing Sections 28-31 of House Bill 2009. The reports shall include updates on the Department's rulemaking activities as well as its review of health insurance premium rates.

Bureau of Labor and Industries

The Subcommittee approved a total $1 million General Fund appropriation and position actions for the agency, as follows:

- Commissioner's Office/ Support Services: $470,817 General Fund and the establishment of three permanent, full-time positions (3.00 FTE). The positions include one new position in Technical Assistance, the restoration of the Administrative Specialist 2 position eliminated in House Bill 5024, and the establishment of one new Information Systems Specialist 2 position.
- Civil Rights Division: $280,680 General Fund for the establishment of two new permanent full-time Civil Rights Field Representative 2 positions (2.00 FTE) and increasing to 0.75 FTE the Civil Rights Field Rep that was reduced to 0.25 FTE in House Bill 5024 (0.50 FTE).
- Wage and Hour Division: $112,272 General Fund for one permanent, full-time Wage & Hour Compliance Specialist (1.00 FTE).
- Apprenticeship and Training: $136,231 General Fund and restoration of one permanent, full-time Apprenticeship & Training Representative position (1.00 FTE) that was eliminated in House Bill 5024.

The Subcommittee also approved $162,272 General Fund and the establishment of one limited-duration, full-time Wage and Hour Compliance Specialist position (1.00 FTE), in one-time supplemental support of Wage and Hour Division enforcement activities.

ECONOMIC AND COMMUNITY DEVELOPMENT

Economic and Community Development Department

The Subcommittee increased the Other Funds expenditure limitation by a total of $973,748 for the costs of issuance related to the increase in Lottery Bonds to be sold for recapitalizing the department's Infrastructure funds ($473,748), and for the department's Oregon Main Street program [$500,000 and one position (0.84 FTE)]. The Oregon Parks and Recreation Department will transfer the revenue to the department from its Oregon Property Management Account. The Subcommittee increased Lottery Funds by $2,304,921 for debt service, and decreased Other Funds debt service by $225,880.

Employment Department

The Subcommittee added $3,655,665 Other Funds expenditure limitation and $14,811,038 Federal Funds expenditure limitation. The increases provide support for 142.00 limited-duration FTE and services and supplies associated with additional unemployment insurance caseload growth pursuant to the May 2009 employment forecast. Unemployment insurance benefit payments from the Unemployment Insurance Trust Fund, which are Other Funds Nonlimited, will also increase as a result of the caseload growth.

The Subcommittee approved an increase of $536,015 Federal Funds, $38,643,600 Other Funds Nonlimited, and six positions (4.36 FTE) to implement House Bill 3483. The bill authorizes 13 weeks of emergency unemployment benefits, beginning October 4, 2009 and ending on January 2, 2010, for claimants who have exhausted regular benefits, if no federal extension is authorized during this period. House Bill 3483 also expands eligibility for unemployment insurance benefits to specified workers participating in economically distressed worker training programs. These are workers who are currently eligible for benefits, and who have been employed in work paying less than 110 percent of the minimum wage during their entire base year.

Housing and Community Services Department

The Subcommittee approved $83,872 Other Funds expenditure limitation and two permanent half-time positions (1.00 FTE) to implement the provisions of Senate Bill 772. The act improves the registration of manufactured dwelling parks in Oregon, allows landlords to convert certain utility and service billing procedures and requires the department to implement registration fee and continuing education requirements. The bill adds provisions that define temporary occupancy and increases civil penalties for registration and continuing education non-compliance. Other Funds expenditure limitation in the amount of $2,700 was added to correct a drafting error in House Bill 5019. The Subcommittee also restored General Fund reductions to the State Homeless Assistance Program, adding $171,358 General Fund.

Department of Veterans' Affairs

House Bill 5054 makes a General Fund appropriation of $125,000 to the Department of Veterans' Affairs for payments to war veteran's service organizations. Payments to counties are increased by $210,118 General Fund. As a result of Senate Bill 606, the Subcommittee also added $85,540 General Fund to support Services and supplies costs for a public information campaign on mental health issues affecting veterans.

EDUCATION

Department of Education

The Subcommittee appropriated a total of $2,938,390 General Fund to the Department of Education for the following purposes:

- $500,000 General Fund for grants to school districts and public charter schools for physical education as established by ORS 329.501 and any conditioning provided as part of a physical education program; and $60,700 General Fund for grant administration and required reporting.
- $2,295,000 General Fund to make breakfast accessible at no charge to students who qualify for reduced price lunches as provided by ORS 327.535(4).
- $46,690 General Fund for support of the Joint Boards of Education in development of a plan to offer applied baccalaureate degree programs (House Bill 3093).
- $36,000 General Fund for resources to carry out data collection and reporting related to school district nursing services (House Bill 2693).

The Subcommittee added $2,985,218 Other Funds expenditure limitation for the Department of Education to allow for the continued expenditure from the Blind and Visually Impaired Student Fund established in House Bill 2834.

School Funding

A General Fund reduction of $226.1 million is made in the State School Fund, with a corresponding addition of $226.1 million in Federal Funds, to reflect increased federal funding received under the American Recovery and Reinvestment Act of 2009, the federal stimulus package. To comply with federal requirements, the Federal Funds expenditure limitation is established on an annual basis, with $160 million approved for the 2009-10 fiscal year and $66.1 million approved for the 2010-11 fiscal year.

The State School Fund was further adjusted to reflect a rebalance of statewide resources. The total funding level remains at $6.00 billion as approved in Senate Bill 5520, but the specific funding sources are modified as follows: an increase of $80.13 million General Fund, a decrease of $99.27 million Lottery Funds, and an increase of $19.14 million from the Common School Fund.

House Bill 5054 almost makes a technical adjustment to align Lottery Funds allocations from the Economic Development Fund and the Oregon Education Fund.

Department of Community Colleges and Workforce Development

The Subcommittee increased Lottery Funds by $1,394,779 to pay debt service on $13.7 million in Lottery-backed bonds to be sold for community college capital construction and deferred maintenance projects. Expenditure limitation for the projects is included in Senate Bill 5505. An additional $410,414 Other Funds was added for issuance costs relating to the Lottery-backed bonds.

In addition, $81,442 General Fund and 2 limited-duration positions (0.66 FTE), an Education Specialist 2 and an Office Specialist 2, were added to work on a plan, in conjunction with the Department of Higher Education, for offering applied baccalaureate degree programs as required by House Bill 3093.

House Bill 2398 creates the permanent Career Readiness Certification Program. The agency's budget includes $3.35 million of Federal Funds for this program. The department will use $297,023 of these funds for personal services, but needs two permanent positions, an Operation & Policy Analyst 3 and a Program Analyst 3 (2.00 FTE), to be established to implement the program.

Department of Higher Education

The Subcommittee added $139,460 General Fund and $227,540 Other Funds expenditure limitation for a permanent treasury management position (0.92 FTE) to implement House Bill 2208, which allows greater flexibility in cash and investment management for Department deposits.

The Committee also added $200,000 General Fund for consulting fees, on a one-time basis, to conduct a study of converting some or all state institutions of higher education and community colleges to a semester calendar and to study approaches needed to increase the enrollment and success of students from rural areas of the state. Both of these studies are required by Senate Bill 442. The Department of Higher Education will provide administrative support and services necessary to support the Joint Boards of Education and the State Board of Higher Education in conducting these studies. The studies must be completed by October 1, 2010. In addition, $67,139 General Fund and one limited-duration position (0.33) were added on a one-time basis to work on a plan, in conjunction with Department of Community Colleges and Workforce Development, for offering applied baccalaureate degree programs as required by House Bill 3093.

A General Fund reduction of $69.4 million is made in the Education and General Services budget, with a corresponding addition of $69.4 million in Federal Funds, to reflect increased federal funding received under the American Recovery and Reinvestment Act of 2009, the federal stimulus package. To comply with federal requirements, the Federal Funds expenditure limitation is established on an annual basis, with $30 million approved for the 2009-10 fiscal year and $39.4 million approved for the 2010-11 fiscal year.

Oregon Health and Science University

Other Funds expenditure limitation was increased by $65,983 for debt management costs related to Article XI-L general obligation bonds sold for the Oregon Opportunity Program. The costs are paid with Tobacco Master Settlement Agreement funds, as is debt service on the bonds.

Oregon Student Assistance Commission

The Subcommittee approved $200,000 General Fund and $200,000 Other Funds to implement Senate Bill 701 that establishes the Nursing Faculty Loan Repayment Program.

The Lottery Funds expenditure limitation for the Oregon Opportunity Grant program was increased by $981,023, with a corresponding decrease of $981,023 General Fund, as a result of Senate Bill 496. That bill reduces, from ten percent to five percent, the portion of the transfer to the Education Stability Fund (ESF) that is deposited into the Oregon Growth Account. This provision expires on June 30, 2013. The bill also distributes declared earnings from the Oregon Growth Account to the Commission and the Oregon Education Fund, rather than transferring them to the Commercialized Research Fund.

HUMAN SERVICES

Department of Human Services

The Subcommittee added $3.2 million General Fund for Oregon Project Independence (OPI), $321,886 General Fund for the Oregon Nurses Foundation for its WorkDrugFree for a Healthy Oregon Workforce Program, and $487,500 for a new suicide hotline administered by Oregon Partnerships. The Subcommittee also replaced $30 million General Fund with Tobacco Master Settlement Agreement (TMSA) Other Funds revenue within the Department of Human Services Division of Medical Assistance Programs.

With funding included in the Seniors and People with Disabilities budget in Senate Bill 5529, the $3.2 million General Fund added here brings OPI funding for the 2009-11 biennium to $13.2 million total funds, 1.5 percent more than the $13 million authorized for the 2007-09 biennium.

In addition, $39,139 Other Funds and $87,730 Federal Funds limitation were added for Oregon Health Plan Adult Vision services to correct for deductions inadvertently taken in Senate Bill 5529, the DHS budget bill.

JUDICIAL BRANCH

Judicial Department

House Bill 5054 increases the Judicial Department's General Fund appropriation by $3,441,247 for payment of debt service for the Electronic Court (eCourt) Program; increases Other Funds expenditure limitation by $5,328,209 for Certificates of Participation (COPs) proceeds to continue the eCourt project implementation; establishes an Other Funds limitation of $345,000 for costs of issuance for the COPs. The Department will add 4.78 FTE related to the eCourt project.

The bill also adds $6.5 million Other Funds expenditure limitation and establishes 58 limited-duration positions (52.36 FTE) related to House Bill 2287 revenue backfill of General Fund reductions. The Subcommittee added the following instruction to the Department:

It is the Legislative intent that the Judicial Department use the $6.5 million in House Bill 2287 revenue to restore General Fund budget reductions in the following priority order, based on the statewide risk and impact of these cuts: 1) Citizen Review Board, to avoid possible loss of Adoption and Safe Families Act Federal Funds; 2) Court Referees, to reduce the harm to juveniles from delays in adjudication of juvenile matters; 3) Pre-Trial Release Programs, to reduce the cost and impact to local detention facilities from avoidable pre-trial detention; 4) Pro Se Facilitation Programs, to ensure public service and reduce the impact to state court system processes; and 5) Paid Mediation Programs to ensure public service and reduce the impact to state court system processes. The Judicial Department is requested not to use the $6.5 million in House Bill 2287 revenue to restore the unspecified 3 percent across-the-board reductions until these programs have been restored.

The Subcommittee also added $49,536 General Fund for meeting the requirements of House Bill 2343, which expands the definition of "mentally incapacitated" to any situation where the victim is rendered incapable of appraising or controlling his or her conduct at the time of an offense to the victim.

Public Defense Services Commission

The Subcommittee appropriated $192,672 General Fund to the Commission for meeting the requirements of House Bill 2343, which expands the definition of "mentally incapacitated" to any situation where the victim is rendered incapable of appraising or controlling his or her conduct at the time of an offense to the victim.

House Bill 5054 disappropriates $1 million General Fund in the Commission from the Public Defense Services account.

The Subcommittee approved adding expenditure limitation of $3.5 million Other Funds related to House Bill 2287 revenue backfill of General Fund reductions.

LEGISLATIVE BRANCH

Legislative Counsel Committee

House Bill 5054 establishes an Other Funds expenditure limitation for Legislative Counsel of $275,000 related to House Bill 2287 revenue backfill of General Fund reductions for the Council on Court Procedures ($52,000) and the Oregon Law Commission ($223,000). Funding these will enable the state to continue to attract matching funding.

NATURAL RESOURCES

State Department of Agriculture

The Subcommittee added $150,784 General Funds to restore a permanent Confined Animal Feeding Operations (CAFO) inspector position (1.00 FTE) eliminated in the Senate Bill 5502, the budget bill for the Department of Agriculture. This position was added back to address concerns expressed by the Natural Resources Subcommittee over the possible impact of this reduction on remaining CAFO staff's workload and the state's compliance with federal guidelines for operation of a state-run CAFO program. In addition, $175,000 General Fund was appropriated as one-time funding to develop a business plan to produce energy from agricultural sources.

State Department of Energy

Other Funds expenditure limitation for the department is increased by a total of $6,077,239 to support the following:

- $608,872 Other Funds and one position (1.00 FTE) to support the department's activities required under Senate Bill 79.
- $2,000 Other Funds for costs of issuance related to the issuance of State Energy Loan Program bonds in House Bill 2182.
- $5,466,367 Other Funds and 2 positions (1.50 FTE) for ongoing administration, the costs of issuance associated with the sale of Lottery Bonds, and expenditures from the Loan Offset Grant Fund related to the Energy Efficiency and Sustainable Technology loan program (EEAST) in House Bill 2626.

The Subcommittee approved $590,347 Lottery Funds for debt service on the issuance of $5 million in Lottery Bonds (identified in Senate Bill 5535) for the loan offset grant fund in House Bill 2626.

State Department of Fish and Wildlife

House Bill 2220 authorizes inspection stations for recreational watercraft, requires biennial reporting of efforts to prevent aquatic invasive species importation, and imposes civil penalties for importation of such species in addition to establishing the new permit fee. The Oregon Department of Fish and Wildlife will provide five mobile units of two technicians each in its regions. These mobile units will inspect and decontaminate vessels at boating sites and fishing tournaments. House Bill 5054 adds $413,500 Other Funds expenditure limitation and 11 limited-duration positions (three full-time, eight seasonal, 3.15 FTE) for the Department to begin this work.

State Forestry Department
The Subcommittee provided $1,507,601 Lottery Funds for debt service and $394,381 Other Funds for cost of issuance for the acquisition of forest property in Klamath County known as the former Gilchrist Tract forest lands, and other adjacent forest lands. The source of funding for this acquisition will be $15 million from the sale of Lottery Revenue Bonds.

State Marine Board
House Bill 2220 authorizes inspection stations for recreational watercraft, requires biennial reporting of efforts to prevent aquatic invasive species importation, and imposes civil penalties for importation of such species in addition to establishing the new permit fee. The Marine Board will charge, process and distribute aquatic species boating fee revenue to other state agencies. It will replace its antiquated boat registration information technology system, based on a business case to be reviewed by the Legislative Fiscal Office. The Board will also provide education, public outreach, and coordination. The Subcommittee added $588,500 Other Funds expenditure limitation and three limited-duration positions (2.38 FTE) for a Program Analyst 3, an Accounting Technician 2, and an Information Services Specialist 3 to begin program implementation.

Water Resources Department
The Subcommittee approved $354,911 Lottery Funds debt service and $3.6 million Other Funds expenditure limitation for proceeds from the issuance of Lottery Revenue Bonds associated with Umatilla Basin critical ground water projects ($2.5 million), development of an integrated water resources strategy ($283,000, 2 positions, and 2.00 FTE), grants for evaluating the feasibility of developing a water conservation, reuse or storage project as provided in Senate Bill 1069 (2008) ($0.5 million), administrative costs to re-establish a loan program for water development projects ($217,000), and costs of issuance ($0.1 million). With the funding for administrative costs, the Water Resources Department is to work with bond counsel, financial advisors, and the Department of Justice as necessary to re-establish a loan program as provided in House Bill 3369.

Oregon Watershed Enhancement Board
The Subcommittee added one full-time limited-duration position (1.00 FTE) to implement Senate Bill 513. On June 3, 2009, the Oregon Watershed Enhancement Board (OWEB) approved funding for a grant from research non-capital Measure 66 Lottery Funds to support staffing and some administrative expenses of an ecosystem services markets working group created in Senate Bill 513. The grant, which is contingent upon passage of the bill, provides funding for a position within OWEB that would be dedicated to implementation of the bill (0.40 FTE) and efforts within OWEB's partnership investment program (0.60 FTE). Of the total $118,331 grant funds, $60,573 will support Personal Services costs, and $57,758 will be used for services and supplies, including $15,000 for meeting expenses and $30,000 for professional contract services. OWEB already has expenditure limitation for the grant funding, but needs position authority.

PUBLIC SAFETY

Department of Corrections
The Subcommittee approved an additional General Fund appropriation of $300,000 for the Transitional Services Division for cognitive programs.

Oregon Criminal Justice Commission
House Bill 5054 disappropriates $700,000 General Fund that was appropriated for drug court grants. The reduction is in addition to reductions made in the Commission's main appropriation bill, House Bill 5007.

Department of Justice

The Subcommittee approved the addition of $642,861 General Fund to establish three positions (2.38 FTE) to address legal issues relating to civil rights enforcement. The following budget note was approved:

> **BUDGET NOTE**
>
> Protecting the civil rights of Oregonians is a necessary and proper function of state government. Especially during these difficult economic times, all state services, including civil rights enforcement, must be exercised with great efficiency. It is therefore imperative for state agencies to not duplicate each other's services. The Department of Justice may therefore use funds from this 2009-11 biennial budget to pursue those actions and suits under state and federal civil rights laws that it has authority to pursue, other than laws related to unlawful practices and unlawful employment practices that are subject to enforcement under ORS chapter 659A unless first referred by the Bureau of Labor and Industries.

The Subcommittee approved a $769,000 Other Funds reduction in the Crime Victims Services programs, from Criminal Fine and Assessment Account (CFAA) resources. The reductions are to be taken proportionally over the programs administered by the Crime Victims program unit.

As a result of Senate Bill 628, $501,985 Other Funds expenditure limitation was approved for grants to nonprofit entities to provide foreclosure relief services. The funds are from the proceeds of the State of Oregon's settlement with Countrywide Financial Corporation.

Oregon Military Department

The Subcommittee approved $1,598,514 General Fund to adjust the agency's General Fund appropriation to account for debt service savings and debt costs associated with new projects, as follows:

- $1,236,337 General Fund for debt service costs for Seismic Rehabilitation bonds under Articles XI-M and XI-N.
- $100,222 General Fund for debt service costs for The Dalles Readiness Center to be funded with COPs.
- $450,617 General Fund for debt service costs for the Milton Freewater Armory to be funded with COPs.
- $216,335 General Fund for debt service for the Hood River Armory to be funded with COPs.
- $404,997 General Fund debt service savings due to reconfirmation of the debt service.

The Subcommittee approved $660,000 Other Funds expenditure limitation for financing costs of issuance, as follows:

- $100,662 Other Funds for The Dalles Readiness Center.
- $62,000 Other Funds for the Milton Freewater Armory.
- $38,238 Other Funds for the Hood River Armory.
- $459,100 Other Funds for cost of issuance of issuance of Seismic Rehabilitation bonds.

The Subcommittee approved $250,000 General Fund and $250,000 Other Funds to the Administration program to provide emergency financial assistance to National Guard members. The Subcommittee also approved $30,000 Other Funds to make payments to members of Oregon National Guard who were exposed to hexavalent chromium while serving at Qarmat Ali water treatment plant in Basra, Iraq, in 2003 and who develop cancer as result of exposure, to implement House Bill 3480 (2009).

The Subcommittee approved $154,997 General Fund to the Administration program to phase-in one permanent, full-time Principal Executive Manager F position (0.79 FTE), which is the agency's Director of Human Resources, and was eliminated in Senate Bill 5536. The Subcommittee also approved $9,720 General Fund to the Administration program to create information campaigns on certain mental and physical disorders affecting veterans.

The Subcommittee reduced $90,606 Federal Funds from the Operations program due to prior elimination of a position under Senate Bill 5536.

The Subcommittee increased $195,750 Other Funds and decreased $195,750 Federal Funds for Oregon Emergency Management due to fund shifts of five positions within the division under Senate Bill 5536.

House Bill 5054 establishes $30,000,000 Other Funds expenditure limitation for Seismic Rehabilitation bonds under Article XI-M and XI-N. The Subcommittee requested that the Department of Administrative Services unschedule this expenditure limitation until the need for the funds are demonstrated to the Legislative Fiscal Office and the Department of Administrative Services Budget and Management Division. The Subcommittee also approved the following Budget Note:

BUDGET NOTE

Prior to the expenditure of Article XI-M or XI-N bond proceeds, the Oregon Military Department is directed submit to Legislative Leadership by August 1, 2009 the following documentation related to the Seismic Rehabilitation Program: (a) a Business Case; (b) a Program Management Plan; (c) a Program Charter; (d) a Governance, Oversight, and Accountability Plan; (e) Financial Management Plan; (f) Risk Management Plan; (g) a Staff Resources Management Plan; (h) a Stakeholder Plan; and (i) Communications Plan. The above documentation must meet standard Program Management Body of Knowledge requirements.

The Military Department is directed to enter into an memorandum of understanding with the Department of Administrative Services (Facilities Division) related to the Department of Administrative Service's participation in the Seismic Rehabilitation Program. The Military Department and the Department of Administrative Services are directed to work collaboratively to insure the successful implementation of the Program.

The Military Department and the Department of Administrative Services are directed to submit bi-monthly Seismic Program status reports to Legislative Leadership. The Departments are also directed to report jointly to the Emergency Board or the Interim Joint Committee on Ways and Means or a special session of the Legislature as requested by legislative leadership.

Department of State Police
The Subcommittee added $3.5 million to accelerate the hiring of 39 troopers for the Patrol Division. The first 17 are to be hired effective July 1, 2009 to avoid laying off any sworn personnel from reductions in the Criminal Division. The remaining 22 troopers would be hired on July 2010.

House Bill 2220 authorizes inspection stations for recreational watercraft, requires biennial reporting of efforts to prevent aquatic invasive species importation, and imposes civil penalties for importation of such species in addition to establishing the new permit fee. The Oregon State Police will provide support to the mobile units and enforce the program as necessary. Existing Fish and Wildlife positions will cover the workload, and OSP will be reimbursed for their time, resulting in a $250,000 Other Funds expenditure limitation increase.

Department of Public Safety Standards and Training
House Bill 5054 increases Other Funds expenditure limitation by $240,000 to cover costs related to transitioning training of Department of Corrections (DOC) from the agency to DOC.

Oregon Youth Authority
The Subcommittee approved $3.5 million General Fund to restore 51 beds at Hillcrest Youth Correctional Facility (28 positions, 25.21 FTE) and one parole and probation position (0.92 FTE) that were scheduled to be eliminated September 1, 2009. The Subcommittee also added $772,937 General Fund to restore Multnomah County gang funding, and $800,000 General Fund to restore funding for East Multnomah gang services.

TRANSPORTATION

Department of Transportation
The Subcommittee added $10 million General Fund for Senior and Disabled Transportation operating grants in the Oregon Transportation Department's Public Transit Division. Public transit activities include offering mobility grants to communities to ensure equality of opportunity to access transportation systems and services for seniors and individuals with disabilities.

The Subcommittee reduced Lottery Funds Debt Service expenditure limitation by $12,343,460 related to bond refunding.

The Subcommittee increased Other Funds limitation by $20,000,000 for the Public Transit Division to provide the division with the authority to expend the proceeds of Lottery Bonds sold late in the 2007-09 biennium. These funds will be used to provide grants to municipalities for the purchase of streetcars that are manufactured by a company that is owned and based in Oregon. The Subcommittee also decreased the Other Funds limitation for the Highway-Bridge Program by $27,378,701 and the Highway-Special Programs unit by $27,378,701 Other Funds to reflect updated information related to the timing of payments for highway projects in 2009-11. Finally, a technical adjustment was added by the Subcommittee which reduced Personal Services in Central Services by $244,645 Other Funds.

Adjustments to 2007-09 Budgets

Department of Education – State School Fund
House Bill 5054 decreases the 2007-09 General Fund appropriation to the State School Fund by $490,000. However, payments to school and education service districts will not be reduced. This adjustment reflects projected expenditures less than the maximum allowed in statute [ORS 327.008 (11)] by the Department of Education for auditing the business practices of districts.

The Subcommittee added $279,409 General Fund for local option equalization grants to eligible local school districts for the 2008-09 school year.

Oregon Board of Licensed Professional Counselors and Therapists
House Bill 5054 increases the Board's expenditure limitation by $7,000 Other Funds to cover unanticipated expenses for temporary and part-time staff to address workload associated with the agency's complaint case backlog and other expenses.

Board of Naturopathic Examiners
Expenditure limitation for this Board is increased by $12,000 Other Funds to pay the cost of additional contested cases.

Judicial Department
Budget adjustments are made to rebalance Other Funds expenditure limitation to accommodate debt service payments in 2007-09 by reducing Other Funds limitation that was authorized in Chapter 16, Section 46, Oregon Laws 2008, by $280,400, and establishing Other Funds Debt Service limitation in the amount of $280,400.

Other Adjustments

Other omnibus adjustments reflect reductions in the hourly rate for Department of Justice attorney charges, reductions in the Department of Administrative Services assessments and charges for services, and other reductions from agency management actions, services and supplies savings, position vacancy savings, and other personal services savings. The combined results of these changes on individual agency budgets are presented in Attachment A. Total savings are $130.0 million General Fund, $2.4 million Lottery Funds, $117.6 million Other Funds, and $45.4 million Federal Funds.

BUDGET NOTE

In taking this action, it is the Subcommittee's preference that state agencies use all means possible to maximize efficiency in the expenditure of appropriated funds while maintaining delivery of services to the public. Agencies are encouraged to find these efficiencies through the use of management actions that focus on reducing services and supplies and capital outlay expenditures and that manage position vacancies to the greatest extent practicable to generate budget savings. It is the Legislature's expectation that no more than half of the savings anticipated by this action come from compensation reductions.

Other Budget Notes

BUDGET NOTE

The Oregon Educators Benefit Board (OEBB) and the Public Employees' Benefit Board (PEBB) shall identify and merge those administrative functions that will result in increased efficiencies with no adverse impact on budget or limitation. The agency shall report on the administrative changes and outcomes to the next Legislative Assembly.

Administrative changes that will improve efficiencies but affect budget or require legislation shall be included in the agency's budget request for 2011-13. Given the administrative challenges before OEBB, still in its first three years of establishment, and before PEBB, with its decision to move from a fully-insured to a self-insured model, the priority over the next three to five years must be on administrative stabilization, not further restructuring.

BUDGET NOTE

If the Port of Newport is not selected as the home port for the National Oceanographic and Atmospheric Administration's Marine Operations Center and Pacific-based research vessels, the Legislature will allocate an additional $8 million of lottery bonds for Oregon Military Department armory projects at the next regular or special session.

Information Technology Program/Project Directives

See attached reports for the Oregon Wireless Interoperability Network (OWIN) Project and Electronic Court (e-Court) Program.

75th OREGON LEGISLATIVE ASSEMBLY – 2009 Regular Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **SB 5505-A**

Carrier – House: **Rep. Galizio**
Carrier – Senate: **Sen. Nelson**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 20 – 2 – 0
House – Yeas: Buckley, C. Edwards, D. Edwards, Galizio, Garrard, Gilman, Jenson, Kotek, Nathanson, G. Smith
– Nays: Richardson, Shields
– Exc:
Senate – Yeas: Bates, Carter, Girod, Johnson, Monroe, Nelson, Verger, Walker, Whitsett, Winters
– Nays:
– Exc:

Prepared By: Jack Kenny, Department of Administrative Services

Reviewed By: Daron Hill, Legislative Fiscal Office

Meeting Date: June 24, 2009

Agency	Budget Page	LFO Analysis Page	Biennium
Various Agencies	---	---	2009-11 2011-13

Summary of Capital Construction and Information Technology Subcommittee Action

Senate Bill 5505 limits the maximum amount of bonds and Certificates of Participation (COPs) or third party financing agreements state agencies may issue and the amount of revenue state agencies may raise from such issuance. The proceeds from the issuance of bonds and COPs are included as revenues in agency budgets. This bill also allocates the federal tax-exempt private activity bond volume cap allowed under the Internal Revenue Code of 1986, as amended, to certain state agencies and the Private Activity Bond Committee established in ORS 286A.615.

The Subcommittee reviewed amendments to Senate Bill 5505 for the following purposes:

1) The Subcommittee approved the Department of Higher Education, Article XI-G general obligation bond authorization of $144,900,479 based on the bond financing needed for the Department's qualifying capital construction projects approved in Senate Bill 5506 and to authorize financing for certain continuing projects approved during previous legislative sessions.

2) The Subcommittee approved the Department of Community Colleges and Workforce Development Article XI-G general obligation bond authorization for capital construction financing of $63,233,000 for Oregon Community College projects approved in Senate Bill 5506 and to authorize financing for certain continuing projects approved during previous legislative sessions.

3) The Subcommittee approved the Department of Higher Education, Article XI-F(1) general obligation amount of $488,401,244 to provide the bond financing needed for the Department's capital construction projects approved in Senate Bill 5506, and to authorize financing for certain continuing projects approved during previous legislative sessions.

4) The Subcommittee approved the Department of Water Resources, Article XI-I (1) general obligation amount of $10,000,000 to provide the bond financing needed for water development projects in the Columbia River Basin through the Water Development Fund as authorized in House Bill 3369. In addition, $15,000,000 of Article XI-I(1) general obligation bonds were authorized for the 2011-13 biennium.

5) The Subcommittee increased the Department of Energy, Article XI-J general obligation authority to $250,000,000 to enable the Department to take advantage of opportunities including energy efficiency and renewable energy projects in public buildings, new construction, loan guarantees and expanded abilities made available through the American Recovery and Reinvestment Act of 2009.

6) The Subcommittee reduced the Department of Administrative Services, Lottery Revenue Bond limit to $274,300,000. The change is a result of several factors including a reduced amount of Lottery Bond debt capacity and newly identified priorities. This amount provides funding for projects including those authorized in Senate Bill 5535 and House Bill 2001. Authorized projects to be financed during 2009-11 include: $100 million for *Connect Oregon* multi-modal transportation infrastructure projects; $19.5 million for the National Oceanic and Atmospheric Administration (NOAA) project in Newport; $19,400,334 for Housing and Community Services projects to preserve federally-assisted Section 8 housing and Manufactured Dwelling Parks; $17,526,252 for Economic and Community Development's infrastructure loan program; $15 million for Department of Forestry land acquisition; $11,271,656 for County Court Facilities Infrastructure projects; $7.8 million for the Federal Emergency Management Agency (FEMA) project in Tillamook; $5 million for the Department of Energy for purposes described in House Bill 2626; $3,552,399 for the Coos Bay Railway project; $3.5 million for water

development projects and related administration; $2 million for the Port of Morrow Education Center; $1.6 million for Lane Transit's West Eugene EmX project; $1 million for infrastructure improvements at the Pendleton Round-Up; plus $22,355,000 for Higher Education and $13,700,000 for Community College projects approved in Senate Bill 5506. Bond limit amounts include required cost of issuance and reserves.

7) The Subcommittee decreased the Department of Administrative Services' authority to issue COPs and enter into Other Financing Agreements to $764,780,000. A summary of the projects for which use of COP authority is anticipated in 2009-11 is listed below:

	Project		COP Authority
Department of Administrative Services			
	Mill Creek Infrastructure	$	5,110,000
	Subtotal:	**$**	**5,110,000**
Department of Forestry			
	John Day Unit Relocation (Appr. 2007)	$	520,000
	Agency Business System Modernization (Appr. 2007)	$	1,420,000
	Sisters Subunit Relocation (Appr. 2007)	$	270,000
	Subtotal:	**$**	**2,210,000**
Oregon University System			
	Sys - Capital Renewal	$	20,835,000
	EOU - Pierce Library	$	4,095,000
	OSU - Strand Hall – Def. Maintenance	$	4,945,000
	OSU - Warehouse Acquisition	$	1,040,000
	OSU - Sonpark/EPA acquisition	$	1,955,000
	PSU - City Tower Acquisition	$	27,670,000
	PSU - Market Center Acquisition	$	28,180,000
	SOU - Churchill Hall – Def. Maintenance	$	3,265,000
	UO - Straub Hall – Def. Maintenance	$	4,410,000
	UO - Power Station – Ph. 2 (Waste Gasif.)	$	3,740,000
	Technology		
	Sys - Communications Infrastructure Upgrades	$	2,038,636
	PSU - Storage and Server Expansion	$	611,590
	PSU - Creation of Virtual Server Environment	$	407,728
	PSU - Upgrade Back-up and Recovery Systems	$	407,728
	PSU - Desktop Replacement and Upgrades	$	407,728
	UO - Classroom and Laboratory Upgrades	$	3,057,954
	UO - Info. Tech. Equipment and Software	$	2,038,636
	Subtotal:	**$**	**109,105,000**

Project		COP Authority	
Oregon Military Department			
	The Dalles Readiness Center	$	3,155,000
	Milton Freewater Armory	$	3,410,000
	Hood River Armory	$	1,630,000
	Woodburn Armory (Appr. 2007)	$	1,680,000
	Gresham Armory(Appr. 2007)	$	1,030,000
	Camp Withycombe (Appr. 2007)	$	930,000
	Subtotal:	**$**	**11,835,000**
Oregon Judicial Department			
	e-Court System	$	20,345,000
	Subtotal:	**$**	**20,345,000**
Department of Human Services			
	Mental Health Facilities	$	316,660,000
	Case Management System	$	14,485,000
	OR Kids (Child Welfare System)	$	12,510,000
	Subtotal:	**$**	**343,655,000**
Corrections			
	Junction City Site	$	45,795,000
	Deferred Maintenance (Appr. 2007)	$	10,530,000
	Subtotal:	**$**	**$56,325,000**
Oregon Youth Authority			
	MacLaren Infrastructure Rep. & Improve (Appr. 2007)	$	1,435,000
	Deferred Maintenance (Appr. 2007)	$	2,040,000
	Corvallis House (Appr. 2007)	$	1,025,000
	Subtotal:	**$**	**4,500,000**
State Police			
	Wireless Interoperability Network (OWIN)	$	191,695,000
	Subtotal:	**$**	**191,695,000**
Unidentified Financing Needs:		$	**20,000,000**
		$	**764,780,000**

Senate Bill 5505, SECTION 1.

Program Designation	2007-09 Legislatively Approved Budget	2009-11 Committee Recommendations	Committee Change from 2007-09 Leg. Approved
GENERAL OBLIGATION BONDS (Constitutional Authority)			
General Fund Obligations			
Department of Higher Education (Art. XI-G)	$ 137,048,535	$ 144,900,479	$ 7,851,944
Dept of Comm. Colleges and Workforce Dev (Art. XI-G)	66,344,250	63,233,000	-3,111,250
Department of Environmental Quality (Art. XI-H)	9,300,000	10,000,000	700,000
Oregon Military Department (Art. XI-M)	--	15,000,000	15,000,000
Oregon Military Department (Art. XI-N)	--	15,000,000	15,000,000
Dedicated Fund Obligations			
Department of Veteran's Affairs (Art. XI-A)	$ 100,000,000	$ 150,000,000	$ 50,000,000
Department of Higher Education (Art. XI-F(1))	621,356,360	488,401,244	-132,955,116
Water Resources Department (Art. XI-I(1))	--	10,000,000	10,000,000
Housing and Comm. Services Department (Art. XI-I(2))	100,000,000	100,000,000	0
Department of Energy (Art. XI-J)	166,020,000	250,000,000	83,980,000
Total General Obligation Bonds	**$ 1,200,069,145**	**$ 1,246,534,723**	**$ 46,465,578**
REVENUE BONDS			
Direct Revenue Bonds			
Housing and Community Services Department	$ 600,000,000	$ 600,000,000	$ 0
Department of Transportation			
Infrastructure Fund	50,000,000	100,000,000	50,000,000
Highway User Tax	813,725,000	798,514,000	-15,211,000
Economic and Community Development Department	200,000,000	200,000,000	0
Department of Administrative Services Lottery Revenue Bonds	571,743,000	274,300,000	-297,443,000
Total Direct Revenue Bonds	**$ 2,235,468,000**	**$ 1,972,814,000**	**$ -262,654,000**

Program Designation	2007-09 Legislatively Approved Budget	2009-11 Committee Recommendations	Committee Change from 2007-09 Leg. Approved
Pass Through Revenue Bonds			
Economic and Community Development Commission			
Industrial Development Bonds	$ 400,000,000	$ 400,000,000	$ 0
Oregon Facilities Authority	$ 500,000,000	$ 950,000,000	$ 450,000,000
Housing and Community Services Department	$ 250,000,000	$ 250,000,000	$ 0
Total Revenue Bonds	**$ 3,385,468,000**	**$ 3,572,814,000**	**$ 187,346,000**
CERTIFICATES OF PARTICIPATION AND OTHER FINANCING AGREEMENTS			
Department of Administrative Services	**$ 476,220,000**	**$ 764,780,000**	**$ 288,560,000**

Senate Bill 5505, SECTION 2.
Private Activity Bond Allocation for 2010 and 2011 Calendar Years.

	2007-09 Legislatively Approved Budget		Subcommittee Recommendation	
Allocation For:	2008 Calendar Year	2009 Calendar Year	2010 Calendar Year	2011 Calendar Year
Oregon Economic & Community Development Commission	$ 30,000,000	$ 40,000,000	$ 40,000,000	$ 40,000,000
Oregon Facilities Authority	$ 8,000,000	$ 8,000,000	$ --	$ --
Housing and Community Services Department	$120,000,000	$125,000,000	$125,000,000	$125,000,000
State Department of Energy	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ 10,000,000
Private Activity Bond Committee	$141,489,760	$126,489,760	$162,270,950	$162,270,950
TOTAL:	$309,489,760	$309,489,760	$337,270,950	$337,270,950

75th OREGON LEGISLATIVE ASSEMBLY – 2009 Regular Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **SB 5506-A**

Carrier – House: **Rep. Galizio**
Carrier – Senate: **Sen. Nelson**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 20 – 2 – 0
House – Yeas: Buckley, C. Edwards, D. Edwards, Galizio, Garrard, Gilman, Jenson, Kotek, Nathanson, G. Smith
– Nays: Richardson, Shields
– Exc:
Senate – Yeas: Bates, Carter, Girod, Johnson, Monroe, Nelson, Verger, Walker, Whitsett, Winters
– Nays:
– Exc:

Prepared By: Jack Kenny and Bill McGee, Department of Administrative Services

Reviewed By: Daron Hill, Paul Siebert, Steve Bender, Legislative Fiscal Office

Meeting Date: June 24, 2009

Agency	Budget Page	LFO Analysis Page	Biennium
Capital Construction – Various Agencies	---	---	2009-11

Budget Summary*

	2007-09 Legislatively Approved Budget (1)	2009-11 Committee Recommendation	Committee Change from 2007-09 Leg. Approved	
			$$ Change	% Change
General Fund	$ 29,256,500	$ 0	$ -29,256,500	100%
Other Funds	$ 1,139,296,596	$ 1,298,596,887	$ 159,300,291	14.0%
Federal Funds	$ 72,536,850	$ 7,693,001	$ -64,843,849	-89.4%
Total	$ 1,241,089,946	$ 1,306,289,888	$ 65,199,942	5.3%

Position Summary

Authorized Positions	0	0	0
Full-time Equivalent (FTE) positions	0.00	0.00	0.00

(1) Includes adjustments through the December 2008 meeting of the Emergency Board

Summary of Revenue Changes

Department of Higher Education

Funding for Department of Higher Education Capital Construction projects includes Article XI-G bonds, energy loans, lottery bonds, Article XI-F (1) bonds, Certificates of Participation (COPs), and gifts, grants, and donations. Traditionally, the construction, renovation, and acquisition of instructional and public service buildings have been financed equally by the General Fund and Article XI-G general obligation bond proceeds. More recently, these facilities have been financed by donations and Article XI-G bonds. The donations are categorized as Other Funds in the budget, although they are technically transferred to the General Fund and used to match Article XI-G bonds. Debt service on these bonds is paid with General Fund.

Deferred maintenance projects are partially funded with Small-scale Energy Loan Program funds (energy loans). Since 1980, when voters approved Article XI-J of the Oregon Constitution, energy loans are available to individuals, businesses, schools, cities, counties, special districts, state and federal agencies, public corporations, cooperatives, tribes, and non-profit organizations for projects involving energy conservation, producing energy from renewable resources, using recycled materials to create new products, or producing or using alternative fuels. A loan may range from several thousand dollars to several million dollars. Debt service on the Article XI-J bonds for deferred maintenance projects will be paid with energy savings realized by the campuses and General Fund. Some energy loans have been taken out for other projects for which debt service is paid entirely with department funds budgeted as Other Funds Nonlimited.

Debt service on Lottery-backed revenue bonds is paid with Lottery Fund revenues.

Student unions, dormitories, parking structures, and similar projects are generally financed from auxiliary enterprise balances and the proceeds of Article XI-F (1) bonds. Debt service on these bonds is paid with revenues generated by the facility. A portion of debt service is paid with tuition and other campus revenues transferred from the Education and General Services program area; these funds correspond to those components of facilities financed with Article XI-F (1) bonds that are occupied by education, research, and administrative units.

COPs are used for several deferred maintenance, renewable energy, and Capital Construction projects. The debt service for these COPs will be paid with General Fund. Debt service on COPs sold for campus information technology projects will be paid with tuition and other campus revenues transferred from the Education and General Services program area.

COPs will also be issued for purchase of existing buildings on behalf of two campuses due to concerns regarding the constitutionality of using Article XI-F (1) bonds for building acquisition. COPs will be issued for this purpose on a one-time basis, pending resolution of the constitutional concerns. Debt service on COPs issued in lieu of Article XI-F (1) bonds will be paid with a variety of campus funds.

Other Funds (Other Revenues) from self-supporting projects, gifts, grants and donations, including Federal Funds, are a major funding source for Capital Construction projects.

Funding for projects included in the adopted budget consists of the following revenue sources:

Article XI-G bonds	Lottery Bonds	Energy Loans	COPs	Article XI-F (1) bonds	Other Revenues	Total
$91,662,000	$22,355,000	$34,787,000	$43,209,002	$281,817,470	$155,133,710	$628,964,182

Department of Community Colleges and Workforce Development

Oregon Revised Statute 341.009 (14) directs that "…the state should maintain a policy of substantial state participation in community college building costs.…". During the 1960s and 1970s, the Legislature authorized the sale of $5-$7 million in Article XI-G bonds per biennium for community college construction projects, with an equal amount of General Fund to meet the constitutionally-required 50 percent state match. In the 2005-07 biennium, $38.5 million in Article XI-G bonds were authorized for college projects. Including Senate Bill 338 (2009), the state's economic stimulus package, an additional $53.7 million was authorized in 2007-09, plus $43.9 million in lottery bonds.

Projects included in the approved budget are funded with Article XI-G bonds, lottery bonds, and local revenues generated by the community college districts through local tax levies, donations, grants, or other sources. Local revenues are categorized as Other Funds in the budget, although they are technically transferred to the General Fund and used to match Article XI-G bonds. Debt service on the Article XI-G bonds will be paid with General Fund. Debt service on the lottery bonds will be paid with Lottery Funds.

Other Agencies

Other Fund revenues are from the proceeds of the depreciation component of the Uniform Rent program and other deposits in the Department of Administrative Services (DAS) Capital Projects Fund established by ORS 276.005; proceeds from the issuance of Certificates of Participation

(COPs) issued in accordance with ORS 283; aircraft registration fees assessed in accordance with ORS 837.045; and state gasoline tax and driver and vehicle related fees. Federal Funds are anticipated from the National Guard Bureau Federal/State Cooperative Agreements; and from the Federal Aviation Administration's General Entitlement Program, and Airport Improvement Program.

Summary of Capital Construction and Information Technology Subcommittee Action

Department of Higher Education

This bill provides appropriations and expenditure limitations for Capital Construction projects for the seven universities operated by the Department of Higher Education: Eastern Oregon University (EOU), the Oregon Institute of Technology (OIT), Oregon State University (OSU), Portland State University (PSU), Southern Oregon University (SOU), the University of Oregon (UO), and Western Oregon University (WOU). Approval of bonding amounts for Article XI-G, Article XI-F (1), lottery bonds, energy bonds and COPs is included in Senate Bill 5505.

Projects in excess of $1 million that build, acquire, adapt, replace, or change the use or function of a facility are included in the Capital Construction program unit. All capital projects in excess of $1 million require a separate Capital Construction expenditure limitation established by the Legislature or the Emergency Board.

The Subcommittee approved a budget of $629 million Other Funds for 36 projects, reserves, and capitalized interest. Other Funds are reduced from the 2007-09 Legislatively Approved Budget through December 2008 by 16.5 percent. Significant projects include the South Waterfront Life Sciences facility, the Oregon Center for Sustainability, renovation of the EOU Pierce Library, the OSU Bates Hall/Hallie Ford Center, the UO Allen Hall renovation project, deferred maintenance projects at four campuses, several renewable energy projects, and ongoing funding for capital repair. The Subcommittee also approved a pilot project involving the use of commercial paper for Article XI-F (1) bonds, as a result of changes in the department's debt financing options enacted in House Bill 2199 (2007).

The approved budget includes four projects funded by COPs that in prior biennia have been funded with Article XI-F (1) bonds, on a one-time basis. The Department of Justice and bond counsel have raised concerns whether Article XI-F (1) bonds can be used to purchase existing buildings. If necessary, the Department of Higher Education will request the Legislature refer a constitutional amendment to revise Article XI-F (1) during the 2010 supplemental session.

System-wide projects The Subcommittee approved the following system-wide projects totaling $312.3 million total funds:

- Capital renewal, code compliance, and safety: approved $20,286,000 Other Funds (COPs) to maintain facilities throughout the Oregon University System and keep the deferred maintenance backlog from growing. Debt service on the COPs will be paid with General Fund.

- South Waterfront Life Sciences facility: approved $50,000,000 Other Funds (Article XI-G bonds), $60,000,000 Other Funds (Article XI-F (1) bonds), and $90,000,000 Other Funds (Other Revenues) to construct a facility for health professions education, graduate and undergraduate education in life sciences and bioengineering, basic and translational biomedical research, and development of partnerships with private industry. The facility will house education and research programs from OHSU, PSU, OSU, UO, and OIT. Sources of Other Revenues

include private donations and grants from government agencies. Debt service on the Article XI-G bonds will be paid with General Fund. Debt service on the Article XI-F (1) bonds will be paid with revenues from student tuition, rents paid by research and retail occupants, charges for service, parking, and general university operating funds.

- Oregon Center for Sustainability: approved $80,000,000 Other Funds (Article XI-F (1) bonds) to construct a facility in Portland, in partnership with the Portland Development Commission, that will co-locate private businesses, non-profit organizations, City of Portland planning staff, and university programs. The purpose of the building will be develop and promote sustainable technologies in energy, transportation, building construction, water resources and management, social sustainability, and other topics. Debt service on the Article XI-F (1) bonds will be paid with tenant rents, including general university operating revenues from several OUS campuses.

  The Subcommittee adopted the following budget note regarding this project:

  Budget Note
  In approving Article XI-F (1) bond financing for the Oregon Center for Sustainability project the Legislature finds that students and faculty of the Oregon University System will benefit from the opportunity to study the construction and operation of a living "net-zero" building, to interact with tenants involved in sustainable enterprises, and observe and participate in ongoing research projects involving build occupants. Therefore, the construction and operation by the Oregon University System of the Oregon Sustainability Center will further the statutory purposes of the Oregon University System and is therefore a project for higher education in Oregon and to lease any space in that center to other entities in a manner that the Board of Higher Education determines will further the interests of the Oregon University System.

- Biofuels demonstration project: approved $4,000,000 Other Funds (Article XI-G bonds) and $4,000,000 Other Funds (Other Revenues) for a pilot program to develop and test the use of biofuels for generation of electricity in the new OSU power plant. Grants and gifts are the source of the Other Revenues. Debt service on the Article XI-G bonds will be paid with General Fund.

- Wind demonstration project: approved $4,000,000 Other Funds (Other Revenues) to construct wind turbines on campus or leased land and buildings. The source of Other Revenues is grants and gifts.

Eastern Oregon University The Subcommittee approved the following two projects for Eastern Oregon University, totaling $14.4 million total funds:

- Zabel Hall: approved $1,522,000 Other Funds (Article XI-G bonds), $2,215,000 Other Funds (lottery bonds), and $2,706,000 Other Funds (energy loans) for deferred maintenance and seismic upgrades. Beginning in the 2011-13 biennium, debt service costs will be split between campus energy savings, estimated at $36,000, and General Fund.

- Pierce Library: approved $4,000,000 Other Funds (Article XI-G bonds) and $4,000,000 Other Funds (COPs) for renovations for the university's library. Debt service on the Article XI-G bonds and COPs will be paid with General Fund.

Oregon Institute of Technology The Subcommittee approved the following project for the Oregon Institute of Technology, totaling $6.6 million total funds:

- Geothermal renewable energy project: approved $2,000,000 Other Funds (Article XI-G bonds), $2,000,000 (Other Funds (Article XI-F (1) bonds), and $2,600,000 Other Funds (Other Revenues) to complete an expansion of its geothermal plant. The source of Other Revenues is gifts and donations. General Fund will pay the debt service on the Article XI-G bonds. Debt service on the Article XI-F (1) bonds will be paid with energy savings and general university operating funds.

Oregon State University The Subcommittee approved the following ten projects, totaling $136 million total funds:

- Education Hall: approved $4,000,000 Other Funds (lottery bonds) to address additional structural deficiencies discovered in a deferred maintenance project originally authorized in the 2005-07 LAB. Debt service on the lottery bonds will be paid with Lottery Funds.
- Strand Agricultural Hall: approved $6,586,000 Other Funds (Article XI-G bonds), $6,586,000 Other Funds (lottery bonds), $6,851,000 Other Funds (energy loans), and $4,847,000 Other Funds (COPs) for deferred maintenance and seismic upgrades. Debt service on the Article XI-G bonds and COPs will be paid with General Fund. Beginning in the 2011-13 biennium, debt service costs will be split between campus energy savings, estimated at $52,000, and General Fund. Lottery bond debt service will be paid with Lottery Funds.
- Bates Hall/Hallie Ford Healthy Children and Families Center: approved $6,000,000 Other Funds (Article XI-G bonds) and $6,000,000 Other Funds (Other Revenues) to remodel an existing building and construct a new building in order to enhance research into issues related to families, children, and aging. Debt service on the Article XI-G bonds will be paid with General Fund. The university has received gifts to finance the Other Revenues.
- Student Success Center: approved $2,054,000 Other Funds (Article XI-G bonds), $4,554,000 Other Funds (lottery bonds), and $7,392,000 Other Funds (Other Revenues) to construct a new building offering tutoring, mentoring, academic advising, peer study sessions, and study skills classes for students and student-athletes. Debt service on the Article XI-G bonds will be paid with General Fund. Donations are the source of Other Revenues.
- Sonpark/EPA acquisition: approved $1,900,000 Other Funds (COPs) to purchase two buildings on land owned by OSU and leased to a private developer. Debt service on the COPs will be paid with rental payments from tenants of the two existing and the new building. COPs are approved for purchase of this property due to the constitutional issue with use of Article XI-F (1) bonds for purchase of existing buildings.
- Warehouse acquisition: approved $1,000,000 Other Funds (COPs) to purchase an existing warehouse building on the edge of the Corvallis campus for use by the College of Oceanic and Atmospheric Sciences (COAS). Debt service would be paid with general university funds dedicated to COAS. COPs are approved for purchase of this property due to the constitutional issue with use of Article XI-F (1) bonds for purchase of existing buildings.
- Cultural Center: approved $10,000,000 Other Funds (Article XI-F (1) bonds) to relocate four student cultural centers from aging facilities into a new building. Debt service on the Article XI-F (1) bonds will be paid with Student Building Fee revenues.

- International Residence Hall: approved $52,000,000 Other Funds (Article XI-F (1) bonds) to construct a new 300-500 bed residence hall with a living-learning center, academic offices, and other services. Debt service on the Article XI-F (1) bonds will be paid with revenue from housing fees.
- Sports Performance Center: approved $12,000,000 Other Funds (Article XI-F (1) bonds) to add a practice gym to an existing athletic facility. Debt service on the Article XI-F (1) bonds will be paid with athletic revenues.
- CH2M Hill Alumni Center: approved $4,200,000 Other Funds (Other Revenues) to expand the ballroom, kitchen, and other facilities in the Alumni Center. The source of the Other Revenues is donations.

Portland State University The Subcommittee approved the following four projects, totaling $13 million total funds:

- Market Center building purchase: approved a $1 Other Funds (COPs) expenditure limitation in anticipation of a request to the Emergency Board or the Joint Legislative Committee on Ways and Means to purchase a nine story office building at the corner of Market and 4th Street in Portland. PSU currently leases about two-thirds of the facility. Senate Bill 5505 includes $27 million in COP debt capacity for this project. If the request is approved, debt service on the COPs will be paid with rental receipts, tuition and fee revenues, and indirect cost recovery from research grants. COPs are approved for purchase of this property due to the constitutional issue with use of Article XI-F (1) bonds for purchase of existing buildings.

  If this project is approved, PSU will substitute the Market Center's underground parking capacity for a $23 million parking structure planned for the 2011-13 biennium, removing the parking structure from its six-year construction plan.
- City Tower building purchase: approved a $1 Other Funds (COPs) expenditure limitation in anticipation of a request to the Emergency Board or the Joint Legislative Committee on Ways and Means to purchase a seven story building from the City of Portland that will be leased back to the city and/or used for university purposes. Senate Bill 5505 includes $27.5 million in COP debt capacity for this project, based on a 2004 appraisal. If the request is approved, debt Service on the COPs will be paid with rental receipts, tuition and fee revenues, and indirect cost recovery from research grants. COPs are approved for purchase of this property due to the constitutional issue with use of Article XI-F (1) bonds for purchase of existing buildings.

  If this project is approved, PSU intends to relocate its School of Business Administration into the building at some point in the future. The university would then remove planned 2011-13 construction of a new $90 million building for the School of Business from its six-year construction plan.
- Science Research and Teaching Center/Hazardous Waste Facility Phase 2: approved increases of $2,500,000 Other Funds (Article XI-G bonds) and $2,500,000 Other Funds (Other Revenues) to continue a remodel of Science Building II that previously housed the Public Health and Department of Environmental Quality labs. The project will also provide PSU with a facility to adequately dispose of hazardous materials.

  The project was initially funded in 2007 with $9.5 million in Article XI-G bonds and $9.5 million in Other Revenues. In order to accelerate construction as a job creation measure, Senate Bill 338 (2009) reduced the existing expenditure authority by $2.5 million in Article XI-G bonds and $6 million in Other Revenues and established a new $3.5 million Other Funds (COPs) expenditure limitation. Debt service on the Article XI-G bonds and COPs will be paid with General Fund. As a result of the current action, total General Fund-paid debt for this project

has increased from $9.5 million to $13 million. Other Revenues, which will be provided by PSU through grants and donations, have declined from $9.5 million to $6 million.

- Land acquisition: approved $8,000,000 Other Funds (Article XI-F (1) bonds) to purchase six parcels in downtown Portland from TriMet. PSU is planning to enter into a land-lease with a developer that will construct and operate a mixed-use development that includes student housing, classrooms, and other space. The development project will proceed as an "off-balance sheet/off-credit transaction" that does not require legislative approval. This project replaces a $1 expenditure limitation established in Senate Bill 5516 (2007) for student housing and land acquisition.

Southern Oregon University The Subcommittee approved the following two projects, totaling $16.9 million total funds:

- Churchill Hall: approved $2,730,000 Other Funds (Energy loans) and $3,192,000 Other Funds (COPs) for deferred maintenance and seismic upgrades. Debt service on the COPs will be paid with General Fund. Beginning in the 2011-13 biennium, debt service costs will be split between campus energy savings, estimated at $38,000, and General Fund.
- Theatre Arts Building: approved $5,500,000 Other Funds (Article XI-G bonds) and $5,500,000 Other Funds (Other Revenues) to remodel an existing facility and construct a four story addition to add educational, technical, and performance space for the Theatre Arts Department. Debt service on the Article XI-G bonds will be paid with General Fund. The source for Other Revenues will be gifts and grants.

University of Oregon The Subcommittee approved the following ten projects, totaling $110.9 million total funds:

- Straub Hall: approved $8,998,000 Other Funds (energy loans) and $4,321,000 Other Funds (COPs) for deferred maintenance and seismic upgrades. Debt service on the COPs will be paid with General Fund. Beginning in the 2011-13 biennium, debt service costs will be split between campus energy savings, estimated at $39,000, and General Fund.
- Allen Hall: approved $7,500,000 Other Funds (Article XI-G bonds) and $7,500,000 Other Funds (Other Revenues) to renovate and expand classroom, office, meeting and other space for the School of Journalism and Communications. Debt service on the Article XI-G bonds will be paid with General Fund. Donations are the source for the Other Revenues.
- Power station phase 2, waste gasification demonstration project: approved $5,000,000 Other Funds (Lottery Bonds), $13,502,000 Other Funds (Energy loans), $3,663,000 Other Funds (COPs), $29,150,000 Other Funds (Article XI-F (1) bonds), and $5,000,000 Other Funds (Other Revenues) to complete replacement of the university's central power station. The system will be designed to use alternative fuels and reduce the university's carbon footprint. Debt service on the lottery bonds will be paid with Lottery Funds. Debt service on the COPs will be paid with General Fund. Beginning in the 2011-13 biennium, debt service costs for energy loans will be split between campus energy savings, estimated at $1,400,000, and General Fund. Debt service on the Article XI-F (1) bonds will be paid with revenues from operation of the plant, including charges to academic and other campus programs.
- Erb Memorial Union: approved $2,260,000 Other Funds (Article XI-F (1) bonds) and $300,000 Other Funds (Other Revenues) for a partial renovation of the west lower level of the facility. Debt service on the Article XI-F (1) bonds will be paid from student building fee revenues. Donations are the source of the Other Revenues.
- Chiles Center: approved $1,000,000 Other Funds (Other Revenues) for renovation of classroom, laboratory, and other space in a College of Business facility.

- Alumni Center: approved $9,975,000 Other Funds (Article XI-F (1) bonds) and $6,825,000 Other Funds (Other Revenues) to complete construction of the university's Alumni Center. Debt service on the Article XI-F (1) bonds will be paid with general university operating funds. Donations are the source of the Other Revenues.
- Riverfront Research Park business incubator: approved $1,500,000 Other Funds (Other Revenues) to create space for a technology business incubator in a building constructed by the university with Article XI-F (1) bonds approved by the 2007 legislature. Gifts and donations provide the funds for the Other Revenues.
- Barnhart Hall building envelope restoration: approved $900,000 Other Funds (Other Revenues) to protect the interior of the residence hall from water damage. The source of the Other Revenues is housing and dining fees.
- Carson Hall electrical upgrade: approved $560,000 Other Funds (Other Revenues) to update electrical systems in a building that retains much of its original equipment from 1949. The source of the Other Revenues is housing and dining fees.
- Earl Complex upgrade: approved $2,924,000 Other Funds (Article XI-F (1) bonds) to replace and upgrade electrical and plumbing systems and resurface the roof in this 1950s era building that retains much of its original equipment. Housing and dining fees are the source for the Other Revenues.

Western Oregon University Three capital projects were approved in Senate Bill 338 (2009) so that construction could begin on an accelerated basis. No additional WOU projects were approved.

Project Reserves The Department of Higher Education may use project reserves to expend an Other Funds expenditure limitation in excess of a non-system-wide project's specific limitation authority. This additional expenditure authority for each project is limited by the size of the project. The Subcommittee adjusted the project reserves expenditure limitation by increasing Other Funds to reflect change in individual projects and the addition of new projects. Total project reserves of $8,508,470 Other Funds (Article XI-F (1) bonds), and $5,356,710 Other Funds (Other Revenues) were approved.

Capitalized Interest/Commercial Paper The Subcommittee approved an Other Funds (Article XI-F (1) bonds) expenditure limitation of $5,000,000 as a pilot project to allow the department to demonstrate expected benefits of borrowing from commercial lenders to finance Article XI-F (1) projects during the construction period. House Bill 2199 (2007) authorized the department to enter into financial agreements related to Article XI-F (1) bonds as a means of reducing debt financing costs. A commercial paper program, in which funds are borrowed on a short-term basis, generally for no more than 270 days, would be expected to reduce interest paid during construction periods for two reasons. First, short term rates are generally lower than long term rates. Second, during the construction period, interest would be paid only on amounts as they are drawn from the commercial lender rather than on the complete amount to be financed. In addition, since bond sales occur annually or semi-annually, access to commercial paper would allow the universities more flexibility in bidding and construction which may result in lower project costs.

Capitalized interest costs on amounts borrowed under the commercial paper program will be charged against the expenditure limitation approved by the Subcommittee. The recommended budget includes a relatively small expenditure limitation to allow the department to verify its expectations regarding interest cost savings. The department is directed to report to the Joint Committee on Ways and Means in the 2011 legislative session on the results of the pilot.

Department of Community Colleges and Workforce Development

The Subcommittee approved a budget of $128.6 million Other Funds for 15 new construction and deferred maintenance projects at 13 community colleges, increased by 46 percent from the 2007-09 Legislatively Approved Budget through December 2008.

The approved budget contains $57,455,000 Other Funds (Article XI-G bonds) and $57,455,000 Other Funds (Other Revenues) for nine community college Capital Construction projects.

- Treasure Valley Community College Ontario University Center: approved $3,000,000 Other Funds (Article XI-G bonds) and $3,000,000 Other Funds (Other Revenues) to construct a new university center in Ontario for science, agriculture, technology, and allied health programs.
- Umpqua Community College Roseburg Regional Health Occupations Training Center: approved $8,500,000 Other Funds (Article XI-G bonds) and $8,500,000 Other Funds (Other Revenues) to construct a new classroom and laboratory facility in Roseburg for healthcare, public safety, and information technology programs.
- Chemeketa Community College McMinnville Campus: approved $6,255,000 Other Funds (Article XI-G bonds) and $6,255,000 Other Funds (Other Revenues) to construct a new facility for healthcare programs and other academic uses in McMinnville.
- Columbia Gorge Community College Workforce Building: approved $8,000,000 Other Funds (Article XI-G bonds) and $8,000,000 Other Funds (Other Revenues) to construct a new facility for renewable energy and other workforce programs, a One-Stop Center, and other uses supporting college and community needs.
- Central Oregon College Technology Education Center: approved $5,700,000 Other Funds (Article XI-G bonds) and $5,700,000 Other Funds (Other Revenues) to construct a new facility for flight instruction, aviation maintenance, automotive, and information technology programs. .
- Portland Community College Cascade Campus Education Center: approved $8,000,000 Other Funds (Article XI-G bonds) and $8,000,000 Other Funds (Other Revenues) to construct a new facility for education programs at the Cascade Campus on North Killingsworth Street in Portland.
- Lane Community College Downtown Campus Building: approved $8,000,000 Other Funds (Article XI-G bonds) and $8,000,000 Other Funds (Other Revenues) to construct a new building to replace the downtown Eugene academic building.
- Clackamas Community College Harmony Campus Phase II: approved $8,000,000 Other Funds (Article XI-G bonds) and $8,000,000 Other Funds (Other Revenues) to construct a second building on the Harmony Campus near Clackamas Town Center for allied health, workforce, and other educational programs.
- Oregon Coast Community College Marine Science Building: approved $2,000,000 Other Funds (Article XI-G bonds) and $2,000,000 Other Funds (Other Revenues) to construct a new facility on the Central County Campus to support the aquarium science and other marine related programs.

The Subcommittee also approved $13.7 million in Other Funds (lottery bonds) for six construction and deferred maintenance projects:

- Blue Mountain Community College Hermiston Higher Education Center: approved $7,400,000 Other Funds (lottery bonds) to construct a new facility in Hermiston for physical and biological sciences.
- Rogue Community College: approved $1,250,000 Other Funds (lottery bonds) to replace aging windows and air handling systems and renovate instructional classroom and laboratory space.
- Clackamas Community College: approved $1,000,000 Other Funds (lottery bonds) for electrical improvements; repair and renovation of air handling units, exhaust fans, pumps, and controls; roof repairs; and necessary building upgrades.
- Central Oregon Community College: approved $1,200,000 Other Funds (lottery bonds) for construction of six classrooms on space currently occupied by the college's tennis courts.
- Clatsop Community College: approved $1,900,000 Other Funds (lottery bonds) for seismic upgrades to Towler Hall.
- Mt. Hood Community College: approved $950,000 Other Funds (lottery bonds) to seismically upgrade a classroom/laboratory facility.

Department of Transportation

Co-location of State and Local Facilities A $1 Other Fund limitation is approved to allow the Emergency Board to allocate additional limitation to take advantage of co-location opportunities identified during the biennium. Such opportunities are expected to save money for both state and local government.

Department of Administrative Services

The Subcommittee approved the following for the Department of Administrative Services:

Mill Creek Infrastructure: A $5 million Other Funds limitation to expedite the development of the Mill Creek Corporate Center (Phase 1A parcels) by providing the needed development infrastructure so that the sites are "shovel ready" by late summer 2010. The project includes fill, completion of primary entrance to the property, and connecting facility sewer and water lines.

Roof Replacements: $2,113,535 for roofing at the Human Services Building, Print Plant, and the Blind Commission.

Planning Funds: $250,000 Other Funds to contract with various architects, engineers, and other specialists. Developing feasibility analyses and reliable cost information; preparing preliminary design for small to medium sized projects; and evaluating options to solve maintenance problems is an ongoing part of the department's responsibilities.

HVAC Improvement Projects: $750,357 Other Funds for refurbishing the cooling tower, chillers, and performing HVAC upgrades at multiple buildings including the Portland State Office Building, the Public Service Building, Public Utility Commission, Employment, Central Point Lab, Portland Crime Lab, and the State Library.

Revenue Building Lighting Upgrade: $617,329 Other Funds to provide major maintenance or replace failing lighting at the Revenue Building. Replacement fixtures will provide improved energy efficiency.

Justice Building Elevator Replacement: $875,000 Other Funds to replace the elevator originally installed in the 1920s with a more reliable unit.

The Subcommittee approved the extension of the project expiration dates and expenditure limitations for the following project: Pendleton State Office Building – Space Improvements.

Department of Corrections

Junction City Site: $44,675,713 Other Funds is approved to complete pre-engineering studies, design, wetland mitigation, and construct off-site infrastructure for facilities at Junction City. Infrastructure will be sufficient to enable the mental health facilities co-located on the site to move forward while the initial prison construction decision is delayed, reducing 2009-11 expenditures.

Department of Human Services

Mental Health Care Facilities – Phase 2: $279,179,118 Other Funds is approved for continuing work on the project to replace the current Oregon State Hospital with two new facilities. This amount will allow continued work on both the 620 bed facility in Salem and the 360 bed facility proposed for Junction City. Both of these facilities are designed to meet the hospital's continuous improvement plan which requires significant change in the way patients are housed and receive treatment. This change initiative has been substantiated by issues raised in the U.S. Department of Justice report of January 2008 which reviewed conditions at the hospital and details its evaluation of the state hospital's deficiencies.

Oregon State Police

Oregon Wireless Interoperability Network: $187,779,889 Other Funds is approved to fund phases 2 and 3 of the OWIN project. Phase 2 will complete infrastructure and radio capabilities for the western half of the state, as well as infrastructure build out for the northeastern section. Phase 3 completes the radio installation for the northeastern section and completes the infrastructure build out for the southeastern section. The final phase, adding the radio component to the southeastern region, is scheduled for the 2011-13 biennium.

State Forestry Department

Land Acquisition: $15 million Other Funds is approved for the acquisition of forest property in Klamath County known as the former Gilchrist Tract forest lands, and other adjacent forest lands. The source of Other Funds for this acquisition will be $15 million from the sale of Lottery Revenue Bonds.

Oregon Military Department

The Subcommittee approved the following for the Military Department:

The Dalles Readiness Center: A $1 Other Funds and $1 Federal Funds placeholder for construction of a new readiness center at the Columbia Gorge Community College site. In addition to relieving overcrowded conditions at the existing 1949 structure, this facility will provide rental classrooms and an assembly hall for community events.

Milton Freewater Armory: $3,348,000 Other Funds for design and construction of needed additions and alterations. The existing facility, constructed in 1954, has severe deficiencies in its electrical, mechanical, and structural components that threaten ongoing functionality. The size of the facility is more than 10,000 square feet under current federal requirements for its use.

Hood River Armory: $1,358,762 Other Funds for design and construction of needed additions and alterations. The existing facility, constructed in 1955, has severe deficiencies in its electrical, mechanical, and structural components that threaten ongoing functionality. The size of the facility is more than 28,000 square feet under current federal requirements for its use.

Camp Withycombe Storm-water Infrastructure: $1,300,000 Federal Funds for the Sanitary and Storm Sewer Infrastructure project includes upgrades and repairs to comply with municipal code requirements. The existing system has broken storm water conveyances which introduce storm water into the sanitary sewer lines, resulting in increased utility costs. This project will remove and replace 3,200 linear feet of noncompliant storm lines and catch basins and re-route approximately 1,200 linear feet of an existing open conveyance system.

Central Oregon BIAK Training: $550,000 Federal Funds for the construction of a new restroom/shower facility as an addition to the main building. Using units and rental groups are currently forced to use portable toilets. This project will enhance the ability of the department to rent this facility.

Camp Rilea Roof and Siding Replacement: $200,000 Federal Funds for replacing roofing, siding, and block wall around the base of a warehouse building.

Clackamas Armory Re-roofing: $170,000 Federal Funds for improving roof drainage, replacing fascia board, and installing a new roof system.

Hermiston Armory Drill Hall HVAC: $90,000 Federal Funds for adding air conditioning to the Armory Drill Hall, installing a back-up power generator for continuity of operations, and providing some funding for expansion of the military vehicle compound.

Coos Bay Armory Unit Transformation Project: $350,000 Federal Funds for remodeling the Armory kitchen and female restroom, adding a female shower and locker room, and upgrading the classroom. The project also includes a data/telecommunications re-wire to bring this facility up to current standards.

Hood River Armory Improvements: $233,000 Federal Funds for remodeling the Armory kitchen, providing upgrades to the classroom, replacing interior doors, improving finishes, and adding energy efficient lighting.

Central Oregon Readiness Center Interior Improvements: $300,000 Federal Funds to address functionality issues resulting from the transition of the facility from a former OYA correctional facility. Restroom and security systems will be updated to meet current needs. Repairs to HVAC systems, changing out jail type doors, improving paving, and adding military vehicle parking are all addressed in this project.

Camp Rilea Water Supply System: $3,000,000 Federal Funds to address a critical need to provide potable and fire suppression water. The project includes installing two new wells and refurbishing an existing well, installation of a storage tank, construction of support buildings, and connection to the existing water system.

The Subcommittee approved the extension of the project expiration dates and expenditure limitations for the following projects: Lane County Armed Forces Reserve Center Complex; Camp Rilea Dining Facilities; Infantry Battle Course, Boardman Bombing Range; Qualification Training Range, Boardman Bombing Range; and The Dalles Readiness Center.

Department of Aviation

Joseph Airport Runway Taxiway/Apron Rehab: $75,000 Other Funds and $1,500,000 Federal Funds is approved to construct safety-related improvements. The renovation of the runway, taxiway, and apron is required under Federal Aviation Administration pavement standards.

Joint Committee on Ways and Means **Carrier – House: Rep. Nathanson**
Carrier – Senate: Sen. Johnson

Revenue: Revenue statement issued
Fiscal: Fiscal statement issued

Action: Do Pass the A-Engrossed Measure with Amendments to Resolve Conflicts and Be Printed B-Engrossed
Vote: 20 – 0 – 2

House
Yeas: Buckley, D. Edwards, Galizio, Garrard, Gilman, Jenson, Kotek, Richardson, Shields, G. Smith
Nays:
Exc: C. Edwards, Nathanson

Senate
Yeas: Bates, Carter, Girod, Johnson, Monroe, Nelson, Verger, Walker, Whitsett, Winters
Nays:
Exc:

Prepared By: Steve Bender, Legislative Fiscal Office
Meeting Date: June 29, 2009

WHAT THE MEASURE DOES: The bill authorizes the issuance of lottery revenue bonds for a number of identified projects. All lottery revenue bond issues authorized for the 2009-11 biennium, excluding the $112.4 million of bonds authorized for the Oregon Department of Transportation in HB 2001, are authorized in this bill.

SB 5535 authorizes a total of $143,205,641 of lottery bond proceeds for projects funded in the Department of Administrative Services, Economic and Community Development Department, Housing and Community Services Department, Department of Higher Education, Department of Community Colleges and Workforce Development, Water Resources Department, State Department of Energy, and State Forestry Department budgets. It is projected the state will issue $161,930,000 of lottery revenue bonds to generate the proceeds for the approved projects, and to pay associated bond-related costs. Authority to spend the proceeds for projects, and to pay for the cost of issuing the bonds, is included in individual agency budget bills, or in HB 5054.

The authorized bonds provide the following proceeds: $22.4 million for capital construction and deferred maintenance projects in the Department of Higher Education; $13.7 million for community college capital construction and deferred maintenance projects; $17.5 million for new capital for the Economic and Community Development Department's Infrastructure Loan funds; $15 million for purchasing forestland parcels in the Gilchrist area; $5 million for the Department of Energy's Loan Offset Grant Fund; $3.5 million for the Water Resources Department for water development projects and development of an integrated water resources strategy; and $46.7 million for pass-through payments supporting various projects at the local level.

EFFECT OF COMMITTEE AMENDMENT: Resolves conflicts.

BACKGROUND: This is an omnibus bill that authorizes the issuance of lottery revenue bonds for various projects. Debt service on lottery revenue bonds is paid by lottery revenues.

75th OREGON LEGISLATIVE ASSEMBLY – 2009 Regular Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **SB 5548-A**

Carrier – House: **Rep. Gilman**
Carrier – Senate: **Sen. Starr**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 14 – 4 – 4
House – Yeas: Buckley, C. Edwards, D. Edwards, Galizio, Gilman, Kotek, Nathanson
– Nays: Garrard, Richardson
– Exc: Jenson, Shields, G. Smith
Senate – Yeas: Bates, Carter, Johnson, Monroe, Nelson, Walker, Winters
– Nays: Girod, Whitsett
– Exc: Verger

Prepared By: Tamara Brickman, Department of Administrative Services

Reviewed By: Susie Jordan, Legislative Fiscal Office

Meeting Date: June 18, 2009

Agency	Budget Page	LFO Analysis Page	Biennium
Department of Transportation	G-5	337	2009-11

Budget Summary*

	2007-09 Legislatively Approved Budget (1)	2009-11 Essential Budget Level	2009-11 Committee Recommendation	Committee Change from 2007-09 Leg. Approved	
				$$ Change	% Change
General Fund	$ 4,504,713	$ 4,630,845	$ 0	$ -4,504,713	-100.0%
Lottery Funds	$ 46,559,957	$ 92,782,785	$ 97,788,563	$ +51,228,606	+110.0%
Other Funds Limited	$ 3,225,418,786	$ 3,103,298,936	$ 3,631,521,413	$ +406,102,627	+12.6%
Other Funds Nonlimited	$ 17,663,632	$ 18,158,214	$ 18,158,214	$ +494,582	+2.8%
Other Funds Debt Service Limited	$ 185,530,273	$ 293,975,776	$ 301,690,901	$ +116,160,628	+62.6%
Federal Funds Limited	$ 81,066,942	$ 82,510,966	$ 87,621,688	$ +6,554,746	+8.1%
Total	$ 3,560,744,303	$ 3,595,357,522	$ 4,136,780,779	$ +576,036,476	+16.2%

Position Summary

Authorized Positions	4,639	4,607	4,636	-3
Full-time Equivalent (FTE) positions	4,532.62	4,512.72	4,538.08	+5.46

(1) Includes adjustments through the December 2008 meeting of the Emergency Board
* Excludes Capital Construction expenditures

Summary of Revenue Changes

The Subcommittee approved a 2009-11 biennial budget for the Oregon Department of Transportation (ODOT) which relies on Other Funds and Federal Funds to execute the agency's programs. The agency's Other Fund revenue sources include motor fuel taxes, motor vehicle and driver license fees and registration, maritime pilot fees, and charges for services. Lottery Funds support debt service on rail projects, short line infrastructure assistance, industrial rail spur infrastructure projects, and Connect Oregon loans. The agency receives Federal Fund revenues from federal highway, transit, and rail programs. The department shows most of its federal highway revenue as Other Funds, except for dollars from certain federal sources, which are targeted for specific non-highway related activities.

The Subcommittee included provisions of House Bill 2001, the Jobs and Transportation Act of 2009 (JTA), within this budget which provides $295.8 million in new revenue through increasing:

- Vehicle title and registration fees ($133 million);
- Vehicle trip permits and certain truck taxes and fees ($114.6 million);
- Custom plate fees ($4 million), which will be transferred to the passenger rail fund to replace the General Fund appropriation for the Rail Division;

- Fees to issue, replace, or renew Oregon Identification Cards ($1.4 million), which will be transferred to the Elderly and Disabled Transportation Fund for the Public Transit Division;

- Increasing the gas and diesel taxes by $0.06 per gallon (to go into effect only after certain increases in Oregon's employment have occurred - $42.8 million).

The Subcommittee noted that the following revenue transfers will occur as a result of House Bill 2001: $48,895,213 revenue transfer to cities; $73,342,819 revenue transfer to counties, and $6 million revenue transfer to the Travel Information Council.

In addition to the new revenue generated through the above mentioned actions, and included in this budget by the Subcommittee, the JTA authorized the issuance of $100 million in lottery bonds for *Connect*Oregon III, and the issuance of $840 million in Highway User Tax Bonds for a list of specific projects included within House Bill 2001. Finally, several revenue adjustments were made through Package 801: LFO Analyst Technical Changes and are discussed in each of the program units affected.

Summary of Transportation and Economic Development Subcommittee Action

ODOT is responsible for a wide range of programs and activities related to Oregon's transportation systems. The agency is involved in developing highways, roads and bridges, railways, public transportation services, bicycle and pedestrian paths, transportation safety programs, driver and vehicle licensing, and motor carrier regulation. The agency, which has offices and facilities statewide, is organized into 21 program units for budget recording purposes.

The Subcommittee reviewed the department's budget division by division and approved $4,136.8 million total funds and 4,636 positions (4,538.08 FTE). A $1 placeholder for Capital Construction projects relating to co-locating ODOT maintenance stations with county and/or city facilities for consolidation and efficiency purposes is included in this budget. The Subcommittee approved a budget that is a $576 million increase or 16.2 percent over the 2007-09 Legislatively Approved Budget (an increase of $541 million or 15.1 percent over the 2009-11 Essential Budget Level). General Fund support is eliminated as a result of the passage of House Bill 2001 which increased the fees for customized vehicle registration plates that are dedicated to the passenger rail program.

The budget supports $50 million of the $100 million in lottery-backed revenue bonds and $97.8 million Lottery Funds for related debt service costs to continue *Connect*Oregon projects. This includes improving public transportation, the aviation system, the rail network, and marine and ports - with an emphasis on projects that will facilitate the movement of people or freight between roads and air, water, and rail transportation. The budget continues support for senior and disabled transit operations and equipment.

The agency's budget includes the following program units: Highway: Maintenance, Preservation, Bridge, Safety, Operations, Modernization, Special Programs, Local Government; Driver and Motor Vehicle Services; Motor Carrier Transportation; Transportation Program Development; Public Transit; Rail; Transportation Safety; Debt Service; Central Services; Oregon Transportation Infrastructure Bank; and Capital Improvements.

Highway
The Highway Division consists of two major program areas: Maintenance and Construction. Construction includes the Preservation, Bridge, Modernization, Highway Safety, Highway Operations, Local Government programs, and the Special Programs unit.

Highway – Maintenance 100-20
The Maintenance program includes the routine daily activities of preserving, repairing, and restoring existing highways to keep them safe and usable for travelers. Typical activities are surface and drainage repair, roadside and vegetation management, snow and ice control, bridge maintenance, and crash response. The program is also responsible for maintaining agency-owned buildings and equipment throughout the state.

The Subcommittee approved the following packages:

Package 140: Truck Weigh Station Scale Deferred Maintenance transfers $2,000,000 Other Funds from Services and Supplies to the Motor Carrier Transportation Division (MCTD) program unit to provide MCTD with the resources necessary to address deferred maintenance issues at Oregon's weigh stations. This program once existed in the 14 ODOT highway districts and was covered in the operations budget of each district. The program was then transferred to the Driver and Motor Vehicles Division (DMV) in the early 1990s. Then, in 1996 the program was transferred to MCTD; however, no budget for major or routine maintenance of the scales, weigh station buildings, truck inspection buildings, entry/exit ramps, and parking lots was transferred to MCTD. This package provides MCTD with a budget for the deferred maintenance of those facilities.

Package 502: Jobs and Transportation Act of 2009 adds $13,618,424 Other Funds for the purposes of implementing House Bill 2001 for maintenance, preservation, and safety projects.

Package 801: LFO Analyst Technical Changes transfers a total of $4,629,838 in Services and Supplies to two different divisions to align expenditure limitation in the proper budget units. This package transfers $3 million to Highway Operations to move the funding for the maintenance of Traffic and Intelligent Transportation System (ITS) devices to the same program that funds the construction of new devices; and $1,629,838 will be transferred to Central Services for State Government Service Charge (SGSC) expenditures. Finally, the beginning balance was reduced by $1,005,165 to reflect the revised 2007-09 transportation revenue forecast.

Highway – Preservation 100-25
Part of the Highway program, preservation projects add useful life to a road without increasing its capacity, primarily through pavement resurfacing. ODOT has adopted a pavement preservation program designed to keep highways in the best condition at the lowest lifecycle cost. The program focuses on taking preventive measures to add useful life to a road before the pavement reaches poor condition.

The Subcommittee approved the following packages:

Package 110: Graduate Eng. & Tech. Staffing (One Deep) shifts $141,253 Other Funds from Services and Supplies to Personal Services in order to add one position (0.87 FTE). The position addresses the need to sustain core technical competency within the Highway Division, and the need to establish and grow a pool of technically proficient early career employees to assume progressively responsible technical assignments as they develop. Early in 2007, the Highway Division began a review of its project delivery system. A key finding of the review was that the Highway

Division is “one deep” in many of its core technical disciplines and that there are not sufficient numbers of staff available to replace the “one deep” positions should they become vacant. This package makes a strategic investment in employee recruitment and retention.

Package 502: Jobs and Transportation Act of 2009 adds $35 million Other Funds for the purposes of implementing House Bill 2001, as discussed in the Highway-Maintenance narrative on page 4. This expenditure limitation allocates 58.1 percent of the estimated $60.3 million revenue available.

Highway – Bridge 100-30

This program preserves the more than 2,600 bridges and other highway related structures on the state highway system. Using a bridge management system and biennial inspections, the agency develops programs for bridge maintenance, major rehabilitation, and replacements. Identified projects are made part of the Statewide Transportation Improvement Plan (STIP).

Package 110: Graduate Eng. & Tech. Staffing (One Deep) was approved, which shifts $634,739 Other Funds from Services and Supplies to Personal Services in order to add five permanent positions (4.37 FTE). The positions address the need to sustain core technical competency within the Highway Division, and the need to establish and grow a pool of technically proficient early career employees to assume progressively responsible technical assignments as they develop. This package is discussed in greater detail in the Preservation program.

Highway Safety – 100-35

The Highway Safety Program is responsible for identifying all fatal and serious crash sites around the state and recommending cost-effective mitigation strategies. Solutions range from installing signal lights and building left turn lanes, to closing accesses to highways, fixing guardrails, and installing breakaway sign posts.

The Subcommittee approved Package 502: Jobs and Transportation Act of 2009, which adds $10 million Other Funds for the purposes of implementing House Bill 2001 as discussed in the Highway-Maintenance narrative on page 4.

Highway Operations – 100-40

Highway Operations is responsible for developing strategies to increase system efficiency, increase safety, and manage congestion. Program activities include traffic control, traveler information systems, and incident management.

The Subcommittee approved the following packages:

Package 110: Graduate Eng. & Tech. Staffing (One Deep) shifts $815,881 Other Funds from Services and Supplies to Personal Services in order to add seven permanent positions (6.12 FTE). The positions address the need to sustain core technical competency within the Highway Division, and the need to establish and grow a pool of technically proficient early career employees to assume progressively responsible technical assignments as they develop. This package is discussed in greater detail in the Preservation program.

Package 801: LFO Analyst Technical Changes adds $3,000,000 Other Funds (which was transferred from Maintenance). This moves the funding for the maintenance of Traffic and ITS devices to the same program that funds the construction of new devices.

Highway – Modernization 100-45

Modernization projects add capacity to the highway system by adding lanes, widening bridges, rebuilding roads with major alignment improvements or major widening, building new road alignments, or constructing new facilities such as by-passes. These projects improve safety, relieve congestion, and allow more efficient movement of people and goods across the state. ORS 366.507 requires ODOT to dedicate approximately $51 to $54 million per year for highway modernization work. The Modernization program also administers the Immediate Opportunity Fund (IOF) program in partnership with the Oregon Economic and Community Development Department.

The Subcommittee approved the following packages:

Package 110: Graduate Eng. & Tech. Staffing (One Deep) shifts $276,913 Other Funds from Services and Supplies to Personal Services in order to add two permanent positions (1.75 FTE). The positions address the need to sustain core technical competency within the Highway Division, and the need to establish and grow a pool of technically proficient early career employees to assume progressively responsible technical assignments as they develop. This package is discussed in greater detail in the Preservation program.

Package 502: Jobs and Transportation Act of 2009 adds $60,113,732 million Other Funds for the purposes of implementing House Bill 2001 which requires that 32 percent of the state highway allocation of new revenue be directed to maintenance, preservation, and safety.

Highway – Special Programs 100-55

Activity areas within this unit include salmon/watershed work, environmental services, bicycle and pedestrian access, winter recreation parking, snowmobile facilities, and surplus property. The program unit's budget also captures certain administrative and indirect costs. These include Traffic Engineering and Operations, Traffic Systems Services Unit, System/Asset Management, Administration of the Highway division, and certain non-job related time, including union contract negotiations and clerical support for the administrative activities.

The Subcommittee approved the following packages:

Package 110: Graduate Eng. & Tech. Staffing (One Deep) shifts $1,309,101 Other Funds from Services and Supplies to Personal Services in order to add ten positions (8.75 FTE). The positions address the need to sustain core technical competency within the Highway Division, and the need to establish and grow a pool of technically proficient early career employees to assume progressively responsible technical assignments as they develop. This package is discussed in greater detail in the Preservation program.

Package 502: Jobs and Transportation Act of 2009 adds $705,000 Other Funds for the purposes of implementing House Bill 2001 which is discussed in the Highway-Maintenance narrative on page 4. This expenditure limitation is related to safety projects and allocates 1.1 percent of the estimated $60.3 million revenue available.

The Subcommittee approved the following budget note:

Budget Note

The Department of Transportation shall provide members of the legislative interim transportation committees of the House and Senate and the Joint Committee on Ways and Means or Emergency Board a plan, schedule and timeline for the completion of each of the projects identified in Section 64 of House Bill 2001 B passed during the 2009 legislative session. The plan shall include, at a minimum, an estimate of the total cost of each project and a funding plan necessary to complete each project. The plan shall be provided no later than October 1, 2009.

The Department of Transportation shall also provide a detailed status report on each of the transportation projects listed in Section 64 of House Bill 2001 B. For each project listed, the department shall provide a complete description of the project, the intended benefit of the project, an estimated date for inviting bids, an estimated contract cost, actual contract cost, an estimated completion date, any change in the estimated completion date, and any change in the actual contract cost. The status report shall list steps taken to move the project toward completion, including but not limited to right-of-way acquisitions, engineering, permitting, and securing federal funds. The report shall be provided quarterly following acceptance of the work plan, noted above, by the legislative transportation committees.

Package 801: LFO Analyst Technical Changes transfers $191,381 Other Funds in Services and Supplies to Central Services for SGSC expenditures; transfers $177,903 Other Funds in Personal Services and one position (1.00 FTE) to Central Services; and adds $1.9 million Other Funds for a grant to be received by the Oregon Department of Energy for continued work on the Solar Highway program. Finally, the following revenue adjustments were made: the construction beginning balance was increased by $129,481,014 Other Funds based on the revised 2009 forecast for bond sales related to OTIA III; the following Other Fund Intrafund transfers were increased in the following program units: $100,169,691 from the Motor Carrier Transportation program unit, $42,759,233 from the Central Services program unit, and $147,547,140 from Driver and Motor Vehicle Services program unit.

Package 810: JTA 2009 – Urban Trails Program adds $1 million for the Urban Trails Grant Program authorized under House Bill 2001. The initial revenue source for the program comes from the Snowmobile Account within ODOT.

Highway – Local Government 100-65

ODOT is responsible for administering all Federal Funds supporting highway construction in Oregon. All local expenditures related to federal highway programs are included in ODOT's budget. About 25 percent of the Federal Funds that come to Oregon are shared with local partners.

Package 502: Jobs and Transportation Act of 2009 was approved, which adds $280,200 Other Funds to implement provisions of House Bill 2001 related to *Connect*Oregon III.

Driver and Motor Vehicles Svcs – 200

Driver and Motor Vehicles Services (DMV) mission is to promote driver safety, protect financial and ownership interests in vehicles, and collect revenue for Oregon's roads. DMV manages driver and vehicle programs. Driver programs include licensing drivers; verifying identification; testing driver skills, knowledge, and vision; and maintaining driver records. The vehicle program is responsible for registering and titling all vehicles in Oregon. DMV also issues trip permits for unregistered vehicles moving through the state and regulates vehicle-related businesses in the state. Driver fees support driver programs and vehicle fees go to the Oregon Highway Fund.

The Subcommittee approved the following packages:

Package 210: Aging Infrastructure – DMV adds $839,666 Other Funds to provide resources to support DMV's replacement of its aging microfilm equipment with a digital imaging system, and conduct an evaluation of its current information system to determine the viability of a systems replacement project.

Package 230: Federal and State Mandates – DMV adds $314,141 Other Funds to provide DMV with funding to continue implementation relating to meeting state mandates for facial recognition standards from Senate Bill 640 (2005) and federal mandates for commercial driver licensing.

Package 240: Position Transfers from Other State Agencies adds $456,224 Other Funds and four permanent positions (3.50 FTE). One half-time position will allow DMV to conduct medical case reviews that were previously handled by the Department of Human Services and three full-time positions will perform case management work for DMV hearings that was previously handled by the Office of Administrative Hearings within the Employment Department. The package also reduces $73,909 Other Funds for a special payment to DHS that paid for medical case reviews.

Package 260: Drivers License Security adds $435,851 Other Funds to continue the ongoing administration of the legal presence standard currently required for Oregon Driver License (ODL) and Identification (ID) cards.

Package 502: Jobs and Transportation Act of 2009 adds $1,020,600 Other Funds to implement provisions of House Bill 2001 related to vehicle title and registration fee increases, ID card fee increases, and the merchant fees on bank card transactions. One time costs of $308,300 Other Funds should be phased out in the 2009-11 biennium.

Package 801: LFO Analyst Technical Changes transfers $452,284 Other Funds in Services and Supplies to Central Services for SGSC expenditures and adds $1,599,293 Federal Funds for a federal grant that was awarded to ODOT for the Commercial Driver License Information System (CDLIS). The Federal Funds expenditure limitation is a one-time increase and should be phased out in the 2011-13 budget.

Motor Carrier Transportation – 300

The mission of the Motor Carrier Transportation Division (MCTD) is to promote a safe, efficient, and responsible commercial transportation industry. MCTD registers commercial vehicles for more than 24,000 trucking companies that have 350,000 trucks registered to operate in Oregon. Other program responsibilities include commercial vehicle and driver safety inspections, over-dimension permit issuance, size and weight enforcement, and highway-use tax collection. MCTD uses intelligent transportation systems to weigh trucks in motion and automatically identify them as they approach Oregon's busiest weigh stations. This pre-clearance system allows weigh stations to signal a truck to proceed without stopping if it successfully passes a computer check of size, weight, height, registration and account status, and safety records.

The Subcommittee approved the following packages:

Package 140: Truck Weigh Station Scale Deferred Maintenance adds $2,000,000 Other Funds (transferred in from Highway Maintenance) to address deferred maintenance issues at Oregon's weigh stations. This program once existed in the 14 ODOT highway districts and was covered in the operations budget of each district. The program was then transferred to DMV in the early 1990s. Then, in 1996 the program was transferred to

MCTD; however, no budget for major or routine maintenance of the scales, weigh station buildings, truck inspection buildings, entry/exit ramps, and parking lots was transferred to MCTD. This package provides MCTD with a budget for the deferred maintenance of those facilities.

Package 801: LFO Analyst Technical Changes transfers $52,390 Other Funds in Services and Supplies to Central Services for SGSC expenditures, and reduces Federal Funds revenue by $10,098 resulting from technical adjustments made to PERS and Flexible Benefits.

Transportation Program Dev – 400-10

Transportation Program Development plans and coordinates the future use of transportation resources among state, federal, and local agencies to design and operate an efficient transportation system.

The Subcommittee approved the following packages:

Package 402: *Connect*Oregon III implements provisions of House Bill 2001 which authorized the sale of $100 million in lottery bonds for *Connect*Oregon III. The package adds $26,515,449 Other Funds for: the costs of issuance related to the sale of the bonds ($2.3 million); and the distribution of bond proceeds anticipated during the biennium ($24.2 million).

Package 502: Jobs and Transportation Act of 2009 adds $31,763,800 Other Funds ($5.9 million for consultant related work and $26 million for distribution to counties for Metropolitan Planning Organization (MPO) work) to fund projects to implement provisions of House Bill 2001 that require task forces and studies. Following is some of the work and/or studies to be conducted by the Oregon Transportation Commission (OTC) along with local governments, planning organizations and stakeholders:

- Develop congestion pricing pilot programs in the Portland area,
- Conduct an Efficient Fee Study,
- Develop a least-cost planning model for decision making,
- Conduct a study to look at improving the safety of at least one county road that is used to carry hazardous materials; and
- Provide direction for interim legislative committees on transportation to review state and local responsibilities for state highway system resources available at each level of government of the state highway allocation of new revenue to be spent on maintenance, preservation, and safety.

The following are one-time costs and are to be phased out for the 2011-13 biennium:

- Least Cost Planning Support - $1,235,525 (Federal as OF)
- Connect Oregon Support - $500,000
- Green House Gas –Vehicle Miles Traveled Reduction Data - $1,079,900 (Federal as OF)
- Green House Gas –Vehicle Miles Traveled Reduction Rule - $341,280 (Federal as OF)
- Green House Gas –Vehicle Miles Traveled Lane Council Of Governments - $875,000 (Federal as OF)
- Green House Gas –Vehicle Miles Traveled Land Conservation and Development Commission - $313,000 (Federal as OF)
- Metro Support MPO Study - $750,000 (Federal as OF)
- STIP Stakeholder Support - $150,000 (Highway Trust Fund)

- Distribution to Counties for Program Enhancement - $25,769,800 (Federal as OF)
- Efficient Fee Study, modeling, safety studies - $750,000 (Highway Trust Fund)

Package 801: LFO Analyst Technical Changes transfers $6,729 Other Funds in services and supplies to Central Services for SGSC expenditures and reduces $9,246,496 Other Funds for expenditures related to *Connect*Oregon I and II. Finally, the packages makes the following revenue related adjustments: reduces Federal Funds revenue by $2,589 resulting from technical adjustments made to PERS and Flexible Benefits; reduces a duplication of 2007-09 Lottery Bond revenues for projects in 2009-11 by $95,339,800 Other Funds; and adjusts the Other Funds beginning balance by $4,660,300 to reflect the revised 2007-09 transportation revenue forecast.

Public Transit – 400-11

The Public Transit Division encourages public transportation, ridesharing, walking, bicycling, telecommuting, and other alternatives to driving alone, in areas of the state most affected by congestion and air quality problems. The division gives financial and technical help to local transit providers, helps develop new services, develops and coordinates planning, and promotes transportation demand management.

The Subcommittee approved the following packages:

Package 502: Jobs and Transportation Act of 2009 adds $11,407,654 Other Funds to implement provisions of House Bill 2001 related to the shift of federal transportation revenue ($10 million) from the Highway Division to the Public Transit Division which is allowed for non-highway projects; and the increase ($1.4 million) for the issuance, renewal, or replacement of Oregon ID cards for the Elderly and Disabled Transportation program.

Package 801: LFO Analyst Technical Changes transfers $2,118 Other Funds in services and supplies to Central Services for SGSC expenditures and adds $3,511,429 Federal Funds to reflect a revision in the amount to be received from the Federal Transit Administration for the Rural Formula Program. Finally, the package makes the following revenue adjustments: a reduction of $33,755 Federal Funds resulting from technical adjustments made to PERS and Flexible Benefits; a reduction of $20 million Other Funds as a result of reducing lottery bond proceeds that were issued in 2007-09 and no longer needed in 2009-11; and adjusting the Other Funds beginning balance to reflect the revised 2007-09 transportation revenue forecast.

Rail – 400-12

The Rail Division represents and advocates for customers of passenger and freight railroads to ensure a safe, efficient and reliable rail transportation system. Among the Division's responsibilities are crossing safety, state and federal regulations, worker safety, ensuring a competitive freight system, delivering quality passenger rail, and effective management of state-owned railroad facilities.

The Subcommittee approved the following packages:

Package 502: Jobs and Transportation Act of 2009 implements the provisions of House Bill 2001 that direct the increase in custom plate fees to the Rail Division in place of the General Fund support currently used. The package reduces General Fund by $4,630,845 and adds $4,630,845 Other Funds (from custom plate fees).

Package 801: LFO Analyst Technical Changes transfers $3,680 Other Funds in Services and Supplies to Central Services for SGSC expenditures and adds $253,442,964 Other Funds for:

- Rail, Planning, Projects and Operations to carry over payments for work that was obligated in 2007-09, but will not pay until 2009-11, for projects for Union Pacific ($300,000); Rail Spur 04B ($200,000); and Rail Spur 05A ($1.5 million); and

- Tri-Met Light Rail project carry-over of bond proceeds ($251,442,964). The Other Funds beginning balance was also adjusted by the amount to reflect the carry over on the revenue side.

Transportation Safety – 400-13

The Transportation Safety Division (TSD) organizes, plans, and conducts a statewide transportation safety program. The program advocates safety through education, enforcement, emergency medical services, and engineering. Major efforts focus on occupant protection, drunk and drugged driving protection, speeding, youthful drivers, pedestrians, bicyclists, motorcyclists, and employers.

The Subcommittee approved the following package:

Package 801: LFO Analyst Technical Changes transfers $8,398 Other Funds in Services and Supplies to Central Services for SGSC expenditures. The package also makes the following revenue adjustments: a reduction of $20,197 Federal Funds resulting from technical adjustments made to PERS and Flexible Benefits, and an adjustment to the Other Funds beginning balance by reducing $292,133 to reflect the revised 2007-09 transportation revenue forecast.

Debt Service – 500

The Debt Service program consists of principal and interest payments related to department's debt and loan activities.

The Subcommittee approved the following packages:

Package 402: *Connect*Oregon III implements provisions of House Bill 2001 which authorized the sale of $100 million in lottery bonds for *Connect*Oregon III. The package adds $5,005,778 Lottery Funds for debt service associated with the issuance of $100 million *Connect*Oregon III lottery bonds. The package also adds $2,295,649 Other Funds for costs of issuance associated with the sale of lottery bonds.

Package 480: OWIN provides debt service funding for the sale of $74,500,000 in revenue bonds for ODOT's work associated with the Oregon Wireless Interoperability Network (OWIN) project. The $74.5 million will cover ODOT's project costs for replacing its current wireless communication system in order to comply with a Federal Communications Commission (FCC) mandate requiring all Land Mobile Radio systems complete a transition from broadband to narrowband by January 1, 2013. The package adds $7,715,125 Other Funds for debt services on the revenue bonds.

Package 801: LFO Analyst Technical Changes reduces the Other Funds beginning balance by $21,689,147 to reflect the revised 2007-09 transportation revenue forecast.

Central Services – 700

Central Services provides centralized administrative, support, and managerial services to the agency's operating divisions. These services include internal and external communications, information systems, financial services, human resources, business services, and internal audit. The Director's office is also a part of Central Services.

The Subcommittee approved the following packages:

Package 210: Aging Infrastructure – DMV adds $334,192 Other Funds to provides resources to support DMV's replacement of its aging microfilm equipment with a digital imaging system, and conduct an evaluation of its current information system to determine the viability of a systems replacement project.

Package 260: Drivers License Security adds $301,192 Other Funds to continue the ongoing administration of the legal presence standard currently required for Oregon Driver License (ODL) and Identification (ID) cards.

Package 476: Mill Creek Parking Lot adds $87,000 Other Funds to provide the resources necessary to make improvements in lighting, security, and landscaping in the Mill Creek Office Building parking lot.

Package 480: OWIN provides limitation for the cost of issuance and distribution of proceeds from the sale of $74,500,000 in revenue bonds for ODOT's work associated with the OWIN project. The $74.5 million will cover ODOT's project costs for replacing its current wireless communication system in order to comply with a Federal Communications Commission (FCC) mandate requiring all Land Mobile Radio systems complete a transition from broadband to narrowband by January 1, 2013. As approved, the package adds $76 million Other Funds for costs of issuance ($1.5 million) and special payments to disburse the bond proceeds ($74.5 million).

Package 502: Jobs and Transportation Act of 2009 adds $950,575 Other Funds to implement provisions of House Bill 2001 related to implementing changes to economic models used to determine the revenue to be distributed to cities and counties; increasing procurements associated with pilot programs and initiative development; providing fuel tax refunds and forms; and conducting the Efficient Fee Study.

Package 801: LFO Analyst Technical Changes adds $177,903 Other Funds in Personal Services and one position (1.00 FTE) which was transferred in from Highway Special Programs, a technical adjustment in Personal Services adding $167,561, and a transfer from $6,308,991 Other Funds in Services and Supplies for:

- SGSC expenditures ($2,308,991 transferred in from various program units); and
- Emerging Small Business contract work ($4 million).

The package also adjusts the Other Funds beginning balance by $921,760 to reflect the revised 2007-09 transportation revenue forecast.

The committee approved the following budget note:

Budget Note

The Department of Transportation updates its revenue forecasts every six months to facilitate financial planning and formulate transportation budgets in support of decision making activities. Some of the associated forecasts that emanate from the revenue forecasting framework that are developed for needs elsewhere in ODOT, as well as other stakeholders include:

"DMV transactions forecasts for Field Operations planning
"Non-highway related revenues (TOF) and revenue transfers to the Public Transit Division
"Net revenue and debt service (OTIA) forecasts for the cash flow forecasting needs of the Highway Division
"Forecasts to drive the cash balance outlook for the State Treasurer's Office
"Custom revenue forecasts for resource planning for Program and Funding Services in the Highway Division
"Use of the revenue forecasting model to simulate the transaction and revenue impacts of Legislative proposals
"County/city Apportionment forecasts
"Long run financial forecasts (typically extend beyond the customary forecast intervals of the State Economic Forecast)
"Statewide VMT forecasts - both short-run and long-run (for planning)
"Custom regional forecasts, e.g. revenues generated at a Region 1 sub-level
"Aviation fuel revenue forecasting
"Recreational vehicles revenue forecasts for transfers to the State Parks and Recreation Department
"Links with ODOT Budget Services for ARB and other budget matters
"Commercial marine fuel revenue transfer forecasts for the State Marine Board
"Feeds from the revenue forecast model to partially support the Highway Cost Allocation Studies (HCAS)

In order to insure that the revenue forecasting activities performed by the Department of Transportation are objectively meeting the needs of decision makers, the Office of Economic Analysis, in the Department of Administrative Services, is directed to review timeliness, objectivity, and methodologies for completion of tasks used by the Department in performing its revenue forecasting duties and report to the interim Joint Committee on Ways and Means or Emergency Board by no later than December 2010 including any recommendations for modifications and improvements.

Capital Construction - 089
The Capital Construction program provides for new construction, remodeling, or improvements to ODOT facilities that meet state budget criteria to be categorized as Capital Construction projects. The department's Capital Construction budget will be approved in a separate bill. The Subcommittee recommended a $1 placeholder for Package 130, which would identify Capital Construction projects relating to co-locating ODOT maintenance stations with local governments (county and/or city) facilities for consolidation and efficiency purposes.

Summary of Performance Measure Action

See attached Legislatively Adopted 2009-11 Key Performance Measures form.

Joint Committee on Ways and Means **Carrier – House: Rep. Gilman**
Carrier – Senate: Sen. Monroe

Revenue: No revenue impact
Fiscal: Fiscal statement issued

Action: Do Pass
Vote: 14 – 3 – 5
House
Yeas: Buckley, C. Edwards, D. Edwards, Galizio, Gilman, Kotek, Nathanson
Nays: Garrard, Richardson
Exc: Jenson, Shields, G. Smith
Senate
Yeas: Bates, Carter, Johnson, Monroe, Nelson, Walker, Winters
Nays: Girod
Exc: Verger, Whitsett
Prepared By: Susie Jordan, Legislative Fiscal Office
Meeting Date: June 18, 2009

WHAT THE MEASURE DOES: Approves increased fees for Department of Transportation, Driver and Motor Vehicles Division for Farm Endorsement from $26 to $29; increases Motorcycle Endorsement fee from $46 to $49.

ISSUES DISCUSSED:
Legislative intent of SB 1080 (2008)
Revenue generated
Cost recovery

EFFECT OF COMMITTEE AMENDMENT: No amendment.

BACKGROUND: The 2008 Legislature adopted Senate Bill 1080 requiring applicants for driving licenses to provide proof of U.S. citizenship or legal presence in the United States before the Oregon Department of Transportation can issue, renew or replace a driver's license, a driver's permit, or an identification card. The bill also raised specific fees to cover the costs of implementation, programming, and increased transactions costs. The vast majority of expenditures are directly related to the documentation requirements of establishing legal presence and the computer programming costs of changing the system to accept a variable expiration date linked to the length of time the individual is legally in the U.S. Currently, the system defaults to 8 years between expiration dates. ORS 807.375 allows a fee of up to $3 in addition to any fee imposed under ORS 807.370 and 807.410 for each driver license, driver permit or identification card issued, renewed or replaced for the purpose of covering the costs of purchasing equipment and establishing and maintaining a database used for collecting and verifying biometric data. Two fees were not increased by statute to avoid the potential to paying the fee twice. The two fees are the farm endorsement fee and the motorcycle endorsement fee. Often a person will add a farm endorsement or motorcycle endorsement at the same time as getting the original Class C (Commercial Driver License) License or when renewing a license. If an additional fee had been added to the farm endorsement and motorcycle endorsement an applicant getting one or both of the endorsements at the issuance or renewal or another privilege would be paying the additional fee twice. ODOT believes it was the Legislature's intent that the cost for implementing SB 1080 would be spread across every issuance of a driver license. If no fee is put in administrative rule, the person would not pay an additional fee if adding the endorsement between original issuance and renewal. ODOT must issue a new license if a person adds a farm or motorcycle endorsement between issuance and renewal.

Persons may obtain a farm endorsement on a regular driver license (Non-Commercial Class C), provisional (Non-Commercial Class C) driver license, or any Commercial Driver License (CDL). This endorsed license authorizes the operation of Commercial Motor Vehicles (CMV) when: Controlled or operated by a farmer; Used to transport agricultural products, farm machinery, or farm supplies to and from a farm; Not used in the operation of a common or contract motor carrier; and Operated within 150 miles of the farmer's farm. A farm endorsement includes authorization to operate commercial motor vehicles equipped with air brakes, tankers, double trailers, and vehicles transporting hazardous materials, when the vehicle is properly placarded. A farm endorsement does not allow the transportation of farm workers or other passengers. The fee for farm endorsement is $29. The fee covers the cost of administration. If the driver transports passengers, a CDL with a passenger endorsement is needed. Motor Carrier Transportation Division (MCTD) grants approval for farm registration. DMV can issue farm plates and stickers only after this approval.

A motorcycle endorsement authorizes the operation of any size motorcycle. Motorcycle riders are required to have a valid motorcycle endorsement on their license in the state of Oregon. You must have a valid driver's license to be eligible for an endorsement. There are two ways you can go about obtaining your endorsement: 1) go straight to DMV and take the endorsement test there, or 2) complete the Basic Rider Training Course (BRT) and bypass the DMV testing. Keep reading for details. Basic vehicle control and collision-avoidance skills are included in on-cycle tests to determine your ability to handle normal and hazardous traffic situations. The fee for the motorcycle endorsement is $77 ($49 covers the cost of administration and $28 of this fee goes to fund TEAM OREGON). Team Oregon is a motorcycle safety program that provides training for motorcycle riders.

CORRECTED

75th OREGON LEGISLATIVE ASSEMBLY – 2010 Special Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **HB 5100-A**

Carrier – House: **Rep. Buckley**
Carrier – Senate: **Sen. Winters**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 22 – 2 – 0
House – Yeas: Barker, Buckley, Cowan, Edwards, Garrard, Gilman, Jenson, Komp, Kotek, Nathanson, Richardson, G. Smith
– Nays:
– Exc:
Senate – Yeas: Bates, Courtney, Edwards, Girod, Johnson, Monroe, Nelson, Shields, Verger, Winters
– Nays: Kruse, Whitsett
– Exc:

Prepared By: Linda Gilbert, Department of Administrative Services

Reviewed By: Sheila Baker, Legislative Fiscal Office

Meeting Date: February 22, 2010

Agency	Budget Page	LFO Analysis Page	Biennium
Various Agencies Emergency Board	---	---	2009-11

Budget Summary *

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
* Excludes Capital Construction				
Emergency Board				
Emergency Fund				
General Fund - Emergency Fund	$ 32,282,457	$ 20,000,000	$ -12,282,457	-38.05%
General Fund - Special Purpose Appropriations				
State Employee Benefit Costs	$ 32,000,000	$ 0	$ -32,000,000	-100.00%
Forestry - Fire Protection Expenses	$ 4,722,321	$ 2,585,301	$ -2,137,020	-45.25%
Oregon Student Assistance Commission	$ 0	$ 5,000,000	$ 5,000,000	-
Columbia River Gorge Commission	$ 25,000	$ 0	$ -25,000	-100.00%
Public Defense Services Commission	$ 0	$ 3,500,000	$ 3,500,000	-
Department of Veterans' Affairs	$ 0	$ 168,359	$ 168,359	-
Department of Human Services	$ 0	$ 30,000,000	$ 30,000,000	-
Department of State Lands	$ 0	$ 2,825,910	$ 2,825,910	-
Education Program Area				
Department of Community Colleges and Workforce Development				
General Fund	$ 456,402,701	$ 456,320,205	$ -82,496	-0.02%
General Fund Debt Service	$ 7,974,203	$ 8,324,203	$ 350,000	4.39%
Lottery Funds Debt Service	$ 9,306,103	$ 8,929,603	$ -376,500	-4.05%
Other Funds	$ 6,361,148	$ 6,839,608	$ 478,460	7.52%
Other Funds Debt Service	$ 2,764,688	$ 2,414,688	$ -350,000	-12.66%
Federal Funds	$ 157,859,780	$ 163,149,805	$ 5,290,025	3.35%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Department of Education				
General Fund	$ 5,447,767,562	$ 5,478,294,224	$ 30,526,662	0.56%
Lottery Funds	$ 495,024,463	$ 465,044,135	$ -29,980,328	-6.06%
Federal Funds	$ 1,507,717,758	$ 1,508,127,734	$ 409,976	0.03%

Budget Summary *

* Excludes Capital Construction	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Oregon University System				
General Fund	$ 751,543,298	$ 751,886,135	$ 342,837	0.05%
Federal Funds	$ 69,361,591	$ 68,951,615	$ -409,976	-0.59%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Oregon Student Assistance Commission				
General Fund	$ 90,340,451	$ 95,040,451	$ 4,700,000	5.20%
Human Services Program Area				
Department of Human Services				
General Fund	$ 3,428,595,407	$ 3,419,014,391	$ -9,581,016	-0.28%
Lottery Funds	$ 11,557,611	$ 10,903,639	$ -653,972	-5.66%
Other Funds	$ 1,507,838,231	$ 1,546,278,785	$ 38,440,554	2.55%
Federal Funds	$ 8,034,336,690	$ 8,126,673,525	$ 92,336,835	1.15%
Federal Funds Nonlimited	$ 2,071,665,182	$ 2,292,650,190	$ 220,985,008	10.67%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
State Commission on Children and Families				
General Fund	$ 49,062,670	$ 50,062,670	$ 1,000,000	2.04%
Other Funds	$ 17,829,193	$ 18,767,467	$ 938,274	5.26%
Psychiatric Security Review Board				
General Fund	$ 1,140,855	$ 1,368,232	$ 227,377	19.93%
Other Funds	$ 2,056	$ 111,818	$ 109,762	5338.62%

Budget Summary *

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
* Excludes Capital Construction				
Public Safety Program Area				
Department of Corrections				
General Fund	$ 1,259,794,942	$ 1,252,084,141	$ -7,710,801	-0.61%
Other Funds	$ 41,877,586	$ 41,912,455	$ 34,869	0.08%
Federal Funds	$ 108,541,761	$ 109,903,838	$ 1,362,077	1.25%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
District Attorneys and their Deputies				
General Fund	$ 10,188,466	$ 10,359,927	$ 171,461	1.68%
Department of Justice				
General Fund	$ 54,721,022	$ 54,646,022	$ -75,000	-0.14%
Other Funds	$ 219,503,978	$ 220,351,243	$ 847,265	0.39%
Other Funds Nonlimited	$ 7,871,355	$ 10,371,355	$ 2,500,000	31.76%
Federal Funds	$ 126,512,997	$ 129,648,146	$ 3,135,149	2.48%
Oregon Military Department				
General Fund Debt Service	$ 5,533,055	$ 5,525,245	$ -7,810	-0.14%
Federal Funds	$ 252,020,858	$ 251,401,858	$ -619,000	-0.25%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Oregon Youth Authority				
General Fund	$ 266,009,019	$ 265,234,385	$ -774,634	-0.29%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
State Board of Parole and Post-Prison Supervision				
General Fund	$ 3,517,191	$ 3,960,399	$ 443,208	12.60%
Department of State Police				
General Fund	$ 244,296,881	$ 241,339,157	$ -2,957,724	-1.21%
Other Funds	$ 96,843,485	$ 99,047,983	$ 2,204,498	2.28%
Federal Funds	$ 7,299,333	$ 8,070,182	$ 770,849	10.56%

Budget Summary *

* Excludes Capital Construction	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Department of Public Safety Standards and Training				
Other Funds	$ 36,373,059	$ 35,479,059	$ -894,000	-2.46%
Economic and Community Development Program Area				
Oregon Business Development Department				
Lottery Funds	$ 40,746,228	$ 40,459,152	$ -287,076	-0.70%
Lottery Funds Debt Service	$ 72,835,772	$ 70,756,731	$ -2,079,041	-2.85%
Other Funds	$ 31,045,529	$ 31,531,813	$ 486,284	1.57%
Other Funds Nonlimited	$ 187,951,589	$ 187,420,069	$ -531,520	-0.28%
Federal Funds	$ 34,238,986	$ 39,265,233	$ 5,026,247	14.68%
Employment Department				
General Fund	$ 3,316,072	$ 2,984,465	$ -331,607	-10.00%
Other Funds	$ 132,043,826	$ 129,769,733	$ -2,274,093	-1.72%
Federal Funds	$ 295,268,748	$ 298,620,148	$ 3,351,400	1.14%
Housing and Community Services Department				
Lottery Funds Debt Service	$ 8,820,655	$ 8,659,409	$ -161,246	-1.83%
Other Funds	$ 138,636,927	$ 138,768,090	$ 131,163	0.09%
Federal Funds	$ 252,470,192	$ 279,752,340	$ 27,282,148	10.81%
Department of Veterans' Affairs				
General Fund	$ 6,168,915	$ 6,209,160	$ 40,245	0.65%
Other Funds	$ 46,403,160	$ 46,827,420	$ 424,260	0.91%
Natural Resources Program Area				
State Department of Agriculture				
General Fund	$ 14,264,994	$ 14,089,994	$ -175,000	-1.23%
Lottery Funds	$ 10,144,720	$ 10,143,165	$ -1,555	-0.02%
Other Funds	$ 49,174,448	$ 49,680,325	$ 505,877	1.03%

Budget Summary *

* Excludes Capital Construction

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Columbia River Gorge Commission				
General Fund	$ 860,811	$ 885,811	$ 25,000	2.90%
State Department of Energy				
Other Funds	$ 32,298,391	$ 33,307,287	$ 1,008,896	3.12%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Department of Environmental Quality				
General Fund	$ 33,330,127	$ 32,977,995	$ -352,132	-1.06%
Lottery Funds	$ 5,426,117	$ 5,415,717	$ -10,400	-0.19%
Other Funds	$ 326,935,124	$ 326,931,551	$ -3,573	0.00%
State Department of Fish and Wildlife				
General Fund	$ 13,877,441	$ 14,230,033	$ 352,592	2.54%
Other Funds	$ 151,472,795	$ 152,272,795	$ 800,000	0.53%
State Forestry Department				
General Fund	$ 37,668,398	$ 39,805,418	$ 2,137,020	5.67%
General Fund Debt Service	$ 2,806,582	$ 2,782,804	$ -23,778	-0.85%
Lottery Funds Debt Service	$ 1,507,601	$ 1,374,135	$ -133,465	-8.85%
Department of State Lands				
Other Funds	$ 25,911,841	$ 27,179,902	$ 1,268,061	4.89%
Federal Funds	$ 6,062,037	$ 6,101,737	$ 39,700	0.65%
State Parks and Recreation Department				
Lottery Funds	$ 90,624,529	$ 90,870,271	$ 245,742	0.27%
Other Funds	$ 94,416,010	$ 94,170,268	$ -245,742	-0.26%
Federal Funds	$ 14,862,468	$ 14,984,968	$ 122,500	0.82%

Budget Summary *

* Excludes Capital Construction	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Water Resources Department				
General Fund	$ 21,035,526	$ 20,863,526	$ -172,000	-0.82%
Other Funds	$ 13,574,310	$ 13,746,310	$ 172,000	1.27%
Transportation Program Area				
Department of Transportation				
General Fund	$ 10,000,000	$ 7,700,000	$ -2,300,000	-23.00%
Other Funds	$ 3,564,265,962	$ 3,567,265,962	$ 3,000,000	0.08%
Federal Funds	$ 87,466,949	$ 89,466,949	$ 2,000,000	2.29%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Consumer and Business Services Program Area				
Bureau of Labor and Industries				
General Fund	$ 13,156,979	$ 12,915,379	$ -241,600	-1.84%
Other Funds	6,645,662	6,862,262	216,600	3.26%
Oregon Medical Board				
Other Funds	$ 9,457,645	$ 9,532,401	$ 74,756	0.79%
Health Related Licensing Boards				
Other Funds	$ 3,760,743	$ 3,798,593	$ 37,850	1.01%
State Board of Pharmacy				
Other Funds	$ 4,903,896	$ 4,916,407	$ 12,511	0.26%
Oregon Health Licensing Agency				
Other Funds	$ 6,403,386	$ 6,402,806	$ -580	-0.01%
Public Utility Commission				
Other Funds	$ 39,554,662	$ 39,777,023	$ 222,361	0.56%
Federal Funds	$ 493,843	$ 910,317	$ 416,474	84.33%

Budget Summary *

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
* Excludes Capital Construction				
Administration Program Area				
Department of Administrative Services				
General Fund Debt Service	$ 6,509,234	$ 3,814,263	$ -2,694,971	-41.40%
Lottery Funds	$ 3,058,568	$ 2,845,023	$ -213,545	-6.98%
Lottery Funds Debt Service	$ 7,013,455	$ 6,856,504	$ -156,951	-2.24%
Other Funds Debt Service	$ 487,691,880	$ 490,386,851	$ 2,694,971	0.55%
Federal Funds Nonlimited Debt Service	$ 0	$ 1	$ 1	-
Employment Relations Board				
General Fund	$ 1,717,400	$ 1,732,400	$ 15,000	0.87%
Department of Revenue				
General Fund	$ 152,533,566	$ 152,089,266	$ -444,300	-0.29%
Office of the Governor				
Lottery Funds	$ 2,014,225	$ 1,941,910	$ -72,315	-3.59%
Judicial Branch Program Area				
Judicial Department				
General Fund	$ 299,252,533	$ 297,215,227	$ -2,037,306	-0.68%
Other Funds	$ 58,102,359	$ 80,639,820	$ 22,537,461	38.79%
Public Defense Services Commission				
General Fund	$ 210,794,161	$ 209,794,161	$ -1,000,000	-0.47%
Other Funds	$ 3,981,401	$ 12,861,974	$ 8,880,573	223.05%
Legislative Branch Program Area				
Legislative Administration Committee				
Other Funds	$ 4,403,308	$ 2,625,874	$ -1,777,434	-40.37%
Other Funds - Debt Service	$ 0	$ 2,000,000	$ 2,000,000	-

Budget Summary *

* Excludes Capital Construction	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Legislative Fiscal Officer				
Other Funds	$ 0	$ 100,000	$ 100,000	-

General Fund Total	$ 4,419,019
Lottery Funds Total	-33,880,652
Other Funds Total	84,050,364
Federal Funds Total	361,499,421
All Funds Total	$ 416,088,152

Position Summary

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Department of Community Colleges and Workforce Development				
Authorized Positions	61	61	0	0.00%
Full-time Equivalent (FTE) positions	59.36	60.00	0.64	1.08%
Oregon University System				
Authorized Positions	18,251	18,250	-1	-0.01%
Full-time Equivalent (FTE) positions	12,909.01	12,908.68	-0.33	0.00%
Department of Human Services				
Authorized Positions	11,469	11,543	74	0.65%
Full-time Equivalent (FTE) positions	10,979.98	11,027.13	47.15	0.43%
Psychiatric Security Review Board				
Authorized Positions	5	8	3	60.00%
Full-time Equivalent (FTE) positions	5.00	6.89	1.89	37.60%
Department of Justice				
Authorized Positions	1,333	1,345	12	0.90%
Full-time Equivalent (FTE) positions	1,319.83	1,327.28	7.45	0.56%
Department of Corrections				
Authorized Positions	4,741	4,734	-7	-0.15%
Full-time Equivalent (FTE) positions	4,621.17	4,618.20	-2.97	-0.06%
Oregon State Police				
Authorized Positions	1,303	1,309	6	0.69%
Full-time Equivalent (FTE) positions	1,295.65	1,297.15	1.50	0.41%

Position Summary

	2009-11 Legislatively Adopted Budget	February 2010 Special Session Approved Budget	Special Session Adjustments (difference between Feb 2010 and 2009-11)	Percentage Change from Legislatively Adopted Budget
Housing and Community Services Department				
Authorized Positions	156	158	2	1.28%
Full-time Equivalent (FTE) positions	148.33	149.67	1.34	0.90%
State Department of Agriculture				
Authorized Positions	503	504	1	0.20%
Full-time Equivalent (FTE) positions	357.02	357.69	0.67	0.19%
State Department of Energy				
Authorized Positions	115	122	7	6.09%
Full-time Equivalent (FTE) positions	112.75	117.44	4.69	4.16%
Public Utility Commission				
Authorized Positions	129	133	4	3.10%
Full-time Equivalent (FTE) positions	127.25	129.83	2.58	2.03%
Health Related Licensing Boards				
Authorized Positions	18	19	1	5.56%
Full-time Equivalent (FTE) positions	16.70	17.03	0.33	1.98%
Oregon Medical Board				
Authorized Positions	39	40	1	2.56%
Full-time Equivalent (FTE) positions	38.00	38.67	0.67	1.76%
Department of Administrative Services				
Authorized Positions	865	866	1	0.12%
Full-time Equivalent (FTE) positions	851.74	852.24	0.50	0.06%
Judicial Department				
Authorized Positions	1,862	1,863	1	0.05%
Full-time Equivalent (FTE) positions	1,696.06	1,815.97	119.91	7.07%

Revenue

The budget adjustments in House Bill 5100 anticipate a net $50 million increase in General Fund resources from transfers of Other Funds account balances included in House Bill 3696.

Senate Bill 5540 (2009), the budget bill for the Department of Revenue, included a collections speed-up project that was estimated to generate $17.6 million in additional General Fund revenue. Project efforts have been more successful than anticipated, increasing that projection to $20.6 million. The additional $3 million is part of the statewide rebalance plan. The Legislative Revenue Office has issued a revenue impact statement with additional information.

Summary of Committee Action

House Bill 5100 is the omnibus budget reconciliation bill for the 2010 special session, implementing the statewide rebalance plan that addresses changes in projected revenues and expenditures since the 2009 close of session. The Joint Committee on Ways and Means considered recommendations made by the interim Committee during its meetings in October 2009 and January 2010, and other budget requests brought forward during the 2010 special session. The budget adjustments recommended by the Committee are included in the bill and described below.

Emergency Board

The Emergency Board provides General Fund appropriations and Other Funds and Federal Funds expenditure limitation to state agencies for unanticipated needs in approved agency budgets when the Legislature is not in session. As part of the 2009-11 biennium statewide rebalance plan, House Bill 5100 makes a number of adjustments, noted below, to the Emergency Board's general purpose and special purpose appropriations:

- Reduces the Emergency Board's general purpose appropriation by $12,282,457. The Emergency Board was appropriated $30 million in Chapter 910, Section 1, Oregon Laws 2009, and then received an additional transfer of $2,282,457 as a result of Chapter 676, Section 6, Oregon Laws 2009. The disappropriation leaves a balance of $20 million in the general purpose Emergency Fund for the remainder of the 2009-11 interim.

- Eliminates the special purpose appropriation to the Emergency Board for state agency supplemental funding needs, including negotiated increases to state employee benefits, for a total reduction of $32 million.

- Reduces the special purpose appropriation for the Columbia River Gorge Commission by $25,000, with a corresponding $25,000 General Fund appropriation to the Columbia River Gorge Commission for costs related to the release of a report on the adoption of ordinances (see the Natural Resources section for details).

- Reduces the special purpose appropriation for the Department of Forestry by $2,137,020, with a $2,137,020 General Fund appropriation to the fire protection program of the Department of Forestry to pay for costs associated with contracting for large air tankers and helicopters to supplement fire suppression resources for the 2009 fire season (see the Natural Resources section for details).

- Establishes a $2,825,910 special purpose appropriation for the Department of State Lands. The appropriation will cover contract costs for forensic analysis of Portland Harbor Superfund sites; the analysis is necessary to defend against potential litigation.

- Establishes a $5 million special purpose appropriation to address a projected over-commitment of funds for Oregon Opportunity Grants distributed by the Oregon Student Assistance Commission (OSAC) in the 2009-10 academic year. These funds, plus $4.7 million appropriated directly to OSAC, are expected to restore announced award reductions of $120 for full-time students and $60 for part-time students for the Spring quarter and second semester. Once the final grant expenditures for the 2009-2010 academic year are known, OSAC may request an allocation from the special purpose appropriation to cover the remaining over-commitment of funds.

  In addition, the Committee established a reservation within the general purpose Emergency Fund of $5 million for OSAC to potentially address student awards for the 2010-2011 academic year. Allocation of the reservation is contingent upon the severity of costs for the 2010 fire season and other currently unanticipated Emergency Fund and state budget needs. OSAC may request allocation of the reservation from the Emergency Board after reporting on the final 2009-2010 academic year awards and after fire season costs are known.

- Establishes a $3.5 million special purpose appropriation for the Public Defense Services Commission. House Bill 2287 (2009) revenues that are directed to the Commission may not materialize at the rate expected over the biennium. This appropriation provides funds for public defense costs, if needed.

- Establishes a $168,359 special purpose appropriation for the Department of Veterans' Affairs Veterans' Educational Aid benefit.

- Establishes a $30 million special purpose appropriation for the cost of potential caseload and cost-per-case growth in the Department of Human Services.

Adjustments to Agency Budgets

Education Program Area

Department of Community Colleges and Workforce Development

The Committee discussed the Essential Budget Level (EBL) for the Community College Support Fund (CCSF) and approved modifications to the calculation as described in the following budget note:

BUDGET NOTE

The Committee approved the following modifications to the calculation of the Essential Budget Level for the Community College Support Fund (CCSF), to be implemented beginning with the development of the 2011-13 biennium budget:

- The calculation shall estimate the pro rata portions of CCSF funding in the current biennium legislatively approved budget expended in the following three expenditure categories: employer contributions to the Public Employees' Retirement System (PERS) for retirement and disability benefits for college employees, debt service expenditures for community college district bonds issued for purposes of financing pension obligations, and employee health insurance premiums.

- The calculation shall incorporate values for these three community college expenditure categories that best parallel how these expenditure categories are calculated in the Essential Budget Level for Personal Services expenditures for state employees. To this end:

    - Expenditures supported by the CCSF in the current biennium legislatively approved budget for employer contributions to PERS shall be adjusted for changes in a blended rate for community colleges, as determined by charges approved by the PERS Board or by projected contribution rate charges.

    - Expenditures supported by the CCSF in the current biennium legislatively approved budget for debt service costs relating to community college bonds issued for purposes of financing pension obligations shall be adjusted for changes in those costs in the upcoming biennium, and

    - Expenditures supported by the CCSF in the current biennium legislatively approved budget for employee health insurance premiums shall be adjusted to roll-up these expenditures to rates effective at the end of the biennium as offered to community college districts by the Oregon Education Benefit Board.

The Committee reduced General Fund by $11,598 by partially shifting a Policy Analyst 2 position from General Fund to Federal Funds. The Committee also reduced General Fund by $70,898 and eliminated two vacant limited duration positions (0.66 FTE). The vacant positions, an Education Specialist 2 and an Office Specialist 2, were created to work with the Oregon University System on a plan to offer applied baccalaureate degrees as required by House Bill 3093 (2009). This initiative will instead by delayed due to statewide revenue shortfalls.

Debt service on Lottery Bonds for community college capital construction projects was reduced by $376,500 Lottery Funds. This is the result of delaying the sale of about $3.7 million of the $13.7 million in Lottery Bonds approved in Senate Bill 5506 (2009) until spring 2011, which postpones some of the debt service costs until the 2011-13 biennium. In addition, the Department will use $73,698 of accumulated interest income in lieu of the allocation of new lottery moneys.

The Committee increased Other Funds and Federal Funds expenditure limitations and established two limited duration positions to accommodate funds received from three federal grants, as follows:

- State Energy Sector Partnership and Training Grant: $2,153,427 Federal Funds and one full-time limited duration position (0.63 FTE).
- Oregon Youth Employment Initiative: $3,125,000 Federal Funds and one full-time limited duration Program Analyst 1 position (0.67 FTE).
- Labor Market Information Improvement Grant: $478,460 Other Funds transferred from the Employment Department.

The Committee also approved two technical adjustments. The first shifts $350,000 in debt service costs from Other Funds to General Fund to replace premium and interest revenues that were anticipated to be available to offset General Fund debt service costs, but available funds were less than projected. The second shifts $100,000 Federal Funds from Office Operations to Federal/Other Support to allow the Department to distribute Personal Services reductions taken in the 2009 legislative session to local workforce programs.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds authorized by the American Recovery and Reinvestment Act of 2009 (ARRA). Please see the Department of Administrative Services discussion for more information on the Build America Bonds.

Department of Education

While retaining the overall funding level for the State School Fund, the Committee modified the funding sources. These changes were necessary to address a forecasted decline in Lottery Funds revenues and to address the allocation of state resources between education sectors as required under the federal American Recovery and Reinvestment Act of 2009 (ARRA), State Fiscal Stabilization Fund. The General Fund appropriation is increased by $29,570,352, the Lottery Funds allocation and expenditure limitation is decreased by $29,980,328, and the Federal Funds expenditure limitation is increased by $409,976. All adjustments are for the second fiscal year of the biennium.

BUDGET NOTE

With the affirmed commitment to provide $6 billion for school funding, the Legislature expects school districts to maintain existing services and not reduce school days for Oregon's children. To the extent that the exclusion from the Supplemental School District and School Program Subaccount necessitates expenditure reductions, the education service districts are expected to first reduce administrative expenditures and to preserve special education and federally mandated services.

House Bill 5100 appropriates $1 million General Fund to support grants-in-aid for Early Head Start, and reduces the Department's Operations budget by $43,690 General Fund which was intended to support the Applied Baccalaureate Program (House Bill 3093, 2009). As the funding for House Bill 3093 was eliminated from the three participating agencies, there is no legislative expectation that the report due by November 1, 2010 will be produced.

BUDGET NOTE

The Department of Education is directed to distribute the $1 million General appropriation to Oregon's local Early Head Start programs. A one-time distribution shall be made to existing federally funded programs based on the number of children enrolled in local programs as of March 1, 2010. These additional dollars are for the purposes of supplementing, not supplanting, existing resources and matching federal funds. The interim Senate and House Education Committees will review the Early Head Start program and develop program recommendations for consideration by the 76th Legislative Assembly.

BUDGET NOTE

The Legislature intends to establish a work group to review options for the future of the Oregon School for the Deaf. The Department of Education is directed to provide to the work group information on the health and safety needs of the students.

Oregon University System

The Committee reduced the Education and General Policy Area budget for the 2010-11 fiscal year by $67,139 General Fund and eliminated one limited-duration position (0.33 FTE) that had been approved in House Bill 5054 (2009) to work on a plan, in conjunction with the Department of Community Colleges and Workforce Development, for offering applied baccalaureate degree programs as required by House Bill 3093 (2009). This initiative will instead be delayed due to state-wide revenue shortfalls.

The Committee included adjustments necessary to maintain the allocation of state resources between education sectors as required under the American Recovery and Reinvestment Act, State Fiscal Stabilization Fund. The required adjustment in the Education and General Program area affected the second year of the 2009-11 biennium only, increased General Fund by $409,976, and decreased Federal Funds by $409,976. The allocation between the education sectors was balanced when the budgets for the State School Fund and the Oregon University System were passed by the 2009 Legislature; however, the Governor's veto of a General Fund reduction in OUS for anticipated personal services savings threw the balance between sectors off, which resulted in the state not meeting all State Fiscal Stabilization Fund federal requirements. With these adjustments in OUS, and mirror image adjustments in the State School Fund, the state should once again be meeting all ARRA requirements.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds authorized by the ARRA.

Oregon Student Assistance Commission

The Committee approved $4.7 million General Fund to address a projected over-commitment of funds for Oregon Opportunity Grants in the 2009-10 academic year. The Oregon Student Assistance Commission (OSAC) is expected to restore the announced award reductions of $120 for full-time students and $60 for part-time students for the Spring quarter and second semester. The Committee also approved a $5 million General Fund special purpose appropriation to the Emergency Board. Once the final grant expenditures for the 2009-10 academic year are known, OSAC may request an allocation from the special purpose appropriation to cover the remaining over-commitment of funds. Further, the Committee

concurs with OSAC's proposal to allocate grants for the 2010-11 academic year proportionally by education sector and to commit funds on a first-come, first-serve basis in order to avoid future over-commitment of funds.

A technical adjustment was approved to transfer $200,000 General Fund and $200,000 Other Funds from the Opportunity Grant Program to the Other Programs program unit for funds approved for the Nursing Faculty Loan Program created in Senate Bill 701 (2009).

Human Services Program Area

Department of Human Services

The Department of Human Services (DHS) provides a broad array of social services to Oregonians through a network of state offices, county and local governments, private profit and non-profit entities, and health plans. Those services include public assistance, protective services, public health, health care, mental health, vocational rehabilitation, long term care for seniors and people with physical and/or other disabilities, and alcohol and other drug abuse treatment. House Bill 5100 adjusts the Department of Human Services' budget for updated pricing of program caseloads, costs and revenues, with selected management actions to help "rebalance" the budget within the agency's appropriated funds; makes additional appropriations to restore a scheduled reduction in the Employment Related Day Care Program, and fund the costs of House Bill 3618 for home care workers and other small funding increases; and reduces budgeted General Fund based on increased Tobacco Tax revenues for the Oregon Health Plan.

A more detailed description of the budget requests and Committee actions in each program area follows.

Administrative Services Division

The House Bill 5100 adjustments for the Administrative Services Division (ASD) include a number of technical adjustments in the DHS rebalance which result in an increase of $8.3 million General Fund, an $11.6 million Other Funds limitation decrease, an increase in Federal Funds limitation of $1.9 million, and a reduction of 42 positions (39.03 FTE) in ASD. The adjustments included transferring the Office of Health Policy and Research (OHPR) and the Oregon Health Authority (OHA) budgets from ASD to the Division of Medical Assistance Programs (DMAP). Other adjustments included transferring $6 million Other Funds from provider taxes to DMAP in exchange for $6 million General Fund, to concentrate all the provider tax revenue in DMAP. Agency-wide, all the technical adjustments net to zero.

The Committee added $241,666 General Fund, $27,083 Other Funds, $263,859 Federal Funds, and four positions (1.12 FTE) for central administrative costs associated with House Bill 3618. An additional $100,000 General Fund appropriation was approved to support the African American Health Coalition's diabetes and hypertension prevention program, and $75,000 for Project Clean Slate.

The Committee also approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds authorized by the ARRA.

Children, Adults and Families

The Committee approved a $254 million total funds increase for the Children, Adults, and Families Division (CAF). Supplemental Nutrition Assistance Program (SNAP, previously known as Food Stamps) benefits, which are Nonlimited Federal Funds, make up $221 million of this increase. The DHS rebalance plan reflected other program caseload and cost per case increases, recovery and collection shortfalls, an overestimation of Child Care Development Fund revenues, and a revenue shortfall caused by the need to use more Temporary Assistance for Needy Families (TANF) federal funds during 2007-09 than expected when the 2009-11 budget was developed . The identified General Fund need of $44.6 million is partially offset by $17.7 million in agency management actions, which include using additional available ARRA funds related to TANF, using SNAP program performance bonuses and ARRA funds, and using some 2011-13 federal TANF funds in the 2009-11 biennium.

The Committee approved additional management actions to save $6.1 million General Fund by using $1.9 million in federal Title XX Social Service Block Grant Funds and Title IV-B Safe and Stable Families funds that would otherwise have been transferred to the State Commission for Children and Families, and $4.2 million from a total $8.4 million federal SNAP administrative funding increase, to offset General Fund cost increases in the CAF budget. Both of these fund shifts are one-time in nature.

A $12.8 million General Fund appropriation is made to restore the Employment Related Day Care (ERDC) program reduction scheduled to take place beginning July 2010. Without these added funds, the legislatively adopted budget would have limited the ERDC program to only families leaving the TANF program. The General Fund add-back also restores funding for 3.45 FTE.

Health Services

DHS' Health Services consists of three divisions: Division of Medical Assistance Programs (DMAP), Addictions and Mental Health Division (AMH), and Public Health Division (PHD). The Committee approved rebalance plan adjustments for Health Services that reflect savings of $45.5 million General Fund and $10.5 million Federal Funds. Other Funds increase by $38.7 million, while positions increase by 63 (50.35 FTE).

The rebalance plan for DMAP includes a net savings of $33.7 million General Fund, primarily from Oregon Health Plan caseload growth that has been lower than forecasted, coupled with a projected $20.4 million increase in Tobacco Tax revenue dedicated to the Oregon Health Plan [Department of Administrative Services, Office of Economic Analysis (OEA) December 2009 forecast].

Additional issues in the plan include $1.5 million General Fund to correct "clawback" payments for the Medicare Modernization Act, and $4.6 million General Fund resulting from an increase to the Medicare Unit Values. These costs are offset by $1.4 million General Fund savings from a higher Federal Medical Assistance Percentage (FMAP) than previously assumed, and a $2 million General Fund reduction in prescription drug costs from a court settlement order.

Management actions save $1.9 million General Fund from reduced instate travel and professional contract costs, sole source contracting for hemophilia drugs, and increased program FMAP for certain administrative costs.

The Committee approved two further reductions within DMAP. First, DMAP will institute a fee-for-service medical case management program that expands beyond the current disease case management and medical case management program, saving $1 million General Fund. Second, DMAP will increase client participation in mail order prescription drugs saving $63,991 General Fund.

The Committee also approved a fund shift to replace $23.5 million General Fund in DMAP's budget with a like amount of Other Funds from higher Tobacco Tax revenue, based on OEA's March 2010 forecast.

BUDGET NOTE

The Department of Human Services, Division of Medical Assistance Programs (DMAP) is directed to work with appropriate stakeholders, including hospitals and Oregon Health Plan (OHP) managed care plans, to study hospital reimbursement methods under the OHP. The study should assess how the current reimbursement method could be modified to (a) create a common reimbursement mechanism among a variety of payers and, (b) better contain hospital costs. DMAP should report the results of the study to either the interim Joint Committee on Ways and Means or Emergency Board by September 30, 2010, as well as the Oregon Health Policy Board and appropriate legislative policy committees.

The Addictions and Mental Health Division will receive an additional $3.5 million total funds, mostly due to a $4.3 million federal fund increase for the Strategic Prevention Framework – State Incentive Grant to enhance Oregon's substance abuse prevention system. Aside from technical adjustments, this is offset by savings in the State Delivered Secure Residential Treatment Facilities program and targeted administrative cost reductions. Additionally, the Committee reduced Lottery Funds expenditure limitation by $653,972 due to a decline in the updated OEA revenue forecast.

BUDGET NOTE

The Department of Human Services (DHS), Addictions and Mental Health Division (AMH) is directed to work with Oregon's county mental health departments to develop a proposal for these departments to submit encounter data, or service data, about their non-Medicaid eligible clients to DHS. The proposal should include an estimate of the cost of collecting these data. AMH should discuss this proposal in a report to the 2011 Legislative Assembly's Joint Committee on Ways and Means' DHS hearings as well as appropriate legislative policy committees.

The rebalance plan for PHD adds $16.7 million federal funds for the H1N1 influenza vaccination campaign. The division will distribute the majority of these resources to local health departments. Statewide funding will support, in part, epidemiology, surveillance and laboratory capacity. PHD also will receive $1 million more in Tobacco Tax revenue for the Tobacco Prevention and Education Program. Management actions from delayed administrative hiring and reduced Services and Supplies spending will save $59,865 General Fund within PHD. The Committee made no further adjustments to the PHD plan.

Seniors and People with Disabilities

The Committee approved a net increase of $18.7 million General Fund for the Seniors and People with Disabilities Division (SPD), with a $2.5 million reduction in Other Funds expenditure limitation, a $92.5 million increase in Federal Funds expenditure limitation, and 49 positions (31.26 FTE). The adjustments include $765,124 General Fund, $824,226 Federal Funds, and eight positions (2.26 FTE) for home care workers costs associated with House Bill 3618.

In its rebalance plan, DHS projected a General Fund shortfall in SPD of $43.8 million, net of $54.7 million in caseload, cost-per-case, and revenue changes partially offset by $11 million in savings from management actions and technical adjustments. House Bill 5100 does not appropriate additional General Fund to DHS to fully rebalance its budget, so the approved budget adjustments leave SPD $25.8 million General Fund short of projected expenditures for the biennium..

DHS is expected to bring an updated financial report and rebalance plan to the interim Committee on Ways and Means or the Emergency Board later in 2010, and the budget needs of the Department will be assessed that time. Updated caseload projections, cost estimates, and federal revenue changes are all factors that will likely affect DHS' overall needs. With this in mind, the Committee approved a $30 million special purpose appropriation to the Emergency Board for the Department of Human Services, to be available for the costs of increased caseloads, increases in cost-per-case, and for program needs.

State Commission on Children and Families

The Committee appropriated $1 million General Fund to support development of new relief nurseries in Ontario, Clackamas, Madras, and Corvallis. The funds will be distributed equally among the four sites.

The Committee also approved a total of $938,274 Other Funds expenditure limitation. This reflects private grants the Commission has received for two initiatives: $365,655 from a Casey Family Foundation grant for Reconnecting Foster Youth with Families, which will support several county pilot programs to reduce the number of children in foster care and reconnect foster youth with their families; and $572,619 from the Oregon Community Foundation and the Paul G. Allen Foundation for Reading for Healthy Families Oregon activities.

Psychiatric Security Review Board

To implement provisions of House Bill 2853 (2009) the Committee added $227,377 General Fund, $109,762 Other Funds expenditure limitation, and three permanent full-time positions (1.89 FTE). The Other Funds will be used to receive and expend a pass-through of a federal grant administered by the Oregon State Police. The funds will be used for two purposes. The first activity is reconciling mental health records with Oregon State Police, Department of Human Services, and Oregon Judicial Department. The purpose is to identify individuals who are prohibited from purchasing or possessing firearms for mental health related reasons. This portion of the work under House Bill 2853 is primarily expected to be one-time in nature and covered by the federal grant.

The second body of work is implementing a relief program for individuals that have been prohibited from purchasing or possessing firearms because of mental health related reasons. These individuals will be able to appeal this prohibition to the Psychiatric Security Review Board. This work will be ongoing and is anticipated to be eligible for continued federal grant support, although the level of support is indeterminate. Another grant award of approximately $50,000 is expected later this year. Since the program is ramping up partway into the biennium, it will need to be fully phased in for 2011-13. Development of the biennialized program will take into consideration actual volume of appeal requests, experience with workload for appeals, and may include additional review of position needs and classifications.

The records and relief work supported by this funding will help ensure Oregon maximizes federal funding it receives through the Edward Byrne Memorial Justice Assistance Grant program. The state receives about $3.6 million annually through the program. In the past funds have been used to support the Criminal Justice Commission's Drug Court Grant Program, Offender Re-entry Grant Programs, and local drug task forces.

Public Safety Program Area

Department of Corrections

The Committee approved a $760,781 Other Funds expenditure limitation increase to restore funding for education and work training programs that was inadvertently left out of the agency's legislatively adopted budget. Two changes were approved to reflect additional federal funding not included in the legislatively adopted budget. The Federal Funds expenditure limitation for the Transitional Services Division is increased by $170,677 for the Workplace and Community Transition Training for Incarcerated Individuals program which was transferred from the Oregon Youth Authority. The Committee also increased the Federal Funds expenditure limitation in Health Services by $1,191,400 to account for additional federal funding received through the State Criminal Alien Assistance Program.

The Committee approved the establishment of a $700,000 Other Funds expenditure limitation for capital improvements for two projects: $250,000 to replace a wastewater pump and clean sections of pipe at the Deer Ridge Correctional Institution and $450,000 for a solar water heater project at the Eastern Oregon Correctional Institution. A technical change was also made to decrease the Other Funds expenditure limitation for the General Services Division by $1,425,912 for construction staff related to deferred maintenance projects; Senate Bill 5563 will increase the limitation by the same amount in the Other Funds Capital Construction expenditure limitation.

The Committee also approved shifting $103.8 million in federal ARRA funding from the Community Corrections Division to the Operations Division to streamline federal reporting processes. An equal amount of General Fund is shifted from Operations to Community Corrections. To reflect the estimated costs of Senate Bill 1007 which makes changes to the earned time program, $471,089 in General Fund is added to the Operations Division.

A total of $8.2 million is reduced from the agency's budget to provide resources for other parts of the state budget. The amount required for debt service payments is reduced by $4.2 million General Fund due to refinancing of outstanding Certificates of Participation (COPs). In addition, $4 million General Fund is reduced from the following divisions: Central Administration ($100,000), Public Services

($200,000), General Services ($2 million), Human Resources ($200,000), and Transitional Services ($1.5 million). This $4 million reduction results in the elimination of seven positions (2.97 FTE).

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds.

District Attorneys and Their Deputies

House Bill 5100 appropriates $171,461 General Fund for the District Attorneys and Their Deputies to fully fund the salaries of the 36 District Attorneys. This reverses the state employee salary action taken in House Bill 5054 (2009). The agency may have to return to the Legislature or the Emergency Board at a later date to insure that health benefits for the 36 District Attorneys are fully funded.

Department of Justice

The Committee made a number of changes relating to the receipt of grants and other funds by the Department. These are:

- An increase in the Federal Funds expenditure limitation of $1,531,744 and the establishment of five limited duration positions (3.60 FTE) in the Department's Criminal Justice Division for investigating and prosecuting drug trafficking organizations and gang violence.
- An increase in the Other Funds expenditure limitation of $510,000 and the Federal Funds expenditure limitation of $994,333 and the establishment of five limited duration positions (2.51 FTE) in the Department's Criminal Justice Division for the purpose of accomplishing the work required by four grants relating to mortgage fraud investigations, Internet Crimes Against Children, and the federal Violence Against Women Act.
- An increase in the Federal Funds expenditure limitation of $609,072 in the Department's Crime Victims' Services Division for distribution of funds to nonprofits and other groups to provide services to victims of sexual assault and other person crimes.
- An increase in the Other Funds expenditure limitation of $337,265 and the establishment of two limited duration positions (1.34 FTE) for the Department's Crime Victims' Services Division to process claims and collect revenue with the understanding that the Department of Administrative Services will unschedule $100,000 of this expenditure limitation increase pending receipt of sufficient new revenue by the Department of Justice.

The Committee also established a Nonlimited Other Funds expenditure limitation for the Department of Justice Civil Enforcement Division for certain restitution and refund payments under ORS 180.095 from the Department of Justice Protection and Education Revolving Account with an initial allotment of $2,500,000.

During the 2009 session, an action to provide for a grant to Project Clean Slate was inadvertently not taken. It had been planned to reduce the Child Support Enforcement Division's General Fund appropriation by $250,000 and use those resources to pay for the grant to Project Clean Slate. In the interim, the Department of Human Services was able to provide $75,000 of the funding for the grant. House Bill 5100 reduces the budget for the Department of Justice by $75,000 and redirects it to the Department of Human Services. House Bill 3696 authorizes the Department of Justice to make the remaining $175,000 payment to Project Clean Slate.

Oregon Military Department

House Bill 5100 reduces the Department's budget for debt service payments by $7,810 General Fund to reflect reduced costs of refinancing outstanding Certificates of Participation (COPs).

The Committee approved a technical adjustment to reduce the Department's Federal Funds Capital Improvement expenditure limitation by $619,000 and to increase the Department's Federal Funds Capital Construction expenditure limitation by $619,000 (see Senate Bill 5563) for the Camp Rilea High Voltage Electrical Loop project. This technical adjustment was needed as the Camp Rilea Project budget exceeded the $500,000 Capital Improvement threshold.

The Committee also approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds, authorized by the ARRA.

Oregon Youth Authority

The agency identified $774,634 in General Fund savings the Committee used to help balance the statewide budget. These reductions are as follows: $668,999 General Fund due to the underutilization of residential and foster care placements by providers who were concerned about funding availability while the vote on tax measures was pending; $5,635 General Fund resulting from a small change in the Medicaid match rate; and $100,000 General Fund due to unemployment expenditures projected to be under budget for the first year of the biennium.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds, authorized by the ARRA.

State Board of Parole and Post-Prison Supervision

House Bill 5100 appropriates $443,208 General Fund to the State Board of Parole and Post-Prison Supervision to provide sufficient funding for Attorney General legal services, psychiatric examination costs, and other costs.

Department of State Police

The Committee increased the Other Funds expenditure limitation for the Administrative Services Division in the amount of $2,096,756 to replace the Department's computer aided dispatch (CAD) and records management systems (RMS). The Department of Administrative Services is requested to unschedule all but $389,600 of this limitation until the agency reports back to the Emergency Board at its May 2010 meeting on its progress in completing necessary work relating to project management and identifying proper use of funding sources.

The Other Funds expenditure limitation for the Forensics Division is increased by $60,000 to fund work related to a grant received by Western Oregon University to study latent fingerprint identifications. The Committee approved the shift of $8.1 million General Fund from an appropriation specific to the 39 new patrol trooper positions authorized by the Legislature in 2009 to the general Patrol Division appropriation.

Also approved was a $770,849 Federal Funds expenditure limitation increase for the Law Enforcement Information Division, in anticipation of the receipt of federal grant funds relating to background checks. OSP will retain $372,499 of the grant to update records and the remainder of the funds will be distributed to the Psychiatric Security Review Board and the Judicial Department. The Committee also approved six limited duration positions (1.50 FTE) for OSP for this grant.

A total of $3 million General Fund is reduced from the agency's budget to provide resources for other parts of the state budget. After a review of the amount required for debt service payments, General Fund debt service is reduced by $669,981. The Other Funds expenditure limitation for Administrative Services is increased by $47,742 to utilize excess balances in accounts related to Certificates of Participation (COPs), which can be used to offset General Fund debt service need. Finally, the General Fund budget for various divisions are reduced for vacancy and fuel cost savings including Patrol ($1,161,066), Criminal Investigations ($780,809), Fish and Wildlife ($142,122) and Forensics ($203,746).

Over the past three years, the Legislature has approved over $340 million in Certificates of Participation (COPs) and Oregon Department of Transportation (ODOT) revenue bonds for the Oregon Wireless Interoperability Network (OWIN) project, demonstrating the Legislature's commitment to the project. The Legislature's request of the Department of Administrative Services (DAS) to unschedule a portion of this financing as described below should not be viewed as a lack of this commitment. Instead, by making funds available when required, the intention is to secure the long term success of the project by ensuring that an independent quality assurance presence is part of the plan for the project. In addition, the Legislature's approval of transferring the project from the Oregon State Police to ODOT provides crucial project management and construction related expertise and experience to this large and complex project. House Bill 3696 includes language to transfer OWIN to ODOT, including appropriations, expenditure limitation authority and positions. The actual amount of the transfer will depend on the date of House Bill 3696's passage.

BUDGET NOTE

The Joint Ways and Means Committee recommends that DAS unschedule all of the Other Funds expenditure limitation associated with the Certificates of Participation authorized by the Legislature in 2009 for OWIN and all but $8 million of the Other Funds expenditure limitation tied to the ODOT revenue bonds authorized by the Legislature in 2009 for OWIN until the Executive Branch has an independent quality assurance (QA) presence in place and the first report is made available to DAS, the OWIN Steering Committee and the Legislative Fiscal Office (LFO). The focus of the quality assurance should be on the project management office, project management and performance, assessment of the internal construction related quality assurance and control processes, and assessment of the processes related to the transition from the development/construction phase of OWIN to the operational phase. If this quality assurance report determines that there are any issues with the project management and other areas under review in the quality assurance process, these issues must be addressed prior to the re-scheduling of the funds.

If it is determined by the Executive Branch that further expenditure limitation needs to be rescheduled to access the working capital loan with the Oregon Department of Treasury, beyond the $8 million of revenue bond limitation detailed above, the Other Funds expenditure limitation may be increased by the appropriate amount after consultation with the Budget and Management Division of DAS and the LFO.

If it is determined by the Executive Branch that a portion of the unscheduled amount needs to be available to negotiate or award a contract so not to significantly delay the project, the appropriate amount may be rescheduled after consultation with LFO and the Co-chairs of the Joint Committee on Ways and Means. At that time the OWIN project must present an up-to-date schedule, work plan and budget which detail the planned release of funds.

Department of Public Safety Standards and Training

The Committee approved a net decrease of $894,000 in Other Funds expenditure limitation which is the result of two actions. The first is a $1.6 million reduction in the Criminal Fines and Assessment Account (CFAA) allocation. The second action is a $706,000 increase in limitation for the costs of adding two additional basic law enforcement classes to help alleviate the backlog and reduce the wait time between when a new law enforcement officer is hired and when they attend the basic course. The Committee approved this request with the understanding that the Department of Administrative Services will unschedule $353,000 of the increase until the agency demonstrates to the Legislative Fiscal Office and the Budget and Management Division that demand for the training is sufficient for the second class.

Economic and Community Development Program Area

Oregon Business Development Department

A technical adjustment was approved to decrease Other Funds expenditure limitation by $26,247 and increase Federal Fund expenditure limitation by the same amount to correct the adjustments made in House Bill 5054 (2009) for salary savings, Attorney General, and State Government Service Charges. The adjustments should have been made to Other Funds, rather than Federal Funds.

The Committee approved two Other Funds expenditure limitation increases, totaling $512,531, to provide the Department with the authority to utilize, in accordance with the ARRA, funds for administering the ARRA Brownfields, Safe Drinking Water Program (SDWP) and Community Development Block Grants (CDBG) programs. The increase in Other Funds is accomplished in the following manner:

- Brownfields grant - Transferring $37,989 Federal Fund Special Payments (SP) to Federal Fund Personal Services ($18,989) and Services and Supplies ($19,000), which is a net zero Federal Funds modification, and reducing the Other Funds expenditure limitation by $18,989 because the Department will use existing staff for administration of the ARRA grant (to be paid from Federal Funds). This ensures that the total amount of Personal Services for the Brownfield program (regardless of the funding source) remains consistent with the legislatively approved budget.
- SDWP – An Other Funds increase of $531,520 in Services and Supplies to be offset by a $531,520 Other Funds Non-Limited reduction in Special Payments (accomplished administratively by the Department of Administrative Services Budget and Management Division).
- CDBG – Transferring $276,797 Federal Funds expenditure limitation from Special Payments to Services and Supplies.

House Bill 5100 also adds $5 million Federal Funds expenditure limitation to allow funds received pursuant to ARRA to be spent for development of a biomass utilization project in Grant County.

Lottery Bonds Debt Service for recapitalization of the Infrastructure Fund was reduced by $2,079,041 Lottery Funds. This is the result of delaying the sale of $20 million Lottery Bonds approved in Senate Bill 5505 (2009) until spring 2011, which postpones the debt service until the 2011-13 biennium.

The Committee reduced Lottery Funds expenditure limitation by $287,076 for position and vacancy savings within the Department. The Department will also transfer $49,702 of carryover Lottery Funds from the Main Street program to Shared Services to allow the allocation of new lottery moneys to be reduced by the same amount, because the expenditure of these Lottery Funds on the Main Street program was never authorized in the 2009-11 legislatively adopted budget. The transfer does not affect the agency's Lottery Funds expenditure limitation.

The following budget note related to the Business Energy Tax Credit (BETC) program was approved:

BUDGET NOTE

The State Department of Energy and the Oregon Business Development Department are directed to explore the option of transferring administrative responsibility for the tax credit program available for renewable energy resource equipment manufacturing facilities from the State Department of Energy to the Oregon Business Development Department. The two agencies are directed to jointly report their findings to the Joint Committee on Ways and Means, and to the committees on Revenue, prior to February 1, 2011. The report shall identify potential program management and efficiency gains, impacts to the budgets of both agencies resulting from such a transfer, and potential risks of such a transfer.

Employment Department

The Committee shifted $331,607 from General Fund to Federal Funds in the Child Care Division to take advantage of unanticipated Child Care and Development Fund revenues.

House Bill 5100 includes a $1.25 million Federal Funds expenditure limitation increase to allow the Department to expend funds received from the U.S. Department of Labor for a Labor Market Information project related to green jobs. Of this amount, $478,460 will be paid to the Department of Community Colleges and Workforce Development and the remainder will be spent by the Employment Department.

The Committee also approved two technical adjustments to correct errors in the 2009-11 legislatively adopted budget:

- $1,769,793 was shifted from Other Funds in the Office of Administrative Hearing to Federal Funds in the Unemployment Insurance program.
- Other Funds for Business and Employment Services was reduced by $504,300 to correct a double count of debt service needs.

Housing and Community Services Department

The Committee approved a $20,452,513 Federal Funds expenditure limitation increase related to cash grants exchanged in lieu of federal low-income housing tax credits authorized by the ARRA. The Committee also added $131,163 Other Funds expenditure limitation and approved the creation of one limited duration position (0.67 FTE) to perform the required management functions relating to the approved housing projects.

The Committee also approved a $6,829,635 Federal Funds expenditure limitation increase for expenditures related to administration of the Neighborhood Stabilization Program (NSPII) grant from the US Department of Housing and Urban Development. The Committee also approved the creation of one limited duration position (0.67 FTE) to manage and report on the NSPII program.

Expenditure limitation for Lottery Funds Debt Service is reduced by $161,246.

Department of Veterans' Affairs

House Bill 5100 appropriates $40,245 General Fund and adds $334,260 Other Funds expenditure limitation to correct the Department's budget for rent reductions that should not have been allocated to the agency, and re-distribute expected charges for the State Data Center across the Department's fund structure. The Committee also approved $290,000 of supplemental funding for the Educational Aid program. This funding level is calculated to be sufficient to fund veterans' benefits available under this program, at current program participation levels, through the remainder of the biennium. Another bill, House Bill 3696, includes a provision to allow the Other Funds balance in the Veterans' Small Business Repair Loan Fund to be used to finance Educational Aid benefits. This Fund currently has a balance of $121,641. House Bill 5100 increases the Department's Other Funds expenditure limitation by $90,000 to finance program benefits through the end of the spring 2010 academic year from a portion of tthatfund balance. The bill also includes a $168,359 General Fund special purpose appropriation to the Emergency Board for the Department to provide Educational Aid benefits. The agency may request the allocation of the special purpose appropriation, along with an additional Other Funds expenditure limitation increase for the remainder of the Veterans' Small Business Repair Loan Fund moneys ($31,641), after reporting to the Emergency Board on details of program utilization and administration, and reporting on recommendations for controlling program cost increases.

Natural Resources Program Area

State Department of Agriculture

House Bill 5100 appropriates $225,000 General Fund to the Department for research on the Spotted Wing Drosophila fruit fly. The Committee decreased the General Fund appropriation by $400,000 for Food Safety and increased Other Funds expenditure limitation by $400,000 for Food Safety, and decreased Other Funds expenditure limitation by $2,919 in Food Safety and increased Other Funds expenditure limitation by $108,796 in Agricultural Development to fund one additional Agricultural Development management position (0.67 FTE) to manage additional programs and workload. Due to the shortfall in Lottery revenues, the Committee reduced the amount for County Fairs support by $1,555 Lottery Funds.

Columbia River Gorge Commission

The Committee increased the agency's General Fund appropriation by $25,000. The funding derived from a special purpose appropriation made to the Emergency Board for the Columbia River Gorge Commission that was dependent on the agency reporting on its efforts to encourage Klickitat County Washington to adopt ordinances and fees to carry outs its share of the National Scenic Act. The agency reported that it had met with Klickitat County officials and officials from the Washington governor's office, and would continue to work on this issue.

State Department of Energy

The Committee approved three technical adjustments to correct budget errors:

- A $27,226 Other Funds expenditure limitation increase for implementing a 080 Package that was inadvertently left out of the legislatively adopted budget. The action relates to approval, at a June 2008 E-Board meeting, for the reclassification of three positions.
- A $254,081 Other Funds expenditure limitation increase needed to match the budget for the agency with the intended funding level.
- A $100,000 Other Funds expenditure limitation increase to provide the funding associated with the House Bill 2180 (2009) study to be conducted by the Department. The amount was inadvertently left out of House Bill 5054 (2009).

The Committee also approved a $627,589 Other Funds expenditure limitation increase and seven permanent positions (4.69 FTE) for work related to the reorganization of the Department for strengthening the agency's internal controls in its Energy Development Services division.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds authorized by the ARRA.

The following budget note related to the Business Energy Tax Credit (BETC) program was approved:

BUDGET NOTE

The State Department of Energy and the Oregon Business Development Department are directed to explore the option of transferring administrative responsibility for the tax credit program available for renewable energy resource equipment manufacturing facilities from the State Department of Energy to the Oregon Business Development Department. The two agencies are directed to jointly report their findings to the Joint Committee on Ways and Means, and to the committees on Revenue, prior to February 1, 2011. The report shall identify potential program management and efficiency gains, impacts to the budgets of both agencies resulting from such a transfer, and potential risks of such a transfer.

Department of Environmental Quality

House Bill 5100 reduces the Department's General Fund appropriation by $352,132, the Lottery Funds expenditure limitation by $10,400, and the Other Funds expenditure limitation by $3,573, to correctly reflect decreases in self-support rent costs. The reduction was inadvertently made

in the Department of Veterans' Affairs budget at the end of the 2009 legislative session when it should have been reflected in the Department of Environmental Quality.

State Department of Fish and Wildlife

To correct an error that double-counted debt service in House Bill 5014 (2009), House Bill 5100 reduces the Department's General Fund appropriation by $355,543. The Committee approved an $800,000 fund shift from General Fund to Other Funds in Administrative Services Division to use Other Funds from license and tag revenues to pay State Government Service Charges in place of General Fund.

The Committee appropriated $1,508,135 General Fund to the Fish and Wildlife Deferred Maintenance Subaccount to partially reverse a sweep of funds from that account that occurred in Senate Bill 581 (2009), when $3.5 million was transferred to the General Fund to help address the state-wide revenue shortfall experienced toward the end of the 2007-09 biennium. Federal law governing the disbursement of federal funds from the Pittman-Robertson and Dingell-Johnson Sport Fish Restoration programs prohibits any state from transferring revenue derived from the sale of hunting and fishing licenses and tags to their state's General Fund. After the transfer was made, the U.S. Fish and Wildlife Service notified the Oregon Department of Fish and Wildlife (ODFW) that they were concerned a portion of the transfer was a prohibited diversion. While it was clear that the Legislature appropriated $2 million to the Fish and Wildlife Deferred Maintenance Subaccount when it was established in 2001, ODFW was unable to prove that the remaining $1.5 million transferred from the subaccount was not revenue from the sale of hunting and fishing licenses and tags. Therefore, the $1.5 million (plus interest) must be transferred back to the subaccount or the state risks losing $40 million in federal funds this biennium, which represents almost half of all the Department's federal funds revenue.

State Forestry Department

The Committee disappropriated $2,137,020 from a special purpose appropriation made to the Emergency Board for the Department and appropriated the same amount of General Fund to the Department for Protection from Fire.

General Fund debt service was reduced by $23,778 due to refinancing of outstanding Certificates of Participation (COPs), and Lottery Funds expenditure limitation was reduced by $133,465 for debt service and related costs relating to the purchase of land in the Gilchrist Forest.

The Committee reduced Federal Funds expenditure limitation in the Private Forests program by $400,000 and increased Federal Funds expenditure limitation in the Agency Administration program by $400,000 to administer ARRA grant funds.

Department of State Lands

The Committee approved a $1,268,061 Other Funds expenditure limitation increase and appropriated $2,825,910 General Fund to the Emergency Board as a special purpose appropriation for allocation to the Department of State Lands to pay Attorney General expenses and expert witness fees to assess the sites and provide an evaluation of state activities at or adjacent to virtually every upland site and the contamination, remedy, and associated costs in each sediment management area related to the Portland Harbor Superfund site.

Federal Funds expenditure limitation was increased by $39,700 for the Department of State Lands natural heritage program grant supported project expenses, with the understanding that the Department of Administrative Services will unschedule the limitation until the agency demonstrates an actual need for the additional resources. The 2009 Legislature added federal resources for pass through grants awarded under the U.S. Department of Interior Endangered Species Act for four projects. One of the projects is dependent on other grant sources and may not be fully expended by the end of the biennium.

State Parks and Recreation Department

The budget for the State Parks and Recreation Department (OPRD) operations program is increased by $122,500 Federal Funds with the understanding that the Department of Administrative Services will unschedule the limitation until the Department demonstrates the additional expenditure limitation is required following reconciliation of the 2007-09 Federal Funds accounts. The U.S. Department of Agriculture Forest Service approved a fuels reduction project in the Collier State Park in Klamath County and notified OPRD in August 2009.

The Committee added $225,817 Other Funds expenditure limitation in the agency's administration program and offset this increase with a reduction of the same amount in its operations program. The Committee also increased the Lottery Funds expenditure limitation in the administration program by $124,183 and offset this increase with a reduction of the same amount in its operations program. These technical adjustments resulted from a statewide fleet rate decrease that was reflected entirely in the administration program; however, the agency budgets its fleet costs in the operations program.

A technical adjustment was made for a reduction in the State Government Service Charges costs that was recorded as Other Funds in the administration program when it should have been Lottery Funds; this adjustment decreases administration program Other Funds expenditure limitation by $245,742 and increases Lottery Funds expenditure limitation by the same amount. Also, a minor technical adjustment was made in the state fair program for a Statewide Government Service Charges reduction which exceeded the amount budgeted for this expense and resulted in a negative ending balance which is offset in the administration program.

Water Resources Department

The Committee shifted funding for GIS services, groundwater and field staff, and Oregon Plan activities from General Fund to Other Funds. These adjustments reduce the General Fund appropriation by $172,000 and increase the Other Funds expenditure limitation by $172,000.

Transportation Program Area

Department of Transportation

Expenditure limitation for the transportation safety programs of the Oregon Department of Transportation (ODOT) is increased by $2 million Federal Funds and $700,000 Other Funds. ODOT received an additional allocation from the Federal Highway Administration for highway safety

grants. The resources will be used in partnerships with state, county and city law enforcement agencies to increase work zone patrols and to provide public service announcements on deterring impaired driving.

The Committee reduced the General Fund appropriation by $2.3 million and increased Other Funds expenditure limitation by the same amount for Senior and Disabled Transportation Operating grants. The Other Funds increase will come from non-highway trust funds in the Transportation Operating Fund.

The Committee requests the Department of Administrative Services (DAS) unschedule all but $8 million of the Other Funds expenditure limitation tied to the ODOT revenue bonds associated with the Certificates of Participation authorized by the Legislature in 2009 for the Oregon Wireless Interoperability Network (OWIN) until the Executive Branch has an independent quality assurance (QA) presence in place and the first report is made available to DAS, the OWIN Steering Committee and the Legislative Fiscal Office (LFO) as referenced under the section in this budget report for Oregon State Police.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds, authorized by the federal American Recovery and Reinvestment Act of 2009.

Consumer and Business Services Program Area

Bureau of Labor and Industries

The Committee reduced the agency's budget by $25,000 General Fund to capture one-time vacancy savings in the Civil Rights program. An additional $216,600 was shifted from General Fund to Other Funds to adjust the fund splits on ten positions across the agency. The Prevailing Wage Education and Enforcement Account, Wage Security Fund, and Oregon Occupational Safety and Health Division (OSHA) contract funds will be used to pay the increased Other Funds costs.

BUDGET NOTE

It is the Committee's understanding that the Bureau of Labor and Industries will have sufficient moneys in the Prevailing Wage Education and Enforcement Account to finance program expenditures at the levels approved during the 2009 Legislative Session, as adjusted by legislative actions during the current session. The Committee understands that the Bureau will request an allocation of funds from the Emergency Board if it determines that moneys in the Account are insufficient to finance approved program expenditures through the remainder of the current biennium and maintain a prudent level ending fund balance.

Oregon Medical Board

The Committee approved a $74,756 Other Funds expenditure limitation increase and established one full-time position (0.67 FTE) to absorb the increased workload associated with the passage of House Bill 3642. The bill requires that additional supervising physician organization information be captured and entered into the existing database system.

Health Related Licensing Boards

The Committee approved a $49,781 Other Funds expenditure limitation increase and one limited duration position (0.33 FTE) for the Board of Naturopathic Examiners to provide the Board with investigative resources to address an increase in the number of complaints being brought before the Board.

A technical adjustment was also approved to decrease the Other Funds expenditure limitation by $11,931 to correct an error in the legislatively adopted budget. The Health Related Licensing Boards were improperly assessed Central Government Service Charges for the Board of Pharmacy. This action removes the incorrect assessment from the Health Related Licensing Boards. As shown below, the correction also applies to the Nursing Home Administrators portion of the Health Licensing Agency (HLA) because the Nursing Home Administrators (NHA) was part of the Health Related Licensing Boards when it was originally assessed, but was transferred to HLA by legislative action in 2009.

State Board of Pharmacy

House Bill 5100 adds $12,511 Other Funds expenditure limitation to provide the proper limitation for the Board's Central Government Service Charges, correcting a budget error that assessed the charges to the Health Related Licensing Boards and the Health Licensing Agency.

Oregon Health Licensing Agency

Other Funds expenditure limitation for the agency is reduced by $580, to correct an error in the legislatively adopted budget that assessed Central Government Services Charges for the State Board of Pharmacy to the Health Licensing Agency.

Public Utility Commission

The Committee approved a $222,361 Other Funds expenditure limitation increase and established one limited duration position (0.50 FTE) for reviewing and updating Oregon's Energy Assurance Plan as a result of the receipt of a "Enhancing State Government Energy Assurance Capabilities and Planning for Smart Grid Resiliency Initiative" grant under the American Recovery and Reinvestment Act (ARRA).

The Committee also approved a $416,474 Federal Funds expenditure limitation increase and established three limited duration positions (2.08 FTE) to implement the Oregon Electricity Regulators Assistance Project as the result of a receipt of a grant under the ARRA.

Administration Program Area

Department of Administrative Services

To reflect project savings, House Bill 5100 shifts $2,694,971 General Fund debt service payments for GO! Oregon bonds to Other Funds. A $156,951 reduction is made for Lottery Funds Debt Service expenditure limitation. This adjustment is associated with debt savings on lottery bonds sold in the fall of 2009 for Port of Newport projects, which support the National Oceanic and Atmospheric Administration Marine Operations Center's move to the port.

In addition, due to the shortfall in Lottery revenues, the expenditure limitation for County Fairs is reduced by $213,545 Lottery Funds.

The Committee restored one part-time Administrative Specialist 1 position (0.50 FTE) to correct an error made in the budget report for House Bill 5002 (2009). The position was supposed to be reduced from full-time to part-time, but the budget report and reconciliation action eliminated the position in its entirety.

The Committee approved $1 in Federal Funds Nonlimited expenditure authority for debt service in anticipation of the sale of Build America Bonds (BABs), authorized by the American Recovery and Reinvestment Act of 2009 (ARRA). BABs are issued as taxable bonds for government-purpose construction projects that are eligible to be funded with tax-exempt bonds. The BAB program provides a 35 percent federal subsidy of interest costs to help cover the usual premium that taxable bonds require over tax-exempt bonds and allows government issuers access to the larger market for taxable securities. State agencies do not have Federal Funds debt service limitations to enable them to use the subsidy for payment of debt service in 2009-11. Although the decision regarding the use of BABs, and the extent to which they will be used is made by the Treasurer's Office at the time of sale, sufficient limitation is needed to position agencies in the event that it is determined that BABs are the most cost efficient way to issue the debt. Since it is unknown how many, if any, of these limitations will be needed, Nonlimited expenditure authority makes more sense than giving these agencies limitation which might not be used and artificially inflates the overall budget. If an increase in limitation is needed, the Department of Administrative Services can grant increases for the correct amount. All increases to Nonlimited expenditures are sent to the Legislative Fiscal Office for review before they are changed.

Employment Relations Board

The Committee approved $15,000 General Fund for projected additional costs of an anticipated representation election related to the passage of House Bill 3618. Passage of this measure would increase the number of home care workers eligible for representation by a labor organization by an estimated 10,000 new workers. The measure modifies the definition of "home care worker" to include individuals registered with the Home Care Commission; and individuals who are hired directly by an elderly person or person with disability (or by a parent or guardian of an elderly person or person with disability) whose compensation is funded in whole or in part by the Department of Human Services, an area agency on aging or other public agency for the purpose of providing care to the elderly person or person with disability.

The agency assumes that the union will petition to add these new eligible workers to its bargaining unit of home care workers. The Employment Relations Board would be responsible for conducting a fair and impartial representation election to determine if the additional home care workers want union representation.

Department of Revenue

The 2000-11 legislatively adopted budget anticipated the elimination of the entire General Fund Special Payment for County Assessment Function Funding Assistance (CAFFA). However, Senate Bill 5540 (2009) eliminated only $5,229,340, which was $70,000 short of the full amount. A technical adjustment reduces the Department's General Fund appropriation by $70,000 to correct that error.

The Committee approved two other reductions in the agency's budget that should not have a programmatic impact. The first is a decrease of $174,300 General Fund to reflect actual savings on a systems project that captures W-2 data. The second is a $200,000 General Fund reduction in the Elderly Rental Assistance program, which has seen lower than projected expenditures to date this biennium.

Office of the Governor

The Lottery Funds expenditure limitation for the Economic Revitalization Team is reduced by $72,315, due to the shortfall in Lottery revenues.

Government Ethics Commission

The Committee reduced the Commission's budgeted Other Funds revenue by $200,000, with the understanding that the Commission will reduce its assessment on state agencies and local government entities for the 2010-11 fiscal year. The reduction causes expected revenue to more closely match the Commission's expenditure limitation and ending balance requirement.

Judicial Branch

Judicial Department

The Committee approved a $1,343,662 increase in Other Funds expenditure limitation for the Oregon eCourt Program. This is to carry forward funding that was not used in the 2007-09 biennium. Of the approved amount, $767,688 (57 percent) is for the Oregon eCourt Program's first major project deliverable, Electronic Content Management (ECM). Of the remaining request, $575,974 (43 percent) is for Program support activities including its Project Management Office ($44,588), Remediation ($31,293), Quality Assurance and Control ($205,120), Integration Partner ($83,334), and Contingency ($211,639).

The Committee also approved a $5.5 million increase in Other Funds [non-position-related] expenditure limitation for the Oregon eCourt Program. This increase and existing approved Other Funds expenditure limitation will fund a significant portion of the Department's recently announced Oregon eCourt Program Recalibration Plan, which is a revised implementation strategy for the current biennium that retains the

overarching goals and deliverables of the Oregon eCourt Program. This slow-down will push the completion of Oregon eCourt out an additional two years to the 2015-17 biennium. The Recalibration Plan is designed to increase the quality, usefulness, security, and reliability of the first two major projects of the Oregon eCourt Program. These initial projects are Electronic Content Management (ECM) which is a file management system, and eFiling, which allows electronic remote, web-based filing of court documents. The plan is to perfect these two projects for select civil case-types (small claims and landlord tenant) in the five pilot courts of Yamhill, Multnomah, Jackson, and Crook/Jefferson, and then to implement general civil case types, prior to statewide implementation of civil case types.

The Recalibration Plan also includes: completing Appellate eCourt, which began in 2004; development of a person-based decision support tool; Organizational Change Management activities; Integration Partner; Security; Web Portal; Architecture; Quality Assurance; and ongoing Oregon eCourt Program support activities (Project Management Office and Overhead). The Recalibration Plan also includes hiring, on a short-term consulting contract, one of the original strategic plan vendors for Oregon's eCourt Program. The revenue to support the Recalibration Plan is from the issuance of certificates of participation (COPs) authorized by the 2009 Legislature and which includes General Fund Debt Service.

The Committee approved the following budget note:

BUDGET NOTE

The Department is requested to report on the eCourt Program, including budget and schedule variance reports, to each Emergency Board or to each Interim Joint Committee on Ways and Means meeting. At the next meeting of the Emergency Board, the Department is requested to report on the complete budget and cost information for the Appellate eCourt project. The Department is also directed to hire a dedicated budget manager for the Oregon eCourt Program.

The Other Funds expenditure limitation is increased by $74,370 for the establishment of one part-time limited duration position (0.33 FTE) to coordinate the activities for a new mental health court in Josephine County Circuit Court. The following budget note was approved:

BUDGET NOTE

The Judicial Department is to report back to the Emergency Board at its next meeting with a detailed budget of the Department's specialty court budgets, specialty court-type, court and central support, budget, fund-type, number of positions, and FTE.

The Legislative Fiscal Office expects this report to include detail by judicial district, for each specialty court in each district, for the 2007-09 and 2009-11 biennia, on: 1) total budget by fund type; 2) number of positions and FTE; and 3) any central support overhead charges, including any statewide positions and FTE. The Department should also summarize its 2007-09 and 2009-11 biennia statewide costs, by each type of specialty court, for: 1) total budget by fund type; 2) number of positions and FTE; and 3) any central support overhead charges, including any statewide positions and FTE.

Based on the recommendations of the Joint Interim Committee on State Justice System Revenues, the Committee increased the Department's Other Funds expenditure limitation by $15,502,005 and 119.58 FTE for House Bill 2287 (2009) revenue, to backfill specific General Fund reductions, and adopted the following budget note with the expectation that the Department will manage its budget to remain within actual House Bill 2287 revenue:

BUDGET NOTE

The Judicial Department and the Public Defense Services Commission are requested to report to each Emergency Board and interim Joint Ways and Means Committee and the Joint Committee on Ways and Means at the beginning of the 2011 Legislative Session on the following:
(a) estimated versus actual revenue receipts from House Bill 2287;
(b) legislatively approved Other Funds budgeted expenditures and applicable positions;
(c) actual expenditures and applicable positions funded with House Bill 2287 revenue;
(d) caseload changes; and
(e) any management actions taken related to any anticipated House Bill 2287 revenue changes.

The Judicial Department has stated that early projected House Bill 2287 revenue is not materializing as anticipated and may fall significantly short of the $39.5 million target. The Department has identified $8.3 million in General Fund savings within its existing 2009-11 legislatively adopted budget to cover a shortfall in House Bill 2287 revenue. The savings are from:

- Mandated Payments ($500,000);
- Debt Service Savings ($217,717);
- Judge Public Employee Retirement System (PERS)($2.9 million);
- a contingency fund ($1.1 million);
- State Government Service Charges fund shift ($1.7M); and
- Personal Services from vacancies, merit, and furlough savings ($2 million).

The Committee approved the disappropriation of $2 million of the $2.9 million in Judge PERS savings.

Also with respect to House Bill 2287 revenue issues and the Department's General Fund savings, the Committee approved the following budget note:

BUDGET NOTE

The Department is requested to report to the Emergency Board meeting closest to December 2010 on its use of internal General Fund operating savings to fund any House Bill 2287 revenue shortfall. The Legislature will take into account all the Department's operational savings and Other Funds balances prior to the final distribution of House Bill 2287 revenue during

the 2011 Legislative Session. If House Bill 2287 revenues meet or exceed projected levels, the Legislature may transfer excess House Bill 2287 revenues to the General Fund.

The Committee approved an Other Funds expenditure limitation increase of $117,424 for the Department's work to implement House Bill 2853 (2009). House Bill 2853 requires the Department of Human Services (DHS), the Psychiatric Security Review Board (PSRB) and the Oregon Judicial Department (OJD) to provide information to the Oregon State Police to comply with federal firearms law, which requires states to identify certain persons prohibited from possessing firearms.

Public Defense Services Commission

House Bill 5100 disappropriates $1 million General Fund savings identified by the Commission in the trial-level Public Defense Services Account.

The Committee approved a transfer of $155,000 General Fund from the Public Defense Services Account to the Appellate Division of the Public Defense Services Commission. This transfer is necessary in order to meet a caseload increase in appellate-level public defense. This increase would be offset with trial-level savings and does not impact the position or FTE count of the Appellate Division.

The Committee approved a technical adjustment that moved the Chief Deputy Attorney of the Appellate Division and funding from the Consumer and Business Services Division to the Appellate Division. This adjustment moves one position (1.00 FTE).

Based on the recommendations of the Joint Interim Committee on State Justice System Revenues, the Committee increased the Commission's Other Funds expenditure limitation by $8,880,573 for House Bill 2287 (2009) revenue, to backfill specific General Fund reductions in the Public Defense Services Account, and adopted the following budget note:

BUDGET NOTE

The Judicial Department and the Public Defense Services Commission are requested to report to each Emergency Board and Interim Joint Ways and Means Committee and the Joint Committee on Ways and Means at the beginning of the 2011 Legislative Session on the following:
(a) estimated versus actual revenue receipts from House Bill 2287;
(b) legislatively approved Other Funds budgeted expenditures and applicable positions;
(c) actual expenditures and applicable positions funded with House Bill 2287 revenue;
(d) caseload changes; and
(e) any management actions taken related to any anticipated House Bill 2287 revenue changes.

In consideration of a possible shortfall in House Bill 2287 revenues, the Committee appropriated $3.5 million General Fund to the Emergency Board for a special purpose appropriation, to be available to the Commission for public defense costs, if needed.

Legislative Branch

Legislative Administration Committee

Based on the recommendations of the Joint Interim Committee on State Justice System Revenues, the Committee approved a $50,000 increase in the Other Funds expenditure limitation for the Legislative Administration Committee in order to pay any expenses of the Joint Interim Committee on State Justice System Revenue. The revenue to support this expenditure is from House Bill 2287 (2009).

The Committee also approved two technical adjustments to the 2009-11 legislatively adopted budget:

- Increased Telecommunications in the Facility Services program unit by $172,566 Other Funds to correct an error in State Data Center charges.
- Amended House Bill 5025 (2009) to add two subsections to section 2 that separates the agency's Other Funds expenditure limitation between general program expenditures ($2,748,440) and debt service ($2,000,000). The original bill combined these costs in a single expenditure limitation which is inconsistent with state accounting and budget policy regarding debt service expenditures.

Legislative Fiscal Officer

Based on the recommendations of the Joint Interim Committee on State Justice System Revenues, the Committee established a $100,000 Other Funds expenditure limitation for the purposes of paying for a contract with the National Center for State Courts to study and to identify the best practices around the nation for funding the Judicial Branch, including fee structures. The revenue to support this expenditure is from House Bill 2287 (2009).

75th OREGON LEGISLATIVE ASSEMBLY – 2010 Special Session
BUDGET REPORT AND MEASURE SUMMARY

JOINT COMMITTEE ON WAYS AND MEANS

MEASURE: **SB 5564-A**

Carrier – House: **Rep. Edwards**
Carrier – Senate: **Sen. Johnson**

Action: Do Pass as Amended and Be Printed A-Engrossed

Vote: 17 – 5 – 2
House – Yeas: Barker, Buckley, Cowan, Edwards, Jenson, Komp, Kotek, Nathanson
– Nays: Garrard, Gilman, Richardson
– Exc: G. Smith
Senate – Yeas: Bates, Courtney, Edwards, Johnson, Monroe, Nelson, Shields, Verger, Winters
– Nays: Girod, Whitsett
– Exc: Kruse

Prepared By: Jack Kenny, Department of Administrative Services

Reviewed By: Daron Hill, Legislative Fiscal Office

Meeting Date: February 22, 2010

Agency	Budget Page	LFO Analysis Page	Biennium
Various	---	---	2009-11

Summary of Committee Action

The Joint Committee on Ways and Means increased the Department of Transportation's issuance authority for the Oregon Transportation Infrastructure Fund by $60 million to reflect anticipated increases in program needs including use of bond proceeds to finance the Department's headquarters building renovation project and the Oregon Wireless Interoperability Network.

House Bill 5564, SECTION 1.

Program Designation	Legislatively Adopted Budget 2009-11	February 2010 Special Session 2009-11	Special Session Adjustments
REVENUE BONDS			
Direct Revenue Bonds			
Department of Transportation			
Oregon Transportation Infrastructure Fund	$ 100,000,000	160,000,000	60,000,000

2010 Special Session
FISCAL ANALYSIS OF PROPOSED LEGISLATION
Prepared by the Oregon Legislative Fiscal Office

MEASURE NUMBER: HB 3696 **STATUS:** A-Engrossed
SUBJECT: Program Change Measure
GOVERNMENT UNIT AFFECTED: Department of Administrative Services; Department of Revenue; Judicial Department; Public Defense Services Commission; Legislative Counsel; Legislative Administration Committee; Legislative Fiscal Office; Department of Aviation; Department of Business and Consumer Services; Department of Energy; Public Utility Commission; Housing and Community Services Department; Parks and Recreation Department; Marine Board; Board of Tax Practitioners; Board of Clinical Social Workers; Board of Nursing; Department of Education; Teachers Standards and Practices Commission; Department of Agriculture; Department of Justice; Department of Public Safety Standards and Training; Oregon Business Development Department; Bureau of Labor and Industries; and Department of Veterans' Affairs.
PREPARED BY: John F. Borden
REVIEWED BY: Ken Rocco; Daron Hill; Doug Wilson; Susan Jordan; Laurie Byerly; Monica Brown; Steve Bender; Paul Siebert; Michelle Deister; Tim Walker
DATE: February 22, 2010

	2009-2011	2011-2013
EXPENDITURES:		
See Analysis		
REVENUES:		
See Revenue Impact Statement		

EFFECTIVE DATE: On Passage

INTERIM JOINT COMMITTEE ON WAYS AND MEANS: The budgetary impact of this bill was not reviewed and approved by the Interim Joint Committee on Ways and Means Committee and is not included in the omnibus budget bill to be introduced by the committee.

LOCAL GOVERNMENT MANDATE: This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

ANALYSIS: This measure implements statutory changes necessary to support the legislatively approved budget and to clarify the application of statutes. This measure, relating to state financial administration, is not an appropriation bill and therefore does not include the appropriation of funds. The measure, however, is necessary to achieve a balanced budget for the 2009-11 biennium. The measure is effective on passage.

The fiscal or budgetary impacts of provisions of this measure are contained in HB 5100, which is the budget reconciliation bill.

This measure provides for the transfer of a portion of Other Funds balances from 22 accounts and subaccounts to the General Fund ($50 million). The fund transfers are to be made from moneys maintained in the fund accounts, and reserves on the effective date of the act. Additionally, the accounts retain adequate resources to meet working capital requirements, as needed, for continued operations. The

Other Fund transfers provided in this measure are one-time in nature and affect only the 2009-11 biennium. The transfers are to be made when the measure becomes law. Legislatively approved Other Funds expenditure limitations of the affected state agencies are not directly impacted by this measure.

The provisions of this measure that implement statutory changes necessary to support the legislatively approved budget or to clarify the application of statutes are detailed below:

Administrative Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§1 Department of Administrative Services	This section allows for Department of Administrative Services reporting to the interim Joint Committee on Ways and Means during the interim period on its review of compensation plan adjustments.	No fiscal impact.
§5 and§6 Department of Administrative Services	Technical change to reflect a change in the description of funding for county court facilities to allow the Department of Administrative Services a broader role in the construction and maintenance of county facilities and to clarify that such facilities are county facilities.	No fiscal impact.
§85 through §88 Department of Revenue	Requires recalculation of certain estate tax returns containing natural resource property from estates of decedents between January 1, 2007 and March 11, 2008.	See Legislative Revenue Impact Statement

Judicial Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§17 Judicial Department; Public Defense Services Commission; Legislative Counsel; Legislative Administration Committee; Legislative Fiscal Office; and Department of Revenue	Repeals existing HB 2287 (2009) allocation methodology and replaced with a new methodology, which now directs an immediate distribution of revenue to: (a) Legislative Counsel for the Oregon Law Commission and the Council on Court Procedures, in the amount of $274,022; and (b) Legislative Committee Services for expenses of the Committee, in the amount of $50,000; and Legislative Fiscal Office ($100,000), to procure a contract to study Judicial Branch funding models. All remaining revenue will be distributed based upon the percentages established in HB 2287 during the last legislative session and after any Department of Revenue administrative expense (0.05%). The distribution will be 65% of the balance going to the Judicial Department, up to a maximum of $22 million, and 35% going to the Public Defense Services Commission, up to a maximum of $12.4 million.	No Fiscal Impact.
§20 through §51 Judicial Department	These sections modify HB 2287 (2009) [court fee bill] language to conform to statute for implementation by Judicial Department [Trust Modification Filing Fee; Third-Party Claims; Third-Party Complaints; Adding Parties and Increasing Claims by Amended Pleadings and not by Third-Party Complaint; Additional-Party Fee: Should Defendant(s) Pay only for Additional Defendants or also for Each Plaintiff; Additional-Party Fee: Application to Cases Involving $10,000 or Less or more than $50,000; and Additional-Party Fee: Which Amounts apply] and then modified offense statues to conform to statutes related to minimum fines [Violation Surcharge in Minimum Fines; Violations Surcharge in Wildlife Violations].	See Legislative Revenue Impact Statement

Natural Resources Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§10 Department of Land Conservation and Development	Removes the requirement that the Department of Land Conservation and Development provide clerical and other necessary support for the Land Use Board of Appeals.	No Fiscal Impact.

Economic and Community Development Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§81 Oregon Department of Veterans' Affairs	Allows moneys in the Veterans' Small Business Repair Loan Fund to be used to finance educational benefits for veterans. The funds (currently $121,171) consist of General Fund moneys appropriated in the 2007-09 biennium for the Small Business Repair Loan program, but not spent. During the 2009 Session, the Legislature discontinued funding for the Small Business Repair Loan program; however the moneys appropriated in the prior biennium remain in the Fund.	No Fiscal Impact.

Public Safety Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§11 Oregon State Police (State Fire Marshal)	This bill increases the fees for the cardlock program in the Office of the State Fire Marshal including the facility license fee from $250 to $300. The customer fee is increased in two steps: the first increase beginning on July 1, 2010 from $5 to $7.50 and a second increase a year later from $7.50 to $10. Currently there is a shortfall in funding of this program (estimated at $200,000 for 2009-11) and the difference must be made up by Fire Insurance Premium Tax (FIPT) revenues. This bill does not change the current threshold for the minimum number of gallons purchased for the program.	Fiscal impact is $110,503 in additional revenue for 2009-11 and $408,910 in 2011-13.
§52 to §61 Oregon State Police and Department of Transportation	Programmatically transfers the Oregon Wireless Interoperability Network (OWIN) program from the Oregon State Police to the Oregon Department of Transportation. The transfer includes General Fund, Other Funds, Federal Funds Capital Construction expenditure limitation, and staff. (Note: also included below in under the Transportation Program Area summary).	Fiscal impact depends on the date of the transfer. No net budgetary increase or decrease is expected across the two affected agencies.
§16 Department of Justice	Authorizes the Department of Justice to make payments to Project Clean Slate in the amount of $175,000 General Fund.	No Fiscal Impact

Transportation Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§7 to §9 Department of Aviation	Expands authorized use of moneys received from aviation fuel tax that was previously dedicated only to maintenance and preservation of pavement at public use airports to include operating expenses. This change is necessary due to the decline in overall revenues available from aviation fuel taxes. The agency will take necessary steps to reduce expenditures where possible to minimize the anticipated cash shortfall in Operations thus limiting the impact to the pavement maintenance program. This provision sunsets on June 30, 2011.	Indeterminate.

Section/Gov't Unit	**Program Change**	**Fiscal Impact**
§52 to §61 Department of Transportation	Programmatically transfers the Oregon Wireless Interoperability Network (OWIN) program from the Oregon State Police to the Oregon Department of Transportation. The transfer includes General Fund, Other Funds, Federal Funds Capital Construction expenditure limitation, and staff.	Fiscal impact depends on the date of the transfer. No net budgetary increase or decrease is expected across the two affected agencies.

Legislative Program Area

Section/Gov't Unit	Program Change	Fiscal Impact
§2 Semi-independent State Agencies	This section is related to the reporting requirements for semi-independent agencies, including financial reviews and audits.	No fiscal impact.

The following table summarizes, by section and agency, the Other Fund transfers to the General Fund.

Section/Gov't Unit	Account/Description	Transfer Amount
§84 Department of Revenue	Tax amnesty program receipts for personal, corporate and inheritance taxes in the Tax Amnesty Fund; the fund had a balance of $32.9 million as of January 31, 2010.	$31,000,000
§66 Department of Consumer and Business Services	The Workers Compensation Premium Assessment Operating Account of the Department of Consumer and Business Services (DCBS) is funded through fees and assessments paid by businesses that the Department regulates. The fund is used to pay administrative expenses of the Workers' Compensation programs. DCBS fiscal policy requires a six to twelve month expenditure ending balance. The ending balance is projected to be just over $32.2 million at the end of the 2009-11 biennium. After deducting six months of actual and projected expenditures, the ending balance is expected to be $2.4 million more than minimum requirements under DCBS fiscal policy. The transfer of $500,000 from the ending balance will result in an ending balance of $31.7 million.	$500,000
§67 Department of Consumer and Business Services	The Self-Insured Employer Adjustment Reserve of the Department of Consumer and Business (DCBS) is funded by an assessment paid by employers or employer groups that opt to self-insure. If a self-insured employer becomes insolvent or otherwise defaults on its workers' compensation obligations, workers' compensation benefits for the employer's injured workers and their beneficiaries are paid out the fund. Some of the money is later recovered from self-insured employers' surety bonds or letters of credit. DCBS fiscal policy requires a six to twelve month expenditure ending balance. The ending balance is projected to be just over $2.3 million. After deducting six months of actual and projected expenditures, the ending balance is expected to be $2.1 million more than minimum and $1.97 million more than the maximum requirement under DCBS fiscal policy. The transfer of $500,000 from the ending balance will result in an ending balance of just over $1.8 million.	$500,000

Section/Gov't Unit	Account/Description	Transfer Amount
§71 Department of Energy	$1,000,000 is transferred from the State Department of Energy account; these funds represent Business Energy Tax Credit Application fees collected in excess of what was projected in the 2009-11 legislatively adopted budget. BETC application fee revenue is expected to exceed end of session projections by $1.2 million. The transfer will result in an ending fund balance equivalent to approximately eight months of program operating expenditures.	$1,000,000
§68 Public Utility Commission	$2,000,000 is transferred from the Public Utility Commission Account. The transfer leaves an ending balance equivalent to approximately 16 months operating expenditures for the Utility Regulation program, and is not expected to result in an increase to the rate of assessment levied against utilities.	$2,000,000
§78 Housing and Community Services Department	$750,000 is transferred from the Community Development Incentive Project Fund – These funds consist of anticipated repayments of loans made from the Community Incentive Project Fund, which would otherwise be allocated to housing development or preservation in a future biennium.	$750,000
§70 Oregon Parks and Recreation Department	The All-Terrain Vehicle Account is funded by non-highway fuel tax receipts that is determined by the Oregon Department of Transportation (ODOT) to be tax on fuel used by Class I, Class II, and Class III all-terrain vehicles in off-highway operation and that is not refunded. The Legislature approved an increase in fuel taxes, to fund highway improvement projects. A byproduct of that increase increases the amount expected for the All-Terrain Vehicle Account by $2.4 million. Because these resources were unanticipated, there is no fiscal impact. The agency will retain an ending balance of $3.7 million or the equivalent of 8.7 months operating expenditures.	$2,200,000
§69 Oregon Marine Board	Unanticipated revenue from fuel tax rate (boats) The LAB projected $11.0 million dollars in distributions for fuel taxes paid by boaters. The increase in revenue is due to the increase in the fuel tax enacted by the 2009 Legislative Assembly. This will leave the Board with a projected ending balance of $868,000 or 3.3 months of working capital in the Administrative Account	$430,000
§64 Board of Tax Practitioners	The Board has realized vacancy savings and the collection of fines in excess of projections. This will leave the Board with a projected ending balance of $338,000 or 7.7 months of working capital.	$430,000
§63 Board of Clinical Social Workers	Operations reserve to 4.5 months of expenditures ($41,000) this will leave the Board with a projected ending balance of $191,000.	$41,000
§65 Board of Nursing	Consumer Protection fund to 4.6 months of expenditures ($200,000) this will leave the Board with a projected ending balance of $2,150,000.	$200,000
§73 Department of Education	Tuition Protection Fund was established to protect students when career schools cease provision of educational services. Resources available in this fund are provided through career school licensing fees. Based on historical claims to the Fund, this reallocation is not expected to lower the balance in the Fund below the minimum of $1 million.	$1,000,000

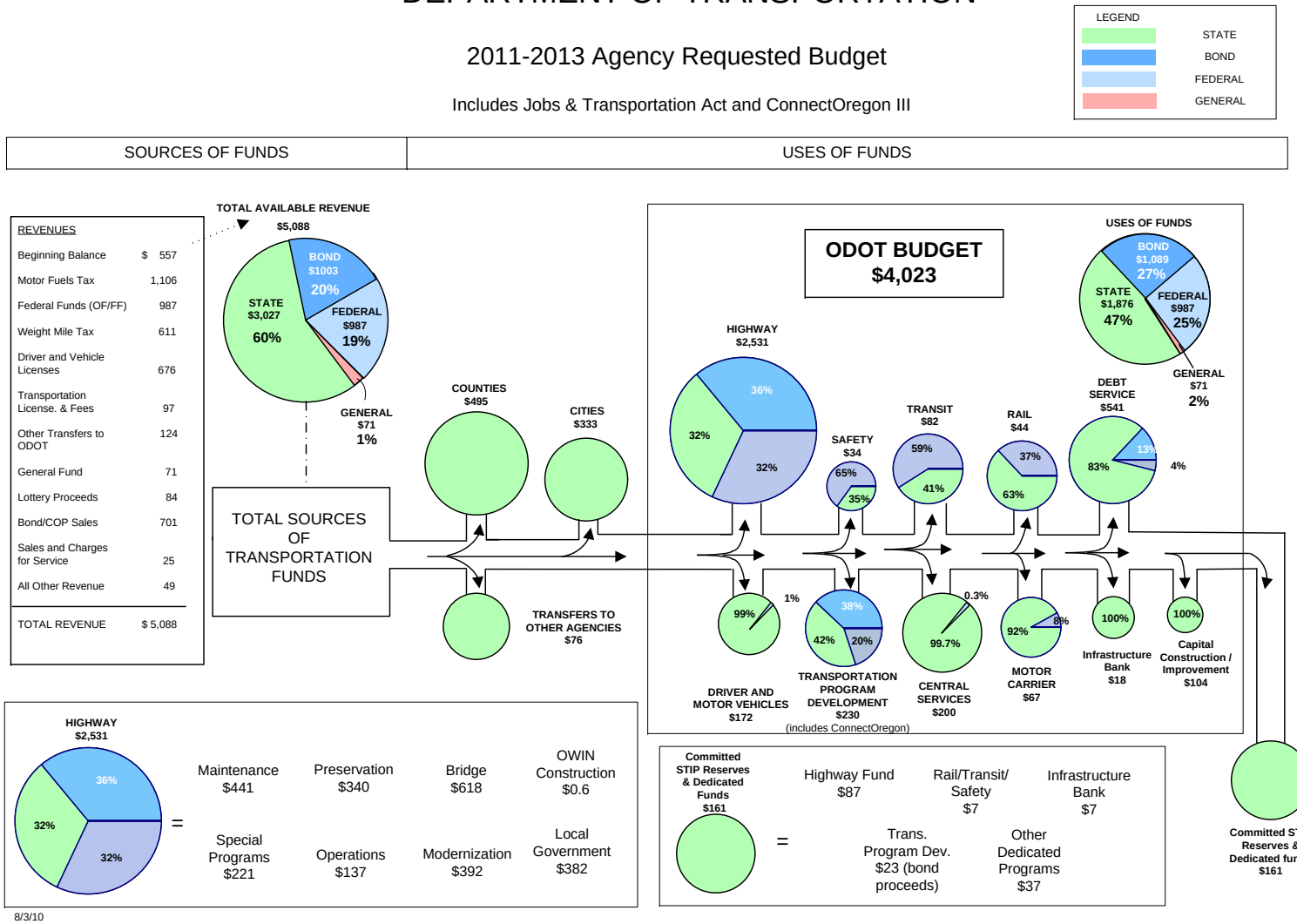
Section/Gov't Unit	Account/Description	Transfer Amount
§72 Department of Education	Education Cash Account (Youth Corrections Education). Resources available to this program are provided through the State School Fund. Based on program expenditures, the Department is able to lower the cash on hand while still maintaining services.	$316,000
§74 Teacher Standards and Practices Commission	Resources available to this program are provided through licensing fees. Based on program expenditures, the Department is able to lower the cash on hand while still maintaining services and an adequate operating reserve.	$346,000
§62 Department of Agriculture	This transfer is from fees paid to the Department of Agriculture to operate the Pesticide Use Reporting System (PURS). After the PURS system was mothballed during the 2009 legislative session, the remaining balance of $885,973 Other Funds for PURS operation was transferred to the main pesticides program. This fund sweep of approximately half the transferred balance is projected to leave a balance of $3 million in the main pesticides program by the end of the biennium. Based on current revenue projections, this transfer should not require ODA to raise fees during the 2009-11 current biennium.	$443,000
§76 Department of Justice	The Protection and Education Fund receives revenues from settlements or judgments due the state. Funds are used for the Department of Justice's consumer protection and financial fraud activities.	$2,500,000
§75 Department of Justice	Transfer of General Fund share of extra balance in Legal Services Fund over what is required for working capital.	$2,973,501
§80 Oregon Business Development Department	Transfers program income of $300,000 from the Strategic Reserve Fund to the General Fund. The Department uses the Strategic Reserve Fund to make loans and grants for the purposes of recruiting businesses to Oregon and retaining businesses in the state. Monies transferred do not include any Lottery Funds in the Strategic Reserve Fund. The Strategic Reserve Fund, which holds both Lottery Funds and Other Funds, is projected to have a $412,000 ending balance of Other Funds after the transfer, plus additional Lottery Funds.	$300,000
§79 Oregon Business Development Department	The Credit Enhancement Fund contains monies reserved to pay loans guaranteed by the Department that go into default. The fund is projected to have an $8.0 million ending balance after the transfer. If this fund balance is insufficient to cover loan defaults, Lottery Funds are allocated for this purpose. The remaining fund balance is expected to be sufficient to finance loan defaults without necessitating the use of Lottery Funds.	$1,000,000
§83 Bureau of Labor and Industries	The Prevailing Wage Rate Education and Enforcement Account is financed from a fee assessed to public agencies undertaking capital projects covered under the state's prevailing wage law, and is used to enforce that law. This Account is projected to have a $1 million ending balance after the transfer.	$1,600,000
§77 Public Defense Services Commission	Transfers $500,000 from the Application Contribution Program for public defense. This account will retain an ending balance of approximately $390,000.	$500,000
Total		$50,029,501

SOURCES AND USES OF FUNDS

DEPARTMENT OF TRANSPORTATION

2011-2013 Agency Requested Budget

Includes Jobs & Transportation Act and ConnectOregon III



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Sources of Funds (Revenue)

Beginning Balance—Estimated cash position at beginning of biennium. Cash is committed to highway projects, debt service payments, and minimum cash balance to ensure payment of extraordinary and ongoing costs.

	Dollars in Millions
Highway Fund Programs	$ 359
Debt Service Reserve	34
Connect Oregon Bond Proceeds	126.3
Infrastructure Bank	17
Transportation Operating Fund	2
Transportation Safety Division	10
Rail Division ($250 M Trimet Bond Proceeds)	8
Public Transit Division	.7
Total	$ 557

Motor Fuel Tax—$1,105 million. (Includes motor fuel and aviation fuel taxes.)

Federal Funds—$987 million. Primarily for Highway Division, with lesser amounts for Transportation Safety, Transportation Program Development, Public Transit, and other programs.

Weight Mile Taxes—$611 million. Graduated tax based on vehicle's weight and miles traveled on public roads. Forecasted revenues for 2011–2013 reflect a 3% percent decrease from 2009–2011 budget.

Driver and Vehicle Licenses and Fees—$676 million. (Includes driver license fees, vehicle registrations and titling fees for passenger vehicles, buses, trailers, motorcycles, etc.) This category contains a large number of fees for various areas, from snowmobile titling to specialty license plates. The 2009 Legislature passed HB 2001, which increased a variety of vehicle, registration, and ID fees. Forecasted revenues for 2011–2013 reflect a 6 percent increase over 2009–2011 budget.

Transportation Licenses and Fees—$97 million. (Includes truck registrations, vehicle, and Sno-Park permits.)

Transfers to ODOT—$124 million. These funds come from dedicated revenues from the cigarette tax, local government match on construction project, and Transportation Growth Management match from Land Conservation and Development.

General Fund—$71 million. General Fund allocation for Public Transit Division's Senior and Disabled Transportation Operating Grant program.

Lottery Proceeds—$84 million. Legislatively directed pass-through bond payments for Rail Short Line, Rail Industrial Spur Projects, South Metro Commuter Rail, Connect Oregon, Southeast Metro Milwaukie Extension, and Street Car Project Fund.

Bond/Certificates of Participation—$701 million. Bond proceeds from JTA issuance $600 million and Oregon Wireless Interoperability Network $101 million.

Sales and Charges for Service—$25 million. Includes sale of DMV records, damage recovery, and sale of property, timber, and equipment.

All Other Revenue—$49 million. Items in this category include railroad gross revenue receipts ($4 million), interest income ($19 million), Infrastructure Bank loan repayment ($8 million), rent and fines ($4 million), and miscellaneous other revenue ($15 million).

Mandated Distributions and Transfers Out

Counties—$495 million. From fuels tax, weight mile tax and licensing.
Cities—$333 million. From fuels tax, weight mile tax, and licensing.
Other State Agencies—$76 million. Parks, Marine Board, Aviation and other agencies.

Committed STIP Reserves and Dedicated Funds— $161 million. These funds have been allocated to projects in the STIP.

	Dollars in Millions
Highway Fund Programs:	
STIP	$ 75
Emerging Small Business	5
Snowmobile Fund	5
Winter Recreation Fund	1
Special City Allotment	1
Highway Programs Subtotal	$ 87
Connect Oregon Bond Proceeds	23
Infrastructure Bank	7
Transportation Operating Fund	2
Transportation Safety Division	6.5
Rail Division	0.4
Public Transit Division	0
Other Dedicated Programs	35
Total	$ 161

Uses of Funds (Expenditures)

Highway Division

- Highway Division program budget decreased 0.2 percent from the 2009-2011 Budget. This is primarily related to phasing-out $117,237,008, which is due to the timing and payout schedule of construction projects.

- The Oregon Wireless Interoperability Network (OWIN) is requesting $118 million in a Policy Option Package for costs related to the construction of the OWIN project. Of this amount, only $0.6 million is included in the Highway Division Agency Requested Budget.

Driver and Motor Vehicle Services Division

- The Agency Requested Budget for DMV includes $2 million in Policy Option Packages that continue implementation of legislation that requires DMV to collect bio-metric data to help identify individuals, remodel DMV's Portland Drive Test Center, and allow customers to use their credit and debit cards to pay transaction fees at field offices.

- Included in the budget is a phase-out of $1.4 million of other funds for auto testing devices which were installed during the 09-11 biennium.

Motor Carrier Transportation Division

- The Agency Related Budget for Motor Carrier Division increased by 9.1 percent from the 2009-2011 Budget. This is due to step increases, merit raises, and standard inflation.

Transportation Safety Division

- The Agency Requested Budget for Transportation Safety Division increased by 8.2 percent from the 2009-2011 Budget. This is due to steps, merits, and a Policy Option Package for $1.5 million to implement mandatory teen driver education in Clackamas, Washington, and Multnomah Counties.

Public Transit Division

- The Agency Requested Budget for Public Transit Division decreased 25.3 percent due to the removal of the Oregon Streetcar Grant Project Fund and $10 million in General Funds for Senior and Disabled Transportation Operating Grants.

- The Agency Requested Budget also includes a $1 Policy Options Package as a placeholder to expand the Transportation Demand Management Program.

Rail Division

- A budget reduction to phase-out $251 million for the Southeast Metro Trimet Extension Project and a $1 million phase-out for the completion of Rail Multi-Modal Study. The total Rail Study is $2 million. This study was funded through a 2-percent assessment of *Connect*Oregon II projects.

Transportation Program Development

- A Policy Option Package in the amount of $1 is a placeholder should the OTC allocate flexible federal funding to the Transportation Program Development Division.

Central Services Division

- The Agency Requested Budget for Central Services decreased 22.4% as a result of a phase-out of the 09-11 bond issuance for OWIN.

- The Agency Requested Budget also shares a portion of the DMV Policy Option Package to develop and maintain the debit and credit capabilities of DMV field offices

Debt Service

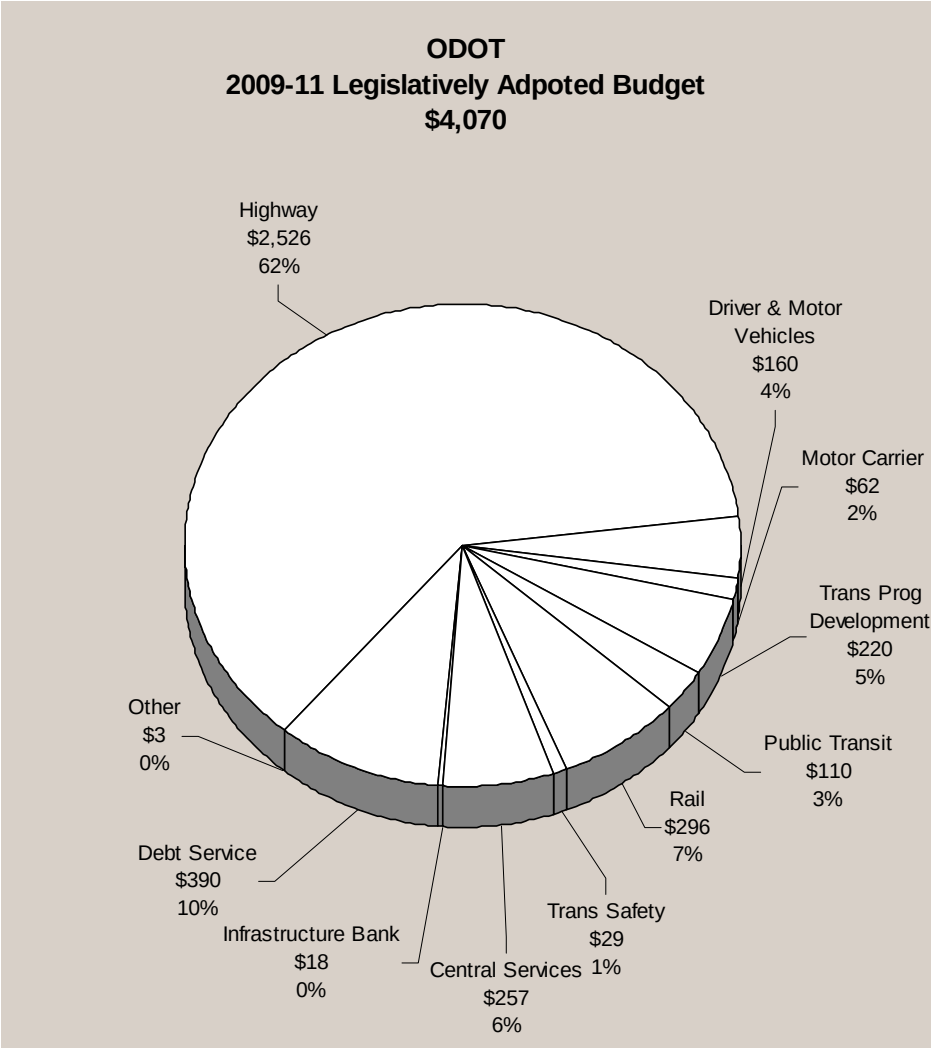
- Lottery Fund debt service is composed of Short-Line Railroad Infrastructure Assistance Program ($0.7 million), Industrial Rail Spur ($1.4 million), South Metro Commuter Rail ($3.2 million), *Connect*Oregon I, II, and III ($44.4 million), Street Car Project Fund ($2.7 million), Southeast Metro Milwaukie Extension ($31.4 million) for a total of $83.8 million of Lottery Fund debt service for 2011–2013 biennium.

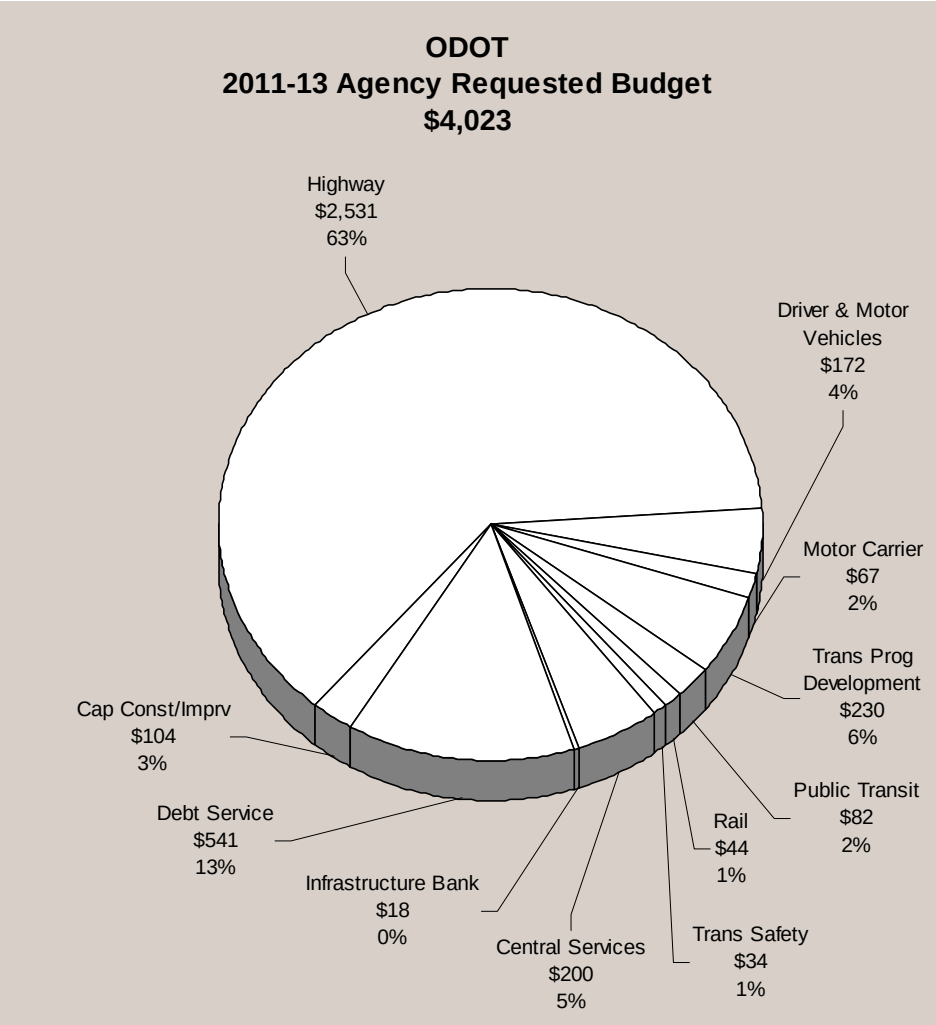
- Other Funds debt service is composed of DMV Building renovation ($1.6 million), Local Street Network (refinance) ($13.3 million), OTIA program ($270.6 million), OTIA Local Bridge ($32.3 million), OWIN ($10.8 million), Jobs and Transportation Act ($48.5 million), and the Transportation Building ($9.6 million) for a total of $386.7 million of Other Fund debt service for the 2011–2013 biennium.

- General Funds debt service is composed of $52.6 million for OWIN

Non-Limited Programs (Infrastructure Bank)

- During the 2005–2007 legislative session many of the department's Non-Limited programs were moved from Non-Limited to within the program that they support. The only remaining Non-Limited program is the Infrastructure bank. The bank was established by the 1997 Legislature as a revolving loan fund for transportation projects. The Oregon Transportation Infrastructure Bank makes loans to local governments, transit providers, ports, and other eligible borrowers.


ODOT
2009-11 Legislatively Adpoted Budget
$4,070
Highway
$2,526
62%
Driver & Motor
Vehicles
$160
4%
Motor Carrier
$62
2%
Trans Prog
Development
$220
5%
Public Transit
$110
3%
Rail
$296
7%
Trans Safety
$29
1%
Central Services
$257
6%
Infrastructure Bank
$18
0%
Debt Service
$390
10%
Other
$3
0%


ODOT
2011-13 Agency Requested Budget
$4,023
Highway
$2,531
63%
Driver & Motor
Vehicles
$172
4%
Motor Carrier
$67
2%
Trans Prog
Development
$230
6%
Public Transit
$82
2%
Rail
$44
1%
Trans Safety
$34
1%
Central Services
$200
5%
Infrastructure Bank
$18
0%
Debt Service
$541
13%
Cap Const/Imprv
$104
3%

ODOT MISSION STATEMENT

The mission of the Oregon Department of Transportation (ODOT) is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

ODOT administers programs related to Oregon's system of highways, roads and bridges, railways, public transportation services, transportation safety, driver and vehicle licensing, and motor carrier regulation. ODOT was established in 1969 and reorganized in 1973 and 1993 by the Oregon Legislature.

STATUTORY AUTHORITY

Statutory authority for the Oregon Transportation Commission (OTC) and the many functions within the Oregon Department of Transportation is in several chapters of the Oregon Revised Statutes.

ORS Chapter	184	ODOT Organization and Policies
ORS Chapter	319	Motor Vehicle and Aircraft Fuel Taxes
ORS Chapters	366-383	Highways, Roads, Bridges, and Ferries
ORS Chapter	391	Mass Transportation Programs
ORS Chapters	801-822	Motor Vehicle Code
ORS Chapter	823	Rail and Motor Carrier
ORS Chapter	824	Railroads, Rail Transit, and Railroad Crossings
ORS Chapter	825	Motor Carriers

2011–2017 SIX YEAR AGENCY PLAN

STRATEGIC DIRECTION

ODOT seeks reliable, innovative solutions to Oregon's changing transportation needs. This is a continuous process that recognizes the direction ODOT takes today not only affects current transportation choices, but shapes future priorities.

GOALS AND OUTCOMES

ODOT GOAL 1

Improve Safety by engineering, education, and enforcing a safe transportation system.

HIGH LEVEL OUTCOMES

- Reduce transportation related accidents and fatalities
- Increase public satisfaction with safety
- Rapidly remove dangerous drivers and vehicles from the roads
- Reduce injuries to employees and transportation workers

STRATEGIES

- **Safe Infrastructure:** Implement design practices that mitigate structural safety risks on Oregon's transportation system.
  Key Performance Measures:
  - Fatalities: Traffic fatalities per 100 million VMT.
  - Injuries: Traffic injuries per 100 million VMT.
  - Rail Crossing Incidents: Number of highway-related at-grade incidents.
  - Derailment Incidents: Number of train derailments caused by human error, track or equipment.
  - Incident Response**:** ODOT is creating a new measure for this

- **Employee Safety:** Reduce risk of employee injuries by enforcing safety protocols in work zones and educating workers about how to minimize safety risk
  Key Performance Measures
  - ODOT is creating a new measure for this

- **Driver Behavior:** Deploy safety information/education programs in order to reduce accidents caused by driver behavior.
  Key Performance Measures:
  - Fatalities: Traffic fatalities per 100 million VMT.
  - Injuries: Traffic injuries per 100 million VMT.
  - Large truck at-fault accidents
  - Impaired driving: Percent of fatal traffic accidents that involved alcohol.
  - Safety Belts: Percent of all vehicle occupants using safety belts.

- **Enforcement:** Keep unsafe drivers and vehicles off the system to improve safety and feelings of safety among Oregon system users through enforcement efforts.
  Key Performance Measures
  - Travelers feel safe: Percent of public satisfied with transportation safety.
  - Large truck at-fault accidents
  - Safety Belts

ODOT GOAL 2

Preservation of transportation investments by protecting and maintaining the transportation infrastructure.

HIGH LEVEL OUTCOMES

- Maintain and preserve facilities and equipment
- Improve system operation from the user perspective (highways, transit and other modes)
- Reduce hours of delay experienced by travelers and goods movers.

STRATEGIES

- **Preserve and Maintain Infrastructure:** Utilize a comprehensive asset management system to make informed decisions about facilities and equipment maintenance and preservation to ensure long life of infrastructure and other assets at the least cost to the taxpayer.
  Key Performance Measures
  - Bridge Condition
  - Pavement Condition
  - Bike Lane and Sidewalk Condition
- **Build Quality Infrastructure:** Use new technology and construction techniques and materials to improve the quality of infrastructure and reduce delays caused by construction and maintenance activities.
  Key Performance Measures
  - Travel Delay

ODOT GOAL 3

Enhance **Mobility and Economic Vitality** by keeping people and the economy moving.

HIGH LEVEL OUTCOMES

- Ensure equality of opportunity to access transportation systems and services (seniors, disabled citizens, low-income people and others).
- Improve choices of travel and shipping alternatives.
- Increase access to the transportation system and services.
- Increase reliability of intermodal transfers in a seamless system.
- Improve system operation from the user perspective (highways, transit and other modes).
- Reduce hours of delay experienced by travelers and goods movers.

STRATEGIES

- **Transportation Options:** Promote the use of transportation modes other than single occupant vehicles by improving existing facilities and creating new transportation options where possible in order to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians.
  Key Performance Measures
  - Passenger Rail Ridership
  - Special Transit Rides
  - Alternatives to One Person Commuting
  - Traffic Volume
  - Intercity Passenger Service
  - Freight: ODOT is creating a new measure for this
  - Travel Delay
- **Traffic Network Management:** Employ new technology to better manage traffic networks by providing timely information to travelers and identifying and reducing delays from crashes and other causes.
  Key Performance Measures
  - Incident Response**:** ODOT is creating a new measure for this
  - Travel Delay

ODOT GOAL 4

Enhance **Sustainability** by sustaining the environment and communities

HIGH LEVEL OUTCOMES:

- Reduce adverse impacts of transportation on air and water quality.
- Enhance scenic qualities of byways and tourist routes.
- Increase number of cities and communities with a variety of coordinated transportation options available to residents.

STRATEGIES

- **Collaborative Transportation Solutions:** Collaborate with local, citizen and business leaders to develop transportation solutions that fit state and local interests, minimize negative aspects of growth, and solve transportation problems to promote economic opportunity.
  Key Performance Measures
  - None

- **Sustainable Transportation:** Promote the use of more energy efficient transportation alternatives to preserve air and water quality and move toward sustainable economic growth.
  Key Performance Measures
  - Alternatives to SOV
  - Traffic Volume: VMT per capita
  - Bike Lanes and Sidewalks
  - Travel Delay

- **Enhance Quality of Byways and Tourist Routes:** Direct ODOT resources and projects toward enhancing the quality of byways and tourist routes to promote tourism in the state while still preserving Oregon's scenic beauty.
  Key Performance Measures
  - None

- **Reduce Environmental Impact:** Take steps to reduce adverse impacts of transportation on the natural environment.
  Key Performance Measures
  - Fish Passage at State Culverts

ODOT GOAL 5

Ensure **Stewardship** of resources by maximizing value from transportation investments

HIGH LEVEL OUTCOMES:

- Increase the economic efficiency of ODOT operations.
- Reduce number of economically distressed communities.
- Increase business opportunities in economically distressed communities as a result of transportation improvements.

STRATEGIES

- **Efficiency and Customer Focus:** Maintain customer focus at DMV, Highway, Motor Carrier and other ODOT programs to maximize timeliness and economic efficiency.
  Key Performance Measures
  - DMV Customer Services
  - ODOT Customer Satisfaction
  - Construction Contract Timeliness
  - Construction Project Completion Timeliness
  - Construction Projects on or Under Budget
  - Economic Recovery Team
- **Economic Impact:** Create business opportunities in economically distressed communities as a result of transportation improvements.
  Key Performance Measures
  - Construction Jobs Impact
  - Disadvantaged, Minority, Women, and Emerging Small Businesses

Oregon Transportation Commission

The Oregon Transportation Commission (OTC) is a five-member, voluntary citizen's board. The Governor, with the consent of the Oregon State Senate, appoints its members. Numerous state and local committees, agencies and public groups provide comment, advice, and counsel directly to the OTC.

The OTC:

- Develops and maintains a state transportation policy and comprehensive, long-range plan for a multi-modal transportation system;
- Provides policy and oversight for programs relating to rail, highway, motor vehicles, public transit, transportation safety, and other transportation–related activities.

OTC Members

Gail L. Achterman, Chair
Portland, Oregon
Current Term: July 1, 2008–June 30, 2012

Michael R. Nelson, Vice Chair
Baker City, Oregon
Current Term: July 1, 2007–June 30, 2011

Alan A. Brown
Newport, Oregon
Current Term: February 18, 2008–June 30, 2013

David H. Lohman
Medford, Oregon
Current Term: February 18, 2008–June 30, 2013

Mary F. Olson
Portland, Oregon
Current Term: March 1, 2010–June 30, 2012

Area Commissions on Transportation (ACT)

An Area Commission on Transportation is an advisory body chartered by the OTC. Membership consists primarily of community decision makers such as local elected officials, representatives from business and industry, and public advocacy groups. ACTs address all aspects of transportation (surface, marine, and air and transportation safety), but focus primarily on the state transportation system. ACTs also consider regional and local transportation issues if they affect the state system.

ACTs play a key advisory role in the development of the Statewide Transportation Improvement Program (STIP), ODOT's schedule for funding transportation projects. ACTs establish a public process for area project selection priorities for the STIP. Through that process, they prioritize transportation problems and solutions and recommend local projects for inclusion in the STIP.

There are ten ACTs in Oregon:

Cascades West Area Commission on Transportation
Representing Benton, Lincoln and Linn counties
ODOT contact: Vivian Payne, Cascade West area manager
(541) 757-4104 or email Vivian.b.payne@.odot.state.or.us

Central Oregon Area Commission on Transportation
Representing Jefferson, Crook and Deschutes counties
ODOT contact: Gary Farnsworth, Central Oregon area manager
(541) 388-6071 or email Gary.c.farnsworth@odot.state.or.us

Lower John Day Area Commission on Transportation
Representing Gilliam, Sherman, Wasco and Wheeler counties
ODOT contact: Gary Farnsworth, Central Oregon area manager
(541) 388-6071 or email Gary.c.farnsworth@odot.state.or.us

Mid-Willamette Valley Area Commission on Transportation
Representing Marion, Polk and Yamhill counties
ODOT contact: Tim Potter, Mid-Willamette Valley area manager
(503) 986-2900 or email James.T.Potter@odot.state.or.us

North East Area Commission on Transportation
Representing Morrow, Umatilla, Union, Wallowa and Baker counties
ODOT contact: Frank Reading, North East area manager
(541) 963-1328 or email Frank.h.reading@odot.state.or.us

Northwest Oregon Area Commission on Transportation
Representing Clatsop, Columbia and Tillamook counties and the western rural portion of Washington County
ODOT contact: Larry McKinley, Northwest Oregon area manager
(503) 325-7222 or email Larry.MCKINLEY@odot.state.or.us

Rogue Valley Area Commission on Transportation
Representing Jackson and Josephine counties
ODOT contact: Art Anderson, Rogue Valley area manager
(541) 774-6353 or email Art.h.anderson@odot.state.or.us

South Central Oregon Area Commission on Transportation
Representing Klamath and Lake Counties
ODOT contact: Norman C. "Butch" Hansen, South Central Oregon Area Manager
(541) 883-5662 or email Norman.c.hansen@odot.state.or.us

South East Area Commission on Transportation
Representing Grant, Harney and Malheur counties
ODOT contact: Tom Davis, Region 5
(541) 889-9115 or email Thomas.J.Davis@odot.state.or.us

South West Area Commission on Transportation
Representing Coos, Curry and Douglas counties
ODOT contact: Mark Usselman, South West area manager
(541) 396-3707 or email Mark.usselman@odot.state.or.us

PARTNERSHIPS

The Transportation Policy Group

Transportation Policy Group was established by the Governor's Office, the Oregon Transportation Commission, ODOT, the League of Oregon Cities, the Association of Oregon Counties, and the Oregon MPO Consortium to discuss issues and policies of mutual concern and to work jointly on policies, programs and activities that affect transportation in Oregon.

Economic Revitalization Team

The Economic Revitalization Team (ERT) was established by the 2003 Oregon Legislature (HB 2011) to encourage collaboration among state agencies at the local level to increase economic opportunity and help local governments and business and property owners bring industrial sites to "shovel-ready" status.

Formerly the Community Solutions Team, the ERT emphasizes multi-agency coordination on projects of local and statewide significance. The ERT has regional coordinators deployed throughout the state to help Oregon communities and businesses succeed. They work with state agencies and local government to:

- Streamline permitting for business and industry
- Increase opportunities to link and leverage public and private investments
- Provide greater local access to state resources and assistance

The Governor's Office has directed the ERT agency directors to create lasting and systematic changes to agency policies, programs, and processes for greater effectiveness and improved efficiency. The following state agencies are members of ERT:

- Oregon Economic and Community Development Department
- Oregon Department of Transportation
- Department of Consumer and Business Services
- Department of Land Conservation and Development
- Department of Environmental Quality
- Department of State Lands
- Oregon Department of Agriculture
- Oregon Housing and Community Services

Governor's Advisory Committee on DUII

The duties of the Governor's Advisory Committee on DUII (Driving Under the Influence of Intoxicants) are to broadly represent public and private organizations involved in DUII countermeasures, victims of intoxicated drivers, and the general public and to heighten public awareness of the seriousness of driving under the influence of intoxicants. The committee works to persuade communities to address the problem in an organized and systematic manner. Included are plans to eliminate bottlenecks in the arrest, trial, and sentencing process that impair the effectiveness of laws enacted to reduce driving under the influence. The committee generates public support for increased enforcement of these state and local laws. All members are governor-appointed and serve four-year terms. The committee was created by Executive Order and is considered to be part of the Governor's Office, staffed by ODOT.

Oregon Transportation Safety Committee

The Oregon Transportation Safety Committee (OTSC) was formed in 1969 by the Legislature as the guiding board for highway safety programs, laws, research, and outreach in Oregon. In 1991, the OTSC merged into ODOT and became an advisory committee to the OTC and the department on highway safety matters. Committee members are Governor-appointed to four-year terms. The committee's primary areas of interest include speed, impaired driving, safety belts, community programs, and driver education. The OTSC is the lead committee for the annual Traffic Safety Performance Plan, the long-range Transportation Safety Action Plan, and many statewide communication initiatives on safety.

Governor's Advisory Committee on Motorcycle Safety

The Governor's Advisory Committee on Motorcycle Safety focuses on rider education, riding under the influence of intoxicants, road hazards unique to motorcyclists, motorist awareness of motorcycles, sharing the road, and other safety issues. The committee advises the Governor and the Governor's highway safety representative (Transportation Safety Division Administrator) on safety for motorcyclists in Oregon. The committee works closely with ODOT to find solutions to engineering-related safety issues that affect motorcyclists. All members are Governor-appointed and serve four-year terms. The committee was created by Executive Order and is considered to be part of the Governor's Office, staffed by ODOT.

Oregon Bicycle and Pedestrian Advisory Committee

The Oregon Bicycle and Pedestrian Advisory Committee (OBPAC), established by state statute in 1973, is a Governor-appointed committee that advises ODOT about bicycle and pedestrian traffic and the establishment of bikeways and walkways. The OBPAC reviews public and department policy, forwards proposals and makes recommendations to the department for further consideration. The committee meets quarterly throughout the state to listen to the views and concerns of interested citizens, local officials and ODOT staff.

Oregon Freight Advisory Committee

The mission of the Oregon Freight Advisory Committee is to advise the Oregon Department of Transportation, Oregon Transportation Commission and Oregon Legislature on priorities, issues, freight mobility projects and funding needs that impact freight mobility and to advocate the importance of a sound freight transportation system to the economic vitality of the State of Oregon.

STIP Stakeholder Committee

The purpose of the STIP Stakeholder Committee is for appointed representatives to provide the Oregon Department of Transportation (ODOT) with advice, feedback, recommendations and, where requested, decisions regarding the issues and actions relating to the

development of the STIP. The Stakeholder Committee generates ideas on process and possible direction for consideration by the Department.

Other State Agencies

Department of Land Conservation and Development

- Transportation Growth Management
- Transportation Planning Rule

Oregon Business Development Department

- Oregon Tourism Commission
- Geographic Names Board
- Immediate Opportunity Fund
- Department of Environmental Quality
- Oregon Department of Energy

Oregon State Police

- Law Enforcement Data Systems
- Criminal Justice Information Systems Advisory Board
- Work Zone Safety
- Truck Safety Inspections

Department of Human Services

- Transportation Coordination Workgroup

Department of Administrative Services

- Highway Cost Allocation Study

2011–2013 TWO-YEAR AGENCY PLAN

AGENCY PROGRAMS –

Highway Division

ODOT operates and maintains approximately 8,000 miles of highways throughout Oregon. The Highway Division consists of two major program areas: Maintenance and Construction.

The Maintenance Program includes Highway Maintenance and Emergency Relief. Highway maintenance includes the routine daily activities of maintaining, preserving, repairing, or restoring existing highways to keep them safe and usable for travelers. Highway maintenance may include replacing what is necessary to keep highways safe (such as signs, pavement markings, and traffic signal components), but generally does not include road reconstruction.

The Construction Program includes the Statewide Transportation Improvement Program (STIP), the Local Government program, and Special programs. The STIP includes: Preservation, Bridge, Highway Safety and Operations, and Modernization. Construction projects are typically identified, selected and prioritized as part of the STIP development process and approved by the Oregon Transportation Commission. The Special Programs limitation is composed of construction projects and construction project support. These construction projects don't fit the general construction limitation categories and usually fall under special rules or program areas. The construction project support is mainly composed of the necessary administrative, indirect and program support for the construction portion of the Highway.

The Local Government Program includes the federally funded construction undertaken by cities and counties. ODOT is responsible for administering all federal funds supporting highway construction in Oregon, and all local expenditures related to federal highway programs are included in ODOT's budgets. About 25 percent of the federal funds Oregon receives support local programs.

Funding: State Highway Fund (27.7%), Federal Highway Administration budgeted as Other Funds (32%), Bond Proceeds (36%), Local Contributions (4.3%).

2011–2013 Agency Request Budget Summary—Highway Division
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
Maintenance	$433.1	$7.6	$440.7
Preservation	340.4	0	340.4
Bridge	617.5	0	617.5
Safety & Operations	137.2	0	137.2
Modernization	392.2	0	392.2
Special Programs	220.8	0	220.8
Local Government	381.6	0	381.5
OWIN (GF Admin only)	0	.6	.6
Total Funds	$2,522.8	$8.2	**$2,531.0**
Positions	2,650	33	2,683
FTE	2,594.90	27.00	2,621.90

Driver and Motor Vehicle Services (DMV)

DMV's mission is to promote driver safety, protect financial and ownership interests in vehicles, and collect revenue for Oregon's roads. DMV licenses drivers, verifies the identification of people applying for a driver license or identification card, and promotes driver safety by testing the skills, knowledge, and vision of drivers. There are about 2.8 million licensed Oregon drivers. DMV issues vehicle titles which prove ownership and help protect the financial interest of vehicle owners and security interest holders DMV also regulates vehicle- and driver-related businesses in Oregon to ensure titles are correctly transferred and security interest holders are paid promptly or recorded. DMV registers about four million vehicles in Oregon. Title and registration fees raise revenue for highway construction and maintenance.

2011–2013 Agency Request Budget Summary—DMV
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
Other Funds	$167.4	$2.1	$169.5
Federal Funds	2.3	0	2.3
Total Funds	$169.7	$2.1	**$171.8**
Positions	862	8	870
FTE	838.46	6	844.46

Motor Carrier Transportation Division (MCTD)

The Motor Carrier Transportation Division (MCTD) helps truckers comply with Oregon laws and regulations relating to truck size, weight, and safety requirements. The division's mission is to promote a safe, efficient, and responsible commercial transportation industry by simplifying compliance, reducing unnecessary regulations, protecting highways and bridges from damage, enhancing private-public partnerships, fostering effective two-way communication, delivering superior customer service, and recognizing the vital economic interests of the commercial transportation industry. Weight mile fees raise revenue for highway construction and maintenance.

Funding Sources: State Highway Fund (92%) and Federal – Motor Carrier Safety Assistance Program (8%).

2011–2013 Agency Request Budget Summary—MCTD
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
Other Funds	$61.5	$.0	$61.5
Federal Funds	5.7	0	5.7
Total Funds	$67.2	0	**$67.2**
Positions	310	0	310
FTE	310.00	0.00	310.00

Transportation Program Development

State and federal laws and rules require ODOT to conduct project development activities such as planning, scoping of projects and data collection activities to design and operate an efficient transportation system. To this end, Transportation Program Development (TPD) coordinates the future use of transportation resources among federal, state, regional, and local agencies.

Funding Sources: State Highway Fund (43%), Federal Highway Administration budgeted as Other Funds (20%), and All Other including ConnectOregon bond proceeds (38%).

2011–2013 Agency Request Budget Summary—TPD
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
Other Funds	$229.9	$0	$229.9
Federal Funds	0.2	0	0.2
General Funds	0	0	0
Total Funds	$230	$0	**$230**
Positions	223	0	223
FTE	214.43	0.00	214.43

Public Transit Division (PTD)

The Public Transit Division (PTD) provides grant assistance, advocacy, and technical assistance to communities and local transportation providers to help people get where they need to go when they need to get there. Mobility is needed to live independently and participate in Oregon's economy. The division also develops and encourages the use of transit, ridesharing, telecommuting, schedule shifting, walking, bicycling, and other alternatives to driving alone during peak travel times to reduce congestion, diminish environmental impacts, and improve the functioning of Oregon's highways.

Funding Sources: Other Funds (41%) and Federal Funds (59%).

2011–2013 Agency Request Budget Summary—PTD
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
General Funds	$0	$.0	$0
Other Funds	33.0	0.3	33.3
Federal Funds	48.9	0	48.9
Total Funds	$81.9	$0.3	**$82.2**
Positions	15	2	17
FTE	14.75	2.00	16.75

Rail Division

The Rail Division represents and advocates for customers of railroads, both passenger and freight, to ensure a safe, efficient and reliable rail transportation system.

Funding Sources: Railroad Gross Revenue Fee; Grade Crossing Protection Account; Grade Crossing Improvement Account; State Rail Rehabilitation Fund (unfunded); Rail Transit fee; Custom Plate Fees; Lottery Bond Proceeds; FRA and FHWA federal funds for railroad projects; and FHWA funds for Highway Railroad Crossing Safety Improvements.

Funding Sources: Other Funds (63%) and Federal Funds (37%).

2011–2013 Agency Request Budget Summary—Rail Division
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
General Fund	$0	$0	$0
Other Funds	27.9	00	27.9
Federal Funds	16.4	0	16.4
Total Funds	$44.3	$0	**$44.3**
Positions	25	0	25
FTE	25.00	0.00	25.00

Transportation Safety Division (TSD)

The Transportation Safety Division (TSD) works with many partners to organize, plan, and implement a statewide transportation safety program. These partners include other state agencies, Governor-appointed advisory committees, local agencies, nonprofit groups, and citizens. The division promotes transportation safety through education, enforcement, and engineering.

Funding Sources: Other Funds from Student Driver Training; Motorcycle Safety; transfer-in for operation from DMV and Highway. Federal as Other from Federal Highway Administration; and Federal from National Highway Traffic Safety Administration.

2011–2013 Agency Request Budget Summary—TSD
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
Other Funds	$14.4	$1.5	$15.9
Federal Funds	18.1	0	18.1
Total Funds	$32.5	$1.5	**$34.0**
Positions	26	0	26
FTE	25.50	0.00	25.50

Central Services

The Central Services Limitation includes two administrative support divisions—ODOT Headquarters and Central Services Division.

ODOT Headquarters includes the Communication Division and the Office of the Director. The Communication Division manages ODOT's internal and external communications. The Office of the Director oversees the Government Relations, Employee Safety, Sustainability and the Office of Civil Rights programs. Central Services supports all operations within the Department, providing core services essential to any large organization. The Division consists of Information Systems, Financial Services, Human Resources, Audit Services, and Support Services.

Funding Sources: Other Funds (99.7%) and Federal Funds (0.3%)

2011–2013 Agency Request Budget Summary—Central Services Division
(Dollars in millions)

	2011-13 Adj. Current Service Level	Policy Option Packages	**Total** 2011–13 ARB
ODOT Headquarters	$23.0	$0	$23.0
Internal Audit	2.5	0	2.5
Financial Services	28.3	0	28.3
Human Resources	13.3	0	13.3
Information Systems	114.9	.4	115.3
Business Services	16.9	0	19.9
Total Funds	$199.1	.4	**199.5**
Positions	498	15	513
FTE	494.25	15.00	509.25

2011–2013 TWO-YEAR PLAN

ENVIRONMENTAL FACTORS

System Demands

- **Increasing population** It is projected that by 2030 Oregon's population will grow by 41 percent over the state's population in 2000. This dramatic increase creates new and continuing challenges for the transportation system.

- **Changing demographics** Over the last six decades, the population in urban areas has increased about 200 percent compared with an increase in rural areas of 33 percent. Issues associated with increasing population are compounded by a baby boomer generation that will likely need different transportation options as it ages.

- **Increasing vehicle miles traveled** The total number of vehicle miles traveled (VMT) is a measure of demands on the highway system. Ten vehicles, each traveling five miles on a highway, equal 50 VMT. Oregon highways see VMT numbers in the billions. For decades, these total numbers have been in an upward trend due to increases in population. Recently, VMT on the state system *on a per capita basis* has begun to decline which helps reduce the growth in greenhouse gases but also reduces the funds available for transportation.

Bridge Conditions—Cracked Bridges

The state is responsible for more than 2,600 bridges. Bridges are an essential component of the road system. Roughly 25 percent have been in place for at least 50 years and are rapidly reaching the end of their design life. This can have a major effect on the state's economy and the ability to move goods to market in urban and rural areas.

The Oregon Transportation Improvement Act (OTIA III) program has made significant strides in solving bridge issues in important freight corridors. However, other impediments to freight movement, transportation mobility and bridge conditions have gone unaddressed. Current and projected levels of investment outside the OTIA III routes are not sufficient to stabilize bridge conditions at historic Oregon levels or national standard levels.

An Aging Infrastructure and System Capacity

Oregon's transportation infrastructure is getting older and more expensive to maintain, preserve and expand. Many important highway facilities such as bridges and interchanges are between 50 and 80 years old. Increased investment in maintenance is necessary to keep older facilities safe and operational. Because there are so many of these structures, Oregon needs to invest a significant amount of money in maintenance and preservation to avoid more costly reconstruction. Highway pavement condition is projected to significantly deteriorate over the next decade because of reduced funding for preserving the system and inflationary pressures.

Given the projected population growth, much of Oregon's current transportation infrastructure cannot provide sufficient capacity. The challenge is to achieve a diverse and integrated transportation system with convenient transfers between modes, a key ingredient in a vibrant economy. For example, diverse transportation options can serve the changing needs of an aging baby boomer population and also attract younger generations to the state to be its up-and-coming workforce.

Some of the mobility and accessibility challenges facing different modes of transportation include the following:

- Projected demand on highways means congestion will increase and span longer periods of the day.
- The main north-south rail line in Oregon is already at capacity. Passenger rail timeliness is routinely compromised due to the demands of freight movement on a single line. Other rail lines require improvements to increase capacity significantly.
- Bicycle facilities have increased since 1971, but the overall system is not complete. Bicycles and motor vehicles must share the road under increasingly congested circumstances.
- The network of sidewalks is not complete and the additional network of accommodations such as ramps at intersections (as required by the Americans with Disabilities Act) is an important need.
- The challenge in providing public transportation across Oregon, within cities and between cities, is to achieve the ideal combination of affordable, reliable and convenient alternatives. Travel options such as buses, trains, vanpools and ride-sharing services will require investments at levels not presently available.

Rail and Transit

Increased federal funding for rural transit is resulting in improved regional rural transportation for Oregonians. Enhancements to the state travel information Web site, TripCheck.com, have improved the availability of Oregon transit information. Higher levels of coordination between transit providers mandated by state and federal regulations are resulting in better coordinated, more efficient transit services.

Need for transit funding continues to outstrip supply, particularly for ongoing operational costs; over 50 percent of grant applications by Oregon transit providers are not funded. Recent reductions in State ID card fee revenue dedicated to transit funding are reducing resources for Oregon's elderly and disabled citizens. Increased fuel prices add to the cost of providing transit and increase demand for transit services.

Funding for and expansion of passenger rail and related bus service continues to present a challenge. Although a dedicated revenue source now offsets some costs federal dollars continue to be necessary to operate the existing network. The costs of providing these services, which serve to provide increased transportation options as well as reduce carbon footprint, are being impacted by increasing demand and escalating fuel prices. Increasing service frequency is essential to growing ridership. For more trains the dual challenge is raising capital to pay for equipment and physical plant improvements while also providing annual operating funds to support the network.

Continued Decrease in the Number of Traffic Deaths

There were 1.46 traffic deaths per million miles driven in 2003, and 1.11 traffic deaths per million miles driven in 2009. The three greatest factors contributing to serious crashes are speed, failure to use safety belts, and driver impairment from alcohol and drugs.

The continued decrease can be attributed to following the 4 E's of transportation safety (education, enforcement, engineering and emergency medical services) contained throughout the Oregon Transportation Safety Action Plan. Carrying out the many programs supporting the key actions identified in the Plan such as graduated driver licensing, public education efforts aimed at increasing proper use of safety belts and child safety restraint systems, funding public education and overtime enforcement in the Impaired Driving Program along with providing equipment to police agencies to enforce our speed and aggressive driving laws has allowed for the decrease to occur.

Dramatic Decrease in the Number of Teen Drivers in Fatal or Injury Crashes

Since the implementation of the new driver education standards (curriculum, instructors, and instructor preparation training) and the full implementation of the graduated driver license, the number of 16-year-olds in fatal or injury crashes has declined. In 1998, the year prior to these changes, almost 1,200 16-year-old drivers were involved in a crash in which someone was killed or injured. That number has dropped to 576 in 2008, a decline of more than 54 percent. This is nearly 30 percentage points better than the national data model predicted.

Revenue and Economic Variables

With the increase in fuel efficiency, increasing popularity of hybrid vehicles, all-electric vehicles soon to come to market and the rising price of fuel, the gas tax has become a declining revenue source for Oregon's roads and bridges. The 2001 Oregon Legislature created the 12-member Road User Fee Task Force to explore alternative methods of taxation. The task force reviewed several options and recommended testing a user fee, or per mile fee, as a replacement for the fuel tax. Beginning in April 2006, ODOT conducted a one-year pilot project involving 280 volunteers and two gas stations in the Portland area. The results showed that, with several key elements in place, a per mile fee is technically and financially feasible. ODOT's Office of Innovative Partnerships and Alternative Financing is now working to further refine the user fee concept to address concerns expressed by the motoring public, including developing an open technology platform for mileage fee collection.

Oregon Transportation Investment Acts (OTIA) I and II provided $500 million for pavement preservation, bridge, modernization, and safety projects by bonding new revenue from vehicle title fee increases and other sources. The OTC allocated the $500 million to 173 new state and local highway projects, located in every county in the state. Most of these projects are now complete. Additionally, the Legislature passed OTIA III in 2003, which provides $1.3 billion for the replacement and repair of bridges on state highways. The majority of these bridges are now complete and open to traffic. All but two of the remaining bridges will be in construction by 2011. The Legislature passed *Connect*Oregon I in 2005 to provide $100 million of lottery backed bonds to pay for non-highway transportation projects and passed *Connect*Oregon II in 2007 and *Connect*Oregon III in 2009 to provide an additional $100 million each of lottery backed bonds to pay for non-highway transportation projects.

Employment and income levels are key factors driving travel demand, which in turn determine the level of revenue generated from vehicles and drivers license fees. The overall outlook for gross revenue to the State Highway Fund is for an annual average increase of about 2.3 percent under the baseline economic outlook, once the phase-in of the revenue enhancements from the *Jobs and Transportation Act – 2009* are complete. This expansion of revenues under current legislation is, however, still is not sufficient to

keep preservation, modernization and maintenance budgets ahead of escalating costs in highway and street construction, which is expected to run at an average rate of 3.0 percent, down fortunately from the much higher rates experienced in the 2003-2008 period.

AGENCY INITIATIVES

- Deliver Highway Construction program to help sustain jobs in Oregon and boost the state's economy
- Explore new ways to collect road user revenue at the direction of the Road User Fee Task Force
- Explore the use of public and private partnerships such as Solar Highways and projects relating to Electric Vehicles and new transportation financing models
- Continue to reduce traffic fatalities and injuries
- Develop and maintain funding for highways, rail and transit

CRITERIA FOR 2011–2013 BUDGET DEVELOPMENT

The primary objectives for 2011–2013 budget development are to:

- Produce the best budget within existing resources to sustain a balanced transportation system
- Protect agency infrastructure to allow for efficient operations within current resources
- Balance non-highway costs with highway funding revenues
- Deliver the Oregon Transportation Investment Act program, the Jobs and Transportation Act program, the STIP, *Connect*Oregon and all other projects effectively

TRANSPORTATION, DEPARTMENT of

Annual Performance Progress Report (APPR) for Fiscal Year (2009-2010)

Proposed KPMs for Biennium (2011-2013)

Original Submission Date: 2010

Finalize Date: 8/25/2010

2009-2010 KPM #	2009-2010 Approved Key Performance Measures (KPMs)
1	Traffic Fatalities: Traffic fatalities per 100 million vehicles miles traveled (VMT).
2	Traffic Injuries: Traffic injuries per 100 million vehicles miles traveled (VMT).
3	Impaired Driving: Percent of fatal traffic accidents that involved alcohol.
4	Use of Safety Belts: Percent of all vehicle occupants using safety belts.
5	Large Truck At-Fault Crashes: Number of large truck at-fault crashes per million vehicle miles traveled (VMT).
6	Rail Crossing Incidents: Number of highway-railroad at-grade incidents.
7	Derailment Incidents: Number of train derailments caused by human error, track, or equipment.
8	Travelers Feel Safe: Percent of public satisfied with transportation safety.
9	Travel Delay: Hours of travel delay per capita per year in urban areas.
10	Special Transit Rides: Average number of special transit rides per each elderly and disabled Oregonian annually.
11	Passenger Rail Ridership: Number of state-supported rail service passengers.
12	Intercity Passenger Service: Percent of Oregon communities of 2,500 or more with intercity bus or rail passenger service.
13	Alternatives to One-Person Commuting: Percent of Oregonians who commute to work during peak hours by means other than Single Occupancy Vehicles.
14	Jobs from Construction Spending: Number of jobs sustained as a result of annual construction expenditures.

2009-2010 KPM #	2009-2010 Approved Key Performance Measures (KPMs)
15	Pavement Condition: Percent of pavement lane miles rated “fair” or better out of total lane miles in state highway system.
16	Bridge Condition: Percent of state highway bridges that are not deficient.
17	Fish Passage at State Culverts: Number of high priority ODOT culverts remaining to be retrofitted or replaced to improve fish passage.
18	Bike Lanes and Sidewalks: Percent of urban state highway miles with bike lanes and sidewalks.
19	Timeliness of Projects Going to Construction Phase: Percent of projects going to construction phase within 90 days of target date.
20	Construction Project Completion Timeliness: Percent of projects with the construction phase completed within 90 days of original contract completion date.
21	Construction Projects On Budget: Percent of original construction authorization spent.
22	Certified Businesses (DMWESB*): Percent of ODOT contract dollars awarded to disadvantaged, minority, women, and emerging small businesses.
23	Customer Service - Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent": overall customer service, timeliness, accuracy, helpfulness, expertise, and availability of information.
24 a	DMV Customer Services: Field office wait time (in minutes).
24 b	DMV Customer Services: Phone wait time (in seconds).
24 c	DMV Customer Services: Title wait time (in days).
25	Economic Revitalization Team Customer Satisfaction: Percentage of local participants who rank ODOT involvement with the Economic Revitalization Team as good or excellent.

New Delete	Proposed Key Performance Measures (KPMs) for Biennium 2011-2013
NEW	**Title:** Bridge Condition: Percent of state highway bridges that are not distressed. **Rationale:** This replacement Bridge Condition measure is proposed to more precisely identify the condition of bridges with respect to the types of projects that are proposed for keeping the bridges in good repair. The proposal will enable a better fit between project selection priorities that drive funding decisions and the Bridge Condition measure. ODOT has adopted a bridge preservation strategy designed to keep state highway bridges in the best condition at the lowest lifecycle cost. The program, based on the Bridge Management System (BMS), consists of four major components: freight mobility needs (load capacity, vertical clearance and other geometric clearances); bridge safety (scour and rail deficiencies); and serviceability needs (cathodic protection, movable bridges and bridges with low service life - a combination of old age and functional issues). ODOT has targeted these areas giving priority to National Highway System (NHS) routes when selecting projects for funding. ODOT's goal is to manage overall bridge conditions to achieve a certain level of non-distressed bridges based on the priority level of the route. A higher percentage of non-distressed bridges are desired with priority given to NHS routes. Bridges "not distressed" means that the bridges have not been rated as structurally deficient based on criteria established by the Federal Highway Administration (FHWA) and do not have a BMS identified freight mobility, deterioration, safety or serviceability need. Each of these four categories consists of two or more factors that can be evaluated based on technical criteria within the BMS. These factors and the criteria allow refinements for more precisely targeting condition based needs than is available with the current measure, resulting in a more focused and measurable approach to performance management for bridges.
NEW	**Title:** Incident Response: Average time in minutes to open at least one lane to traffic for motor vehicle crashes resulting in full highway closures. **Rationale:** ODOT is proposing that this highway closure duration related measure be applied to motor vehicle crashes that cause full state highway closures. The measure will report the average amount of time needed from incident detection to the point where at least one lane is open to traffic. To establish this measure, ODOT needs to implement new data gathering procedures and make minor modifications to its Transportation Operations Center dispatch software to gather the necessary data. Once the new procedures and software tools are in place, sufficient baseline data will need to be gathered to establish a performance target. The Federal Highway Administration (FHWA) formed the Focus States Initiative to identify several national-level traffic incident management performance measures. One measure identified was roadway clearance. FHWA is encouraging states to track incident clearance measures to ensure ongoing improvements in traffic incident management operations. The focus of this KPM is on measuring and reporting incident response within the Office of Maintenance and Operations, as it plays a crucial role in Oregon's quick clearance efforts and aligns with FHWA's efforts. Quick clearance is defined as actions that might be taken to minimize the clearance of an incident.

New Delete	Proposed Key Performance Measures (KPMs) for Biennium 2011-2013
DELETE	**Title:** Bridge Condition: Percent of state highway bridges that are not deficient. **Rationale:** The current Bridge Condition measure is proposed to be deleted and replaced with a measure that more precisely identifies the condition of bridges with respect to the types of projects that are proposed for keeping the bridges in good repair. The current measure does not reflect the impacts of bridge condition improvements even in response to very large investments such as the OTIA III Bridge Program. This is because many projects, (for example, strengthening the load capacity of bridges for enhanced freight mobility, and painting bridges to preserve large and often historic steel structures), do not correct deficiencies as currently defined in the existing measure, or do not correct them sufficiently to make a measurable difference. The second limitation of the existing measure is that many bridges that would not ordinarily be recommended for projects are counted as deficient. These are primarily bridges that are considered to have functional issues such as narrow lanes, but are located on lower volume roads off the National Highway System (NHS). Since many bridges with only functional issues often remain serviceable for their current use, the existing measure is too broad. The third limitation of the existing measure is that it does not count important deficiencies. The current measure is not focused on the specific concerns that ODOT has identified with respect to freight mobility, deterioration, safety and serviceability. Each of these four categories consists of two or more factors that can be evaluated based on technical criteria within the Bridge Management System (BMS). These factors and the criteria allow refinements for more precisely targeting condition based needs than is available with the current measure.

TRANSPORTATION, DEPARTMENT of	I. EXECUTIVE SUMMARY

Agency Mission: To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

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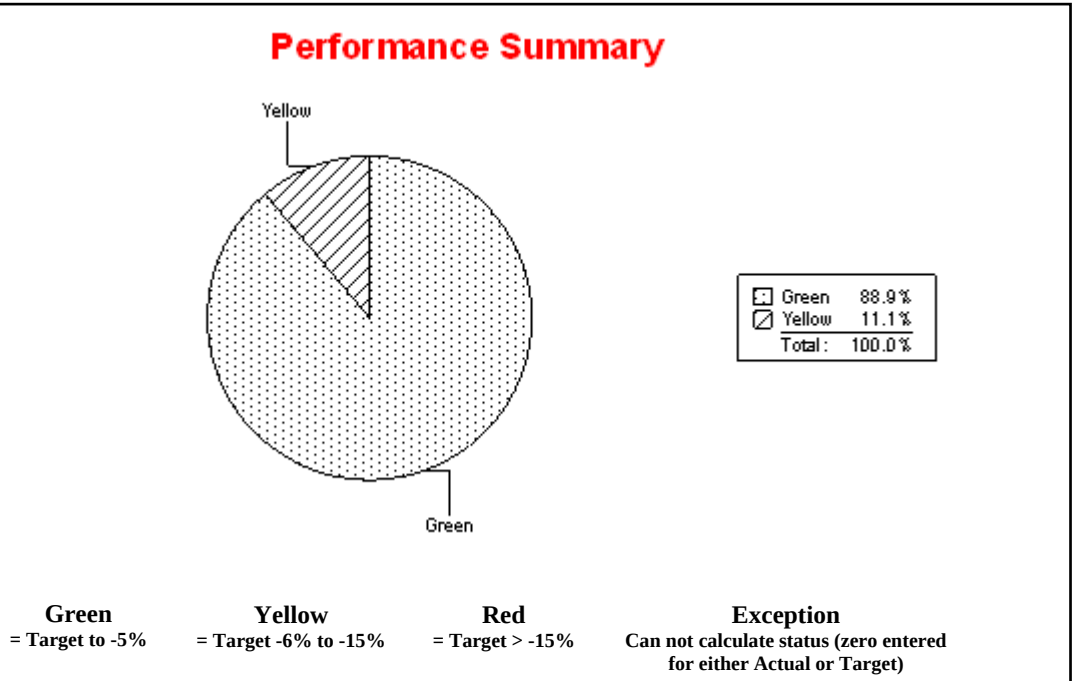


1. SCOPE OF REPORT

The Oregon Department of Transportation (ODOT) is committed to delivering programs effectively and to continually improving efficiencies and accountability. This report covers the Key Performance Measures used during Fiscal Year 2009-2010. The 25 measures directly support department goals and the report highlights these connections. The wide range of measures acknowledges the multimodal nature of the department. The measures affect all modes of transportation, from pedestrian and bicycle, to rail, commercial, and non-commercial travel. The agency's focus on customer service is highlighted, as are measures that affect Oregon's livability and the environment. The department's goals were approved at a public meeting of the citizen Oregon Transportation Commission. All divisions play a role in achieving these goals, which have been derived directly from ODOT's

mission: To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. Purpose of Report -- The purpose of this annual report is to summarize the agency's performance for the reporting period, to explain how performance data are used and to analyze agency performance for each key performance measure legislatively approved for the 2009-11 biennium. The intended audience includes agency managers, legislators, fiscal and budget analysts and citizens interested in obtaining in-depth performance information. 1. PART I: EXECUTIVE SUMMARY defines the scope of work addressed by this report and summarizes agency progress, challenges and resources used. 2. PART II: KEY MEASURE ANALYSIS analyzes agency progress in achieving each performance measure target and any corrective action that will be taken. This section, the bulk of the report, shows performance information in narrative and chart form. 3. PART III: USING PERFORMANCE DATA identifies who was included in the agency's performance measure development process and how the agency is managing for results, training staff and communicating performance data. Key Performance Measure -- The acronym KPM is used throughout to indicate Key Performance Measures. Key performance measures are those highest-level, most outcome-oriented performance measures that are used to report externally to the Legislature and interested citizens. Key performance measures communicate in quantitative terms how well the agency is achieving its mission and goals. The Department has more detailed measures for internal management and a number of these legislative measures are available by quarter or by geographic area. The data sources for the Key Performance Measures have been reviewed by staff of the Audit Services Branch and comply with Department standards for information that is reported to the Legislature. Consistency of Measures and Methods -- Unless noted otherwise, performance measures and their method of measurement are consistent for all time periods reported.

2. THE OREGON CONTEXT

One of ODOT's most important ties to statewide goals and Oregon Benchmarks (see http://egov.oregon.gov/DAS/OPB/obm.shtml) is economic prosperity. The transportation system is linked to the Oregon economy in innumerable ways, and ODOT measures the projected job impacts of construction-related expenditures. Highway and bridge construction projects provide an immediate boost to the economy, create jobs and build a foundation for continued growth of industry. Fixing cracked bridges along the major travel corridors with $2.5 billion in funding from the Oregon Transportation Investment Act III (OTIA III) over 10 years represents a large portion of the growth in construction jobs. Certain Oregon Benchmarks translate directly into measures at ODOT. Travel delay in metropolitan areas, road condition and one-person commuting are included in department monitoring.

3. PERFORMANCE SUMMARY

The Performance Summary chart indicates progress in reaching performance measures targets. Twenty two of the 25 measures are at or within five percent of the target (Traffic Fatalities #1, Use of Safety Belts #4, Large Truck At-Fault Crashes #5, Rail Crossing Incidents #6, Derailment Incidents #7, Travelers Feel Safe #8, Travel Delay #9, Special Transit Rides #10, Intercity Passenger Service #12, Alternatives to One-Person Commuting #13, Jobs from Construction Spending #14, Pavement Condition #15, Bridge Condition #16, Fish Passage at State Culverts #17, Bike Lanes and Sidewalks #18, Timeliness of Projects Going to Construction Phase #19, Construction Project Completion Timeliness #20, Construction Projects on Budget #21, Certified Businesses #22, Customer Service #23, DMV Customer Services #24a-c, and Economic Revitalization Team Customer Satisfaction #25). Three are within 15% of target (Traffic Injuries #2, Impaired Driving #3, and Passenger Rail Ridership #11).

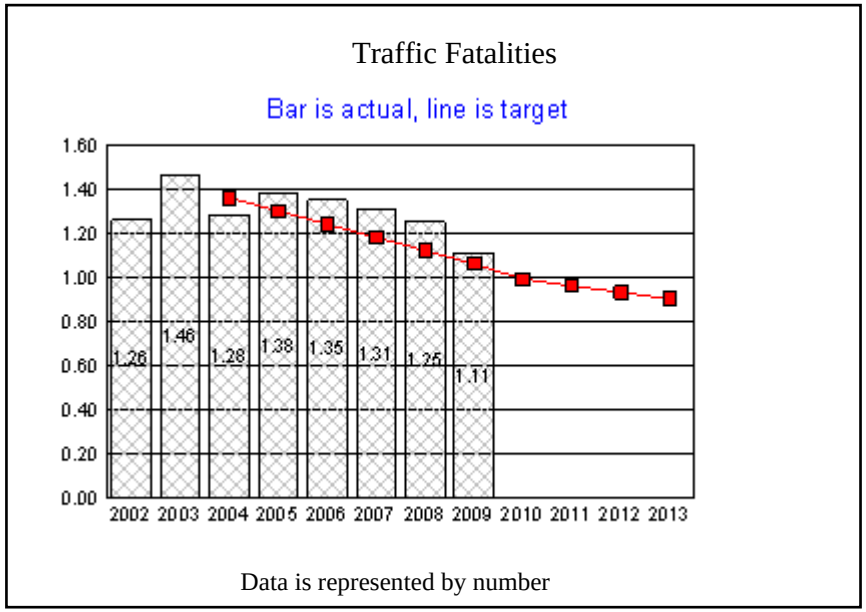
4. CHALLENGES

It is crucial to address the impacts of an aging transportation infrastructure. The Highway Division has increased the number of performance indicators to effectively monitor increased funding. The increase in construction activities is a stimulus for the economy of the state. With it, though, ODOT is faced with managing significantly more projects than ever before. Continually monitoring performance and managing to achieve goals is key in this effort, balanced by measures to ensure that other necessary transportation-related business continues successfully. There is the need for performance information to help support the department, which decentralizes decisions and places accountability on the front line. Continued training efforts focus on helping frontline staff more successfully deliver effective ODOT programs in a changing and decentralized environment. Performance measures help communicate ODOT priorities from executive staff to the front line. In addition, staff use measures as a tool to communicate about challenges or obstacles to be addressed at the executive level. Continued training efforts in the use of performance measures will enhance ODOT's ability to quickly respond in order to be more efficient and effective.

5. RESOURCES AND EFFICIENCY

This section speaks to resources used by a large and complex ODOT organization consisting of the following divisions: Highway, Driver and Motor Vehicles, Motor Carrier Transportation, Rail, Public Transit, Transportation Safety, Transportation Development, Central Services, and Communications. The agency relies on about 4,400 staff located in almost 250 locations around the state as well as numerous contracted firms and staff to deliver a diversity of transportation-related functions. The 2009 Legislature appropriated funds for ODOT totaling $4.07 billion for the 2009-2011 biennium. A biennial budget in the billions represents a complexity that is challenging to communicate. The predominant sources for these funds are about half from the State Highway Fund, about a quarter from the federal government and about another quarter from the sale of bonds for increased highway construction around the state. For the purposes of this report, expenditures are compared to Oregon's population. While every Oregon citizen does not necessarily use a private vehicle or public transportation, every single citizen benefits from Oregon's transportation system. Via one mode or another enabled by this system, it is the means by which people and goods are moved about the state. Every citizen's needs are met in some way by this transportation system. ODOT's $4.07 billion appropriation equates to potential expenditures of about $5.6 million per day, every single day of the biennium. This represents an increase compared to the 2007-2009 biennial budget due to the higher rates of bonding for bridge projects and increased construction around the state. Oregon's latest population counts report 3,823,465 Oregonians according to Portland State University's Population Research Center. The daily cost per Oregonian is $1.46 for ODOT programs and services.

KPM #1	Traffic Fatalities: Traffic fatalities per 100 million vehicles miles traveled (VMT).	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT; Fatality Analysis Reporting System, National Highway Traffic Safety Administration, USDOT	
Owner	Transportation Safety Division, ODOT, Troy Costales: 503-986-4192	



1. OUR STRATEGY

ODOT's strategy to reduce traffic fatalities is to continue to implement traffic safety programs based on the causes of fatal crashes in Oregon. For example, the Oregon Traffic Safety Performance Plan and the ODOT Transportation Safety Action Plan catalog safety activities directed at safe

driving, DUI, safety belt use, speeding, motorcycle safety, child safety seats, equipment standards, and other areas. ODOT also seeks to combat traffic fatalities through strategic highway safety improvements, such as median cable barriers, rumble strips, and pedestrian crossings as well as DMV medically at-risk program.

2. ABOUT THE TARGETS

ODOT seeks downward trends for fatality statistics. Targets are set based on ODOT's desire to reduce fatality rates gradually over time to achieve the longer term goal of dramatically reducing fatality rates to 0.99 per 100 million VMT by 2010.

3. HOW WE ARE DOING

There was an 11 percent decrease from 2008 to 2009 in the number of fatalities per 100 million VMT. The 2009 statistic of 1.11 was slightly above the aggressive target of 1.06.

4. HOW WE COMPARE

ODOT compares Oregon traffic fatality data with national data provided by the National Highway Traffic Safety Administration (NHTSA). Despite a lower than expected fatality rate decline, Oregon's rate (1.11) compares favorably to the U.S. national fatality rate. Oregon's 2007, 2008, and 2009 fatality rates were also below the national rate.

5. FACTORS AFFECTING RESULTS

Several factors affected the traffic fatality rate in 2009. Among those factors were continuing increases in crashes involving motorcycles and crashes involving pedestrians. The number of available traffic law enforcement officers also continues to be an issue. Another factor is that it is harder to make changes when the fatality rate is so low. Over the last twelve years, Oregon has experienced the lowest fatality count since the late 1950s.

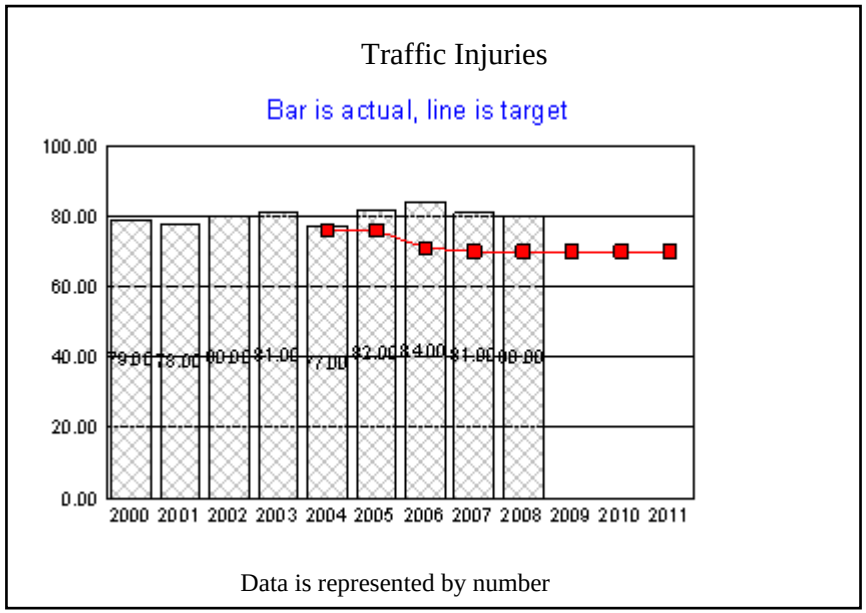
6. WHAT NEEDS TO BE DONE

ODOT must continue its efforts to reduce fatalities by reviewing the causes of fatalities, targeting safety activities accordingly, and allocating safety resources to the programs most effective at reducing fatal crashes.

7. ABOUT THE DATA

Traffic fatality rates are reported on a calendar year basis. The data that ODOT uses to measure traffic fatality rates has several strengths. It is coded to national standards, which allows for state to state comparisons, and it is a comprehensive data set that includes medical information. Some weaknesses of the data are that it is sometimes difficult to get blood alcohol content reports and death certificates for coding purposes, and emphasis is placed on coding the data and not on creating localized reports for state, city, and county agencies and organizations.

KPM #2	Traffic Injuries: Traffic injuries per 100 million vehicles miles traveled (VMT).	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT	
Owner	Transportation Safety Division, ODOT, Troy Costales: 503-986-4192	



1. OUR STRATEGY

Reducing the number of traffic crashes is the primary strategy to reduce traffic injuries, but when a crash happens, reducing the severity becomes the secondary strategy. This is influenced in three primary ways: a. Safe Infrastructure: Implement design practices that mitigate structural safety risks on Oregon's transportation system. b. Driver Behavior: Deploy safety information/education programs in order to reduce accidents caused by driver

behavior and DMV driver improvement program. c. Emergency medical services at the scene and trauma centers.

2. ABOUT THE TARGETS

Like fatalities, ODOT seeks downward trends for injuries due to traffic crashes. Although trends for these crashes fluctuate up and down year to year, the targets are set with reductions in mind.

3. HOW WE ARE DOING

Traffic injuries decreased slightly in 2008 compared to the previous years, as did the vehicle miles traveled. This reduction is desirable; however it is not out of line with typical trends. The graph above shows how traffic injuries have fluctuated over the past several years.

4. HOW WE COMPARE

The nationwide injury rate is 80 injuries per 100 million vehicle miles traveled (VMT). This rate is based on the *2007 Traffic Safety Annual Assessment - A Preview* published by the National Center for Statistics; Analysis of the National Highway Traffic Safety Administration (NHTSA). The Oregon rate (80) is below this national average.

5. FACTORS AFFECTING RESULTS

Several factors affected the injury rate in 2008. Significant positive factors affecting injury rates were high rates of the use of safety belts, child safety seats and booster seats. On the negative side was a continued increase in motorcyclist injuries.

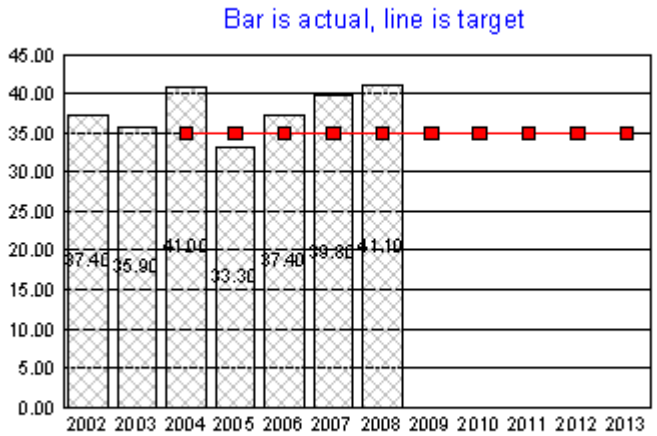
6. WHAT NEEDS TO BE DONE

ODOT should continue to review the causes of crashes and target safety activities accordingly. Also, ODOT will continue to monitor the success of various safety programs to efficiently and effectively target efforts to reduce major and moderate injuries.

7. ABOUT THE DATA

Traffic injury rates are reported on a calendar year basis just like fatalities. However, unlike fatalities data that allows state to state comparisons, injury data is not comparable. This is because some definitions of injury are not consistent across the country so comparisons to California, Washington or Idaho, for example, are not valid. Some comparisons can be made against the national data because this is created based on a sample. This is useful for understanding state trends versus national trends to provide a sense of how Oregon is doing.

KPM #3	Impaired Driving: Percent of fatal traffic accidents that involved alcohol.	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT; Fatality Analysis Reporting System, National Highway Traffic Safety Administration, USDOT	
Owner	Transportation Safety Division, ODOT, Troy Costales: 503-986-4192	



1. OUR STRATEGY

ODOT will continue to monitor all aspects of fatalities due to impairments and will channel efforts through two primary areas of influence: a. Driver Behavior: Deploy safety information/education programs in order to reduce accidents caused by driver behavior. b. Enforcement: Keep unsafe

drivers and vehicles off the system to improve safety and feelings of safety among Oregon system users through enforcement efforts.

2. ABOUT THE TARGETS

The lower the percentage, the better the results, so ODOT continues to strive for reductions. The target of 35% for 2008 is below the national average for the same year according to statistics published by the National Highway Traffic Safety Administration (NHTSA).

3. HOW WE ARE DOING

The 2008 rate of 41 percent alcohol-involved fatalities ties with the same rate in 2004 as the highs for the past six years. This rate is above the target of 35 percent. There have been more reductions in the “innocent victim” crashes but not alcohol-related crashes. So the relative percentage has gone up even though the annual total of alcohol-related fatalities has held steady.

4. HOW WE COMPARE

The 2008 outcome of 41 percent of crashes involving alcohol matches the national average of 41 percent reported in the National Highway Traffic Safety Administration’s (NHTSA) “2006 Traffic Safety Annual Assessment—Alcohol-Related Fatalities.” Both the state and national trends show an increase from the prior year (nationally up from 39 percent in 2005), but Oregon’s increase was slightly higher. Oregon experienced a few multi-fatal alcohol-related crashes and an increase of combination of drug- and alcohol-related crashes in 2008, something Oregon has not experienced during recent years.

5. FACTORS AFFECTING RESULTS

This is a measure of a variety of influences that contribute to the result. ODOT efforts are focused to make gains on driver behavior and choices through education and enforcement, but social and economic influences will also remain significant factors.

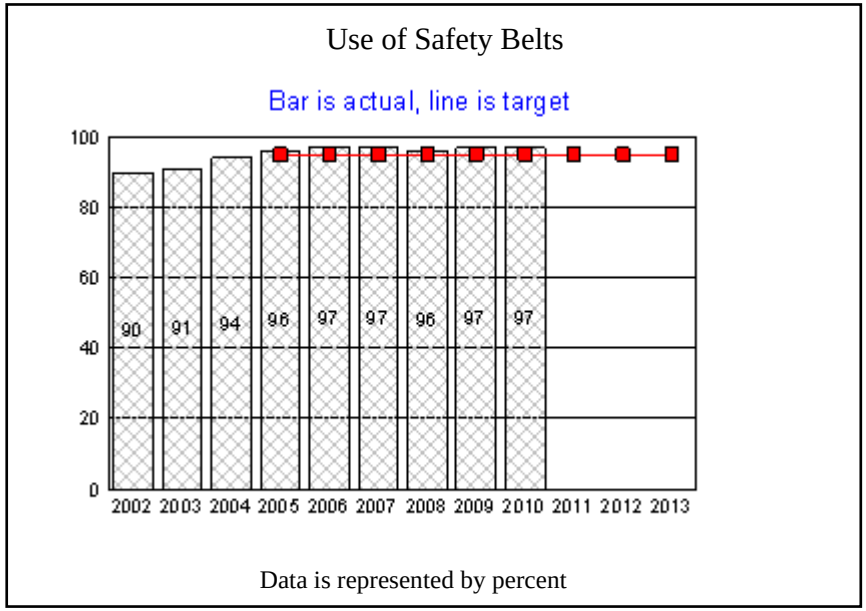
6. WHAT NEEDS TO BE DONE

ODOT will continue to monitor all aspects of fatalities due to impairment. ODOT’s Safety Division is charged with the coordination and staff for the Governor’s DUII Advisory Committee, which is focused on reducing the impacts of DUII in Oregon. Input from this committee and ODOT staff contribute to strategies developed to continue the reduction of alcohol-involved traffic fatalities. These strategies are listed in the Oregon Traffic Safety Performance Plan. They are typically enforcement- or education-based, such as training for police, prosecutors and judges; grants to pay for DUII enforcement overtime; community-based campaigns, public information and other education campaigns.

7. ABOUT THE DATA

The data is reported on a calendar year basis. It comes from reliable sources, particularly because it stems from traffic fatalities. It includes fatalities due to alcohol or alcohol in combination with other impairment, but does not include impairment due solely to other drugs.

KPM #4	Use of Safety Belts: Percent of all vehicle occupants using safety belts.	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Transportation Safety Division, ODOT; Occupant Protection Observation Study, Intercept Research Corporation	
Owner	Transportation Safety Division, ODOT, Troy Costales: 503-986-4192	



1. OUR STRATEGY

ODOT's current strategies for increasing safety belt usage among the traveling public include the provision of grants to pay for law enforcement overtime related to safety belts, speed and impaired driving laws, and efforts to increase the availability of information in rural areas and for non-English speakers. In addition, ODOT's Safety Division conducts public awareness efforts to communicate to Oregonians the importance of wearing safety belts in reducing premature deaths and injuries, and in improving travel safety in Oregon.

2. ABOUT THE TARGETS

ODOT seeks to influence a greater percentage of the public to use safety belts, so an upward trend is desirable as is maintenance of a high use rate. A very high percentage has been set as the target because Oregon has consistently been in the top five among states with a high percentage use of safety belts.

3. HOW WE ARE DOING

This measure shows progress toward improving travel safety in Oregon and exceeds the target ODOT has set every year since 2005. ODOT Safety Division programs have been effective toward increasing the percentage of Oregonians using safety belts.

4. HOW WE COMPARE

Oregon's rate of 97% cannot be compared to other states because the Oregon safety observation study uses a more comprehensive methodology than the national survey. Oregon has routinely been in the top five among states with the highest rates of safety belt usage according to the NHTSA's safety belt survey. This survey does not does not review all seats in a vehicle like the Oregon survey does.

5. FACTORS AFFECTING RESULTS

Education and outreach efforts have recently been more focused on child occupants in order to increase the proper usage of child restraints and booster seats. Grant dollars for police overtime for targeted enforcement related to safety belts has also had positive results.

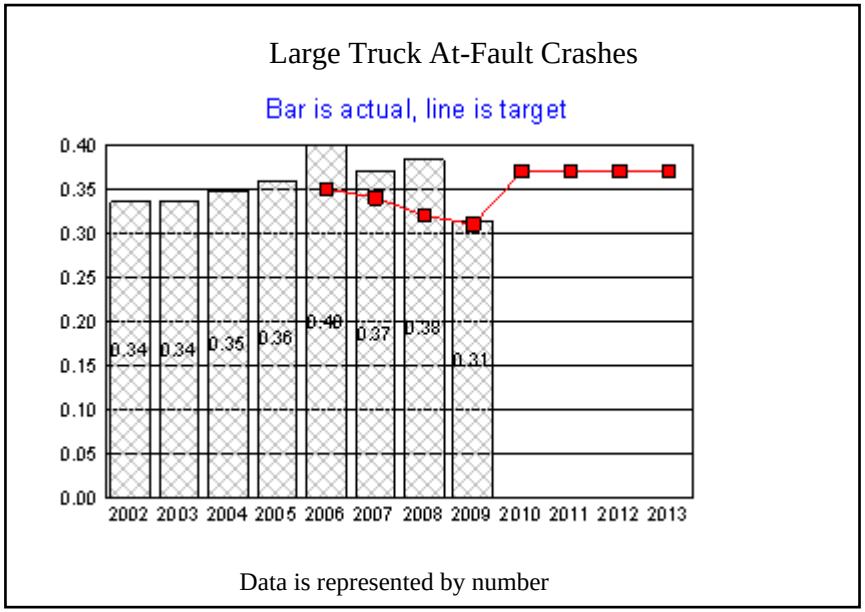
6. WHAT NEEDS TO BE DONE

Safety belt usage is such an important contributor to reductions in traffic fatalities that ODOT will continue its efforts to further increase safety belt use among Oregonians. ODOT will continue to monitor safety belt usage and direct efforts to keep usage increasing, particularly among children.

7. ABOUT THE DATA

Safety belt surveys are not done on a continuous basis, but represent a "snapshot" in time. These surveys are done annually and are statistically valid and reliable. Restraint usage is also reported at the time of traffic crashes, but this is not as reliable as data from these standard surveys.

KPM #5	Large Truck At-Fault Crashes: Number of large truck at-fault crashes per million vehicle miles traveled (VMT).	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	ODOT Motor Carrier Division and ODOT's Transportation Development Division, Crash Analysis and Reporting Unit	
Owner	ODOT Motor Carrier Division, David McKane, 503-373-0884	



1. OUR STRATEGY

Strategies to address truck-at-fault crashes must focus on the driver. Almost all of these crashes are caused by the truck driver and usually linked to speeding, tailgating, changing lanes unsafely, failure to yield right of way, and fatigue. Of the 497 truck-at-fault crashes that occurred in 2009, only 30 were attributed to some mechanical problem. There is a statistically-defined positive correlation between truck-at-fault crashes and the number of

drivers placed out-of-service for safety violations. As more problem drivers are found, at-fault crashes decline. Motor Carrier Transportation Division staff takes the lead in efforts as they conduct inspections at weigh stations and during safety compliance reviews at trucking company terminals. Oregon law enforcement officers play a key role, too. Many State Police troopers, county sheriffs and city police, are certified inspectors who work under both compensated and non-compensated Motor Carrier Safety Assistance Program (MCSAP) intergovernmental agreements. They conduct inspections at the roadside after probable cause stops for traffic violations. They also routinely join safety specialists and motor carrier enforcement officers in special operations that focus on speed enforcement and logbook checks. All inspectors follow Oregon's Commercial Vehicle Safety Plan, which is updated annually. Under the plan, enforcement efforts focus on traffic along major freight routes where most truck-at-fault crashes happen. Specifically, there are 268 highway miles in 12 parts of the state that are referred to as AIM Corridors — Accident Intensified MCSAP Corridors.

2. ABOUT THE TARGETS

Historically, targets were based on a one standard deviation decline in the truck-at-fault crash rate, annually readjusted to include the immediately preceding year's rate. It would be more appropriate to set a target and then adjust it whenever the program has met or exceeded the target for a number of years. This approach of using a fixed baseline makes more sense than annual readjustments. It avoids confusion caused by anomalous circumstances such as an extraordinary number of crashes during a particularly severe weather season. Following the historical method for targets, for example, a one standard deviation decline in the rate for 2007 would set the target at 0.348 crashes per million miles, or 6 percent below the actual 2007 rate. The target in 2008 would rise slightly to 0.356, but that’s 7 percent below the actual 2008 rate. The target in 2009 would decline markedly to 0.284 and that’s 9 percent below the actual 2009 rate. As a result of the challenges following a target that is based on an annual readjustment, in 2008 this performance measure set the goal of holding the crash rate steady at the 2007 level through 2011. The crash rate in 2008 was 3 percent above the 2007 level and the rate in 2009 was 16 percent below it.

3. HOW WE ARE DOING

In 2009, crashes involving trucks were down 28 percent and truck-at-fault crashes were down 26 percent. There were a total of only 906 truck crashes, 354 fewer than in 2008. It was determined that the truck was at-fault in 497 of the crashes, 172 fewer than in 2008. The truck driver was at-fault in 467 of those incidents and a truck mechanical problem caused just 30 incidents. The end-of-year 2009 report includes the news that there was a decline in both injuries and fatalities. Truck crashes resulted in 32 percent fewer injuries and 15 percent fewer deaths in 2009. A total of 343 people were injured last year, 159 fewer than in 2008. A total of 29 people were killed, 5 fewer than in 2008.Highway-use statistics show trucks traveled 9 percent fewer miles in 2009 than they did in 2008. Based on mileage reported on weight-mile tax and flat fee payment reports, along with mileage reported for temporary passes, motor carriers traveled 1,587,811,925 miles in Oregon in 2009. But, again remarkably, the decline in truck miles traveled did not result in an increase in crash rates. Instead, truck crashes occurred at a rate of 0.571 per million miles traveled, down from 0.719 per million in 2008. Truck-at-fault crashes occurred at a rate of 0.313 per million miles traveled, down from 0.382 per million in 2008.Oregon truck safety inspectors checked 53,328 trucks and/or drivers in 2009, working at a rate of 1 inspection every 10 minutes. Of the trucks checked last

year, Oregon inspectors placed 25 percent out-of-service for critical safety violations. The current national rate for placing vehicles out-of-service is 22 percent. Of the drivers checked last year, Oregon inspectors placed 15 percent out-of-service for critical safety violations. The current national rate for placing drivers out-of-service is 6 percent. One key part of the Motor Carrier Transportation Division's commercial vehicle safety plan is to conduct multi-day inspection exercises to find problem drivers. In six major exercises in 2009 that extended over 34 days, inspectors checked 4,076 drivers and placed 1,152 out-of-service for critical safety violations (28 percent). Most of the violations were related to driving after the 14th hour after coming on duty, driving more than 11 hours, and holding logbooks that were not current, improperly completed, and/or falsified.

4. HOW WE COMPARE

Comparative analysis regarding Oregon’s experience with truck-at-fault crash rates is not possible because other states and the federal government merely count truck crash totals and do not assign blame or accountability in crashes. An examination of all crashes involving trucks, regardless of who was at-fault, shows Oregon’s crash rate compares very favorably alongside the national rate. Using federal statistics for all commercial vehicle miles traveled in 2008, for example, Oregon's rate is 56 percent lower. There were 0.719 truck crashes per million miles in Oregon that year, compared with 1.621 truck crashes per million miles nationally.

5. FACTORS AFFECTING RESULTS

Only 30 of the 497 truck-at-fault crashes that occurred in 2009 were attributed to some mechanical problem. Thus, factors directly affecting this measure include commercial vehicle driver fitness, qualifications, and judgment. The rate of crashes is directly and indirectly affected by the volume of all vehicle miles traveled, not just commercial vehicle miles. It's affected by traffic congestion and the level of road and bridge construction and maintenance work currently underway in Oregon. Further contributing to crash rates is inclement weather and the absence or presence of law enforcement officers on the road.

6. WHAT NEEDS TO BE DONE

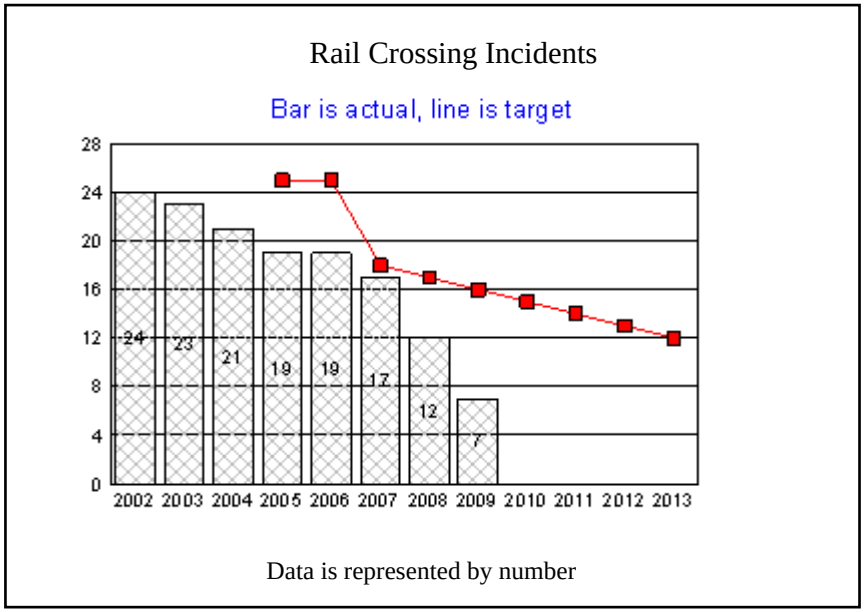
One effective way to impact this measure would be to increase truck safety enforcement activity by law enforcement officers. In past years when State Police trooper strength waned, regression analysis revealed a correlation between the declining trooper strength and increasing truck-at-fault crashes. The Motor Carrier Transportation Division is actively working to engage many more law enforcement agencies in truck safety-related exercises. It will continue to monitor the activities of all safety inspectors to ensure that they follow the state’s Commercial Vehicle Safety Plan and concentrate on the key objectives that will have the greatest positive impact on safety. Enforcement officers should focus on making probable cause stops for speeding and other traffic violations along major freight routes where most truck-at-fault crashes happen. Because so few crashes are attributed to mechanical problems, checking the behavior and fitness of truck drivers continues to be the most effective way to reduce crashes. The Division needs to continue its aggressive safety inspection efforts at roadside and weigh stations, maintaining high numbers of truck driver

inspections. Oregon has earned a reputation as one of the toughest in the country on truck safety, which makes more drivers mindful of safety as they travel throughout the state.

7. ABOUT THE DATA

Crash data for this measure are based on incidents involving a fatality, injury, or disabling damage that causes a vehicle to be towed from the scene. This is the federal definition of a recordable accident in Federal Motor Carrier Safety Regulations Part 390.5 and Oregon Administrative Rule 740-100-0020. The ODOT Transportation Development Division's Crash Analysis and Reporting Unit analyzes the reports to determine which are truck-at-fault. Crash data are highly reliable. States are rated on a quarterly basis – Good, Fair, or Poor – on the completeness, timeliness, accuracy, and consistency of both crash and roadside inspection data submitted to the Motor Carrier Management Information System. The Federal Motor Carrier Safety Administration rates Oregon "Good" in terms of the data. Mileage data for this measure are based on miles traveled in Oregon by trucks over 26,001 pounds, as determined by motor carriers' highway-use tax reports and the temporary passes purchased by short-term operators. The truck-at-fault crash rate would be lower if it were based on miles traveled in Oregon by all commercial motor vehicles, that is all trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver. Instead, this performance measure's rate is based only on mileage for trucks and buses over 26,000 pounds because those vehicles are subject to the state's weight-mile tax and required to file highway-use reports or obtain temporary passes if operating on a short-term basis. There are no comparable, verifiable mileage figures for commercial motor vehicles under 26,001 pounds so they're not included in rate calculation. Mileage figures used here are verified by Motor Carrier Transportation Division auditors. The figures are also ultimately verified by financial analysts for use in Oregon's periodic Highway Cost Allocation Study.

KPM #6	Rail Crossing Incidents: Number of highway-railroad at-grade incidents.	1999
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, (503) 986-4321	



1. OUR STRATEGY

Safe Infrastructure: A priority for ODOT is to have the safest infrastructure possible. By implementing design practices that mitigate structural safety risks on Oregon's transportation system, safe infrastructure is promoted. Several ODOT activities specific to the Rail Division are associated with this general strategy. The Crossing Safety Section manages crossing improvement projects and inspects crossings to ensure they are appropriately maintained.

The Division works with public and private entities, including the railroads, public road authorities, and law enforcement, to address crossing safety concerns and participate in transportation planning activities to improve the mobility of highway and rail traffic.

2. ABOUT THE TARGETS

The Rail Division strives for a zero incident performance. The target reflects the reality that some number of incidents are outside the control of the department and its transportation safety partners.

3. HOW WE ARE DOING

In 2009, the number of rail crossing incidents (7) was below target. Since 2001, there has been a decline in the number of incidents. The data shows that in 2009, 6 incidents involved motor vehicles and 1 incident involved a pedestrian, resulting in a fatality.

4. HOW WE COMPARE

The Federal Railroad Administration reports that Oregon has been in or near the top ten states for least number of motor vehicle incidents at public crossings, both in terms of number of vehicles and number of crossings during recent years.

5. FACTORS AFFECTING RESULTS

Some incidents are caused by deliberate actions rather than lack of safety education or crossing safety devices.

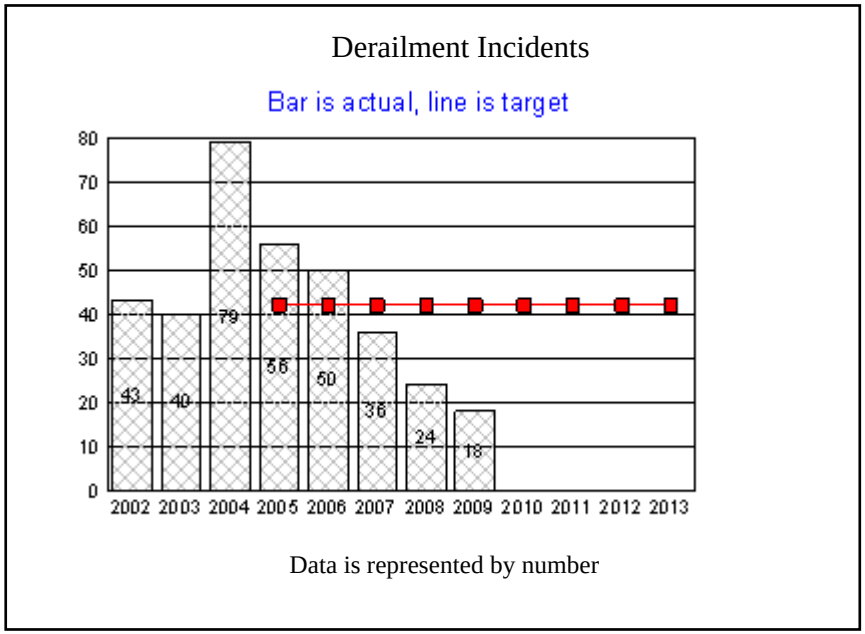
6. WHAT NEEDS TO BE DONE

Options to continue the decline in incidents include maintaining inspection efforts, increasing funding for crossing investments and increasing education outreach on crossing safety to the driving public and pedestrians.

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is based upon incident reports submitted by the railroads to the Federal Railroad Administration (FRA). Under federal regulations, the railroads are required to complete and submit accurate reports to the FRA.

KPM #7	Derailment Incidents: Number of train derailments caused by human error, track, or equipment.	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, (503) 986-4321	



1. OUR STRATEGY

Safe Infrastructure: A priority for ODOT is to provide safe infrastructure and mitigate structural safety risks on Oregon's transportation system. The Rail Division, working with the Federal Railroad Administration (FRA), uses a combination of inspections, enforcement actions and industry education to improve railroad safety and reduce the incidence of derailments and the potential for release of hazardous materials.

2. ABOUT THE TARGETS

Fewer incidents of derailments are desired.

3. HOW WE ARE DOING

In 2009, there were 18 derailment incidents, a decrease from the 24 derailments that took place in 2008. Over the past five years, derailment incidents have decreased by 77 percent after reaching a peak in 2004. Derailments are below the target. This trend indicates significant improvement; however some of the decrease can likely be attributed to reduced train volumes due to the current recession.

4. HOW WE COMPARE

According to FRA's data, derailments decreased in Oregon and its neighboring states of Washington, Idaho, Nevada and California. Oregon showed a 25 percent reduction. The rail systems differ in terms of track miles and the number of carloads, e.g. California has a much larger system than Oregon while Idaho has a much smaller system.

5. FACTORS AFFECTING RESULTS

The decrease in derailments can be partially attributed to an increase in inspections and a full staff of certified inspectors. The decline has steadily continued since 2004 with the hiring, training and certification of new inspectors to replace the turnover in staff. This supports the need for certified inspectors performing regular inspections.

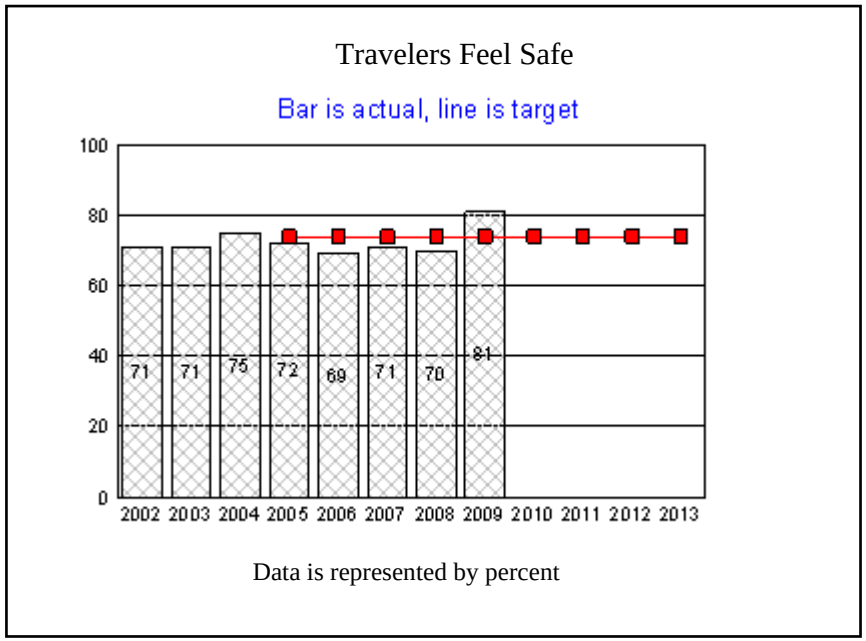
6. WHAT NEEDS TO BE DONE

Recruitment and retention of qualified compliance (inspector) personnel is vital as new hires require at least one year of training to become federally-certified to conduct inspections. Staff turnover combined with the required training period limits the Division's effectiveness in identifying non-compliant, potential derailment conditions. Also, analysis of data from previous inspections (track conditions, operating issues, etc.) aids the Division in identifying areas of concern on which to focus resources and inspections to reduce incidents.

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is based upon reports submitted by the railroads to the FRA. Under federal regulations, railroads are required to report all derailments meeting federally mandated thresholds to the FRA.

KPM #8	Travelers Feel Safe: Percent of public satisfied with transportation safety.	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Transportation Safety Division, ODOT, Traffic Safety Attitude Survey, Intercept Research Corporation	
Owner	Transportation Safety Division, ODOT, Troy Costales: 503-986-4192	



1. OUR STRATEGY

ODOT's current strategies for increasing perception of safety on Oregon's transportation system fall primarily in two areas: a. Education: Information campaigns educate about safety and department activities that support safety. A more knowledgeable public is likely to feel safer. b. Visible Police Presence: This visibility increases safety and perception of safety through enforcement.

2. ABOUT THE TARGETS

ODOT seeks to influence a greater percentage of the public that perceives the transportation system to be safe so an upward trend is desirable.

3. HOW WE ARE DOING

This measure usually hovers around a reasonable range despite being below the target. but it increased to an all time high of 81% in 2010. The average for the previous six years is 72% so the 2010 result is well above the average of the previous six years, and it is above the target. Although an upward trend is generally desirable, complacency on the part of the traveling public would not be a desirable outcome based on too high a perception of safety.

4. HOW WE COMPARE

Oregonians' perception of safety of the transportation system cannot be compared to other states because this survey is not compiled on a nationwide basis.

5. FACTORS AFFECTING RESULTS

ODOT's Transportation Safety Division coordinates safety activities within ODOT and numerous safety programs exist within other ODOT divisions such as Highway, Motor Vehicle Services and Motor Carrier Transportation. These programs sustain constant efforts, but public awareness campaigns inform Oregonians about department activities to improve safety within the state. Some correlation likely exists between increased awareness of safety activities and perception of safety. A less visible presence of police due to reductions may also be a factor in perceptions of safety as it is certainly a factor in enforcement.

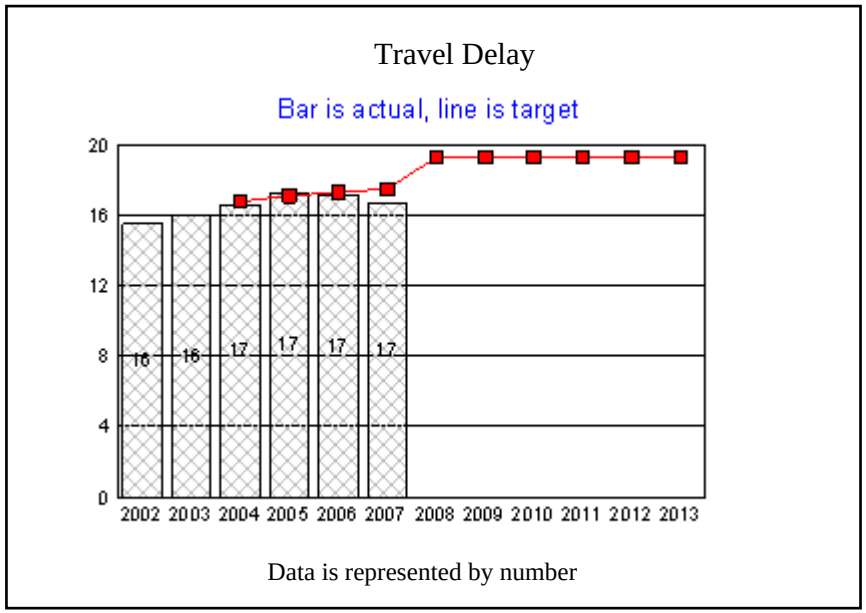
6. WHAT NEEDS TO BE DONE

ODOT will sustain its focus on all aspects of safety as it remains the agency's highest priority. Continued information campaigns will not only increase public awareness of safe choices and behaviors, it also informs them of department activities. Grant monies will also continue to be provided for focused police presence to improve safety. Additional efforts for coordination of safety programs for public transit and rail may also be of benefit.

7. ABOUT THE DATA

Like other surveys participated in by ODOT, the Traffic Safety Attitude Survey represents a “snapshot” in time. This survey is done annually and is conducted using methods that produce statistically valid and reliable results.

KPM #9	Travel Delay: Hours of travel delay per capita per year in urban areas.	2000
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark # 68: Traffic Congestion	
Data Source	Texas Transportation Institute, Urban Mobility Report	
Owner	Transportation Development, ODOT, Brian Gregor, 503-986-4120	



1. OUR STRATEGY

Transportation Options: Promote the use of transportation modes other than single occupancy vehicles (SOVs) by improving existing facilities and creating new transportation options where possible in order to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians; Build Quality Infrastructure: Use new technology and construction techniques and materials to improve the quality of

infrastructure and reduce delays caused by construction and maintenance activities; Traffic Network Management: Employ new technology to better manage traffic networks by providing timely information to travelers and identifying and reducing delays from crashes and other causes; Sustainable Transportation: Promote the use of more energy efficient transportation alternatives to preserve air and water quality and move toward sustainable economic growth.

2. ABOUT THE TARGETS

Congestion delay is strongly associated with population size. As cities become more populous, they become more congested if additional highway capacity is not added. The increase in delay in Oregon urban areas has been less than the increase in population. Several of the social and economic trends fueling past growth of VMT are tapering off. New factors, such as rising household costs such as fuel and food are dampening growth in travel. In addition, delay is influenced by ODOT programs and other transportation partners. Additional improvements will be needed if the target is to be achieved within 20 years.

3. HOW WE ARE DOING

Traffic congestion has risen during the last 30 years because expansion of road capacity has not kept pace with the growth of travel. The mobility that Oregonians have enjoyed in recent decades has been a result of past high capital investment rates. Congestion has been rising because the excess capacity created by those investments is being used up and not replaced. Increase in delay has been eased by the additions to the highway system that have been made. Traffic management efforts in the Portland metropolitan area (e.g. freeway monitoring, incident management, ramp metering) have also helped to limit the effect of growing travel demand on traveler delay. The growth of public transportation service and usage has contributed significantly as well.

4. HOW WE COMPARE

According to the Texas Transportation Institute’s 2007 Urban Mobility Report, delay per traveler in the Portland metropolitan area is about average for urban areas of its size. According to that same report, delay per traveler in the Salem and Eugene metropolitan areas is below average for urban areas of their sizes.

5. FACTORS AFFECTING RESULTS

The capacity of the transportation system as compared to traffic volume is the major factor of delay. Increasing populations put capacity under increasing pressure, but operational improvements can mitigate this for a time. Ramp metering, signal synchronization, incident response vehicles, variable message signs, and capacity enhancing projects are examples of this. Land use factors such as density and land use mixing are also

important because they affect how far people travel. The growth of travel delay in the Portland metropolitan area has been mitigated to a large extent by declining vehicle miles traveled. Certain economic factors, like fuel prices and growth, can also significantly affect the results.

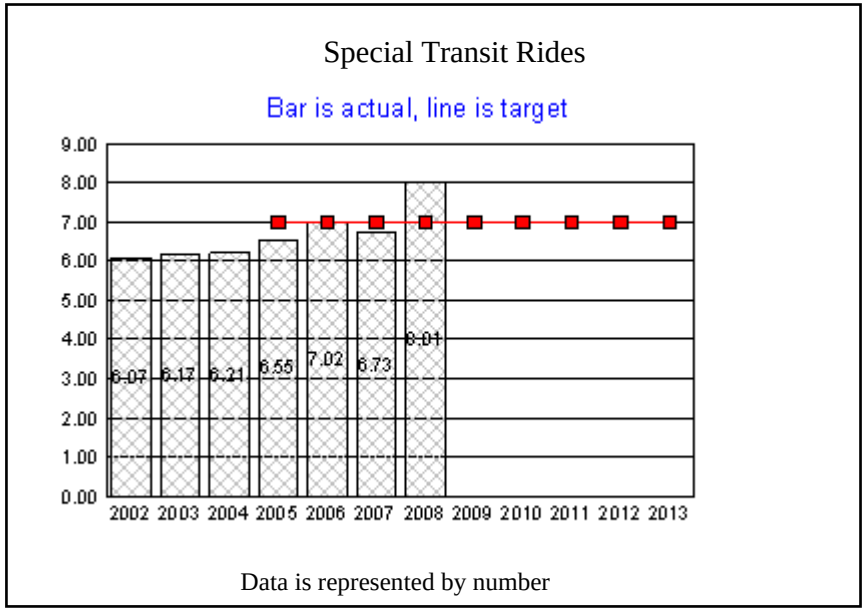
6. WHAT NEEDS TO BE DONE

Department activities designed to reduce delay should be continued and new approaches developed. It may also be beneficial to consider a measure of travel time in major Oregon urban areas as an additional or replacement measure. This may be more meaningful to the users of the transportation system. It would also be helpful to provide more timely data, but this would require additional staff and significant increases in traffic monitoring.

7. ABOUT THE DATA

There is a long delay in when data is available from a prior year. The Texas Transportation Institute uses well developed methods to create the Urban Mobility Report; however, the report is produced on a two year cycle which results in a two to three year delay for reporting. Data is only collected for three of Oregon's six Metropolitan Planning Organizations (MPOs), Portland, Salem and Eugene. Corvallis, Bend and Medford are not included. The average travel delay conditions for the combination of the second and third largest urban areas of the state is about one-third the delay in the Portland metropolitan area.

KPM #10	Special Transit Rides: Average number of special transit rides per each elderly and disabled Oregonian annually.	1999
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark #59: Independent Seniors, Oregon Benchmark #60 Working Disabled	
Data Source	Public Transit Division, ODOT	
Owner	Public Transit Division, ODOT, Dinah Van Der Hyde: 503-986-3885	



1. OUR STRATEGY

Transportation Mobility: ODOT invests in and promotes the use of accessible transportation services for seniors and individuals with disabilities. State and Federal Programs have been developed to provide equality of access for those with mobility needs.

2. ABOUT THE TARGETS

The target and data support for this measure is outdated. ODOT is now developing a new measure that will more accurately reflect the needs and performance to meet those needs for trips to sustain livability. ODOT has completed work with Association of Oregon Counties and Portland State University to assess the transportation needs for older adults and people with disabilities. We hope to develop a new target for the 11-13 Budget period. Through in 2008 we show the outdated target; the goal is to develop a 2009 baseline and include the new methodology for the 2011-13 period.

3. HOW WE ARE DOING

Since 1998, average rides steadily increased to 2007. In 2007 the average number of rides declined due to population and fuel cost increase with no commensurate resource increase. 2008 shows a small recovery and the first year of improvement in rides beyond the 1990 benchmark.

4. HOW WE COMPARE

Data is not available to compare Oregon with other states.

5. FACTORS AFFECTING RESULTS

Average rides available diminished during the 1990s as older adult populations increased and resources for transportation were static. Oregon population increases are outpacing fund availability; rapidly increasing costs of providing service are also constraining service availability. Recent investments of additional funds are beginning to show increased rides per individual but the 2008 Portland State University needs assessment indicates that the target for trips needed is much higher than the current target of 7 rides.

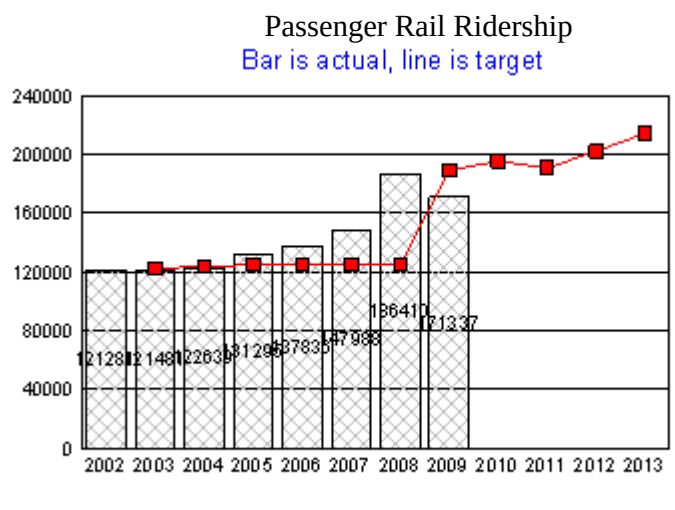
6. WHAT NEEDS TO BE DONE

Continue to emphasize improved access to transportation services for seniors and people with disabilities to sustain service levels. Complete work on an updated target.

7. ABOUT THE DATA

The data is compiled by the Public Transit Division using the Elderly and Disabled Population from U. S. Census and Portland State University and provider reports to Public Transit Division of annual rides provided to elderly and disabled Oregonians. For the 2011-13 biennium ODOT will complete a new target and methodology to more accurately determine how well special transit rides meet the needs of the elderly and disabled population in Oregon.

KPM #11	Passenger Rail Ridership: Number of state-supported rail service passengers.	1999
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmarks #70 - Alternative Commuting, and #71 - Vehicle Miles Traveled (VMT)	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, (503) 986-4321	



1. OUR STRATEGY

Transportation Options: ODOT seeks to promote the use of transportation modes other than SOVs by improving existing facilities and creating new transportation options where possible. Alternative modes of transportation are provided to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians.

2. ABOUT THE TARGETS

The target projections are based on historical increases in state-supported Cascades trains and Thruway buses. An increase in rail ridership is desirable and could be an indication that transportation options in Oregon have expanded.

3. HOW WE ARE DOING

Since 2000, passenger rail ridership has steadily increased, reaching its highest level in 2008. Passenger rail ridership fell short of the 2009 target by 15,073, an eight percent decrease from 2008 numbers.

4. HOW WE COMPARE

Oregon's passenger rail program is very modest compared to Washington's and California's programs. Both Washington and California have aggressive investment programs for passenger rail, resulting in corresponding benefits for passenger and freight rail.

5. FACTORS AFFECTING RESULTS

In general, ridership increases result from reductions in travel time, increased train frequencies and improvements in on-time reliability. Each of these conditions is largely dependent upon sufficient capital investment. Washington and California are investing multiple hundreds of millions more in their respective rail systems than Oregon, which provide expanded service and increased passenger rail ridership as well as freight rail system benefits.

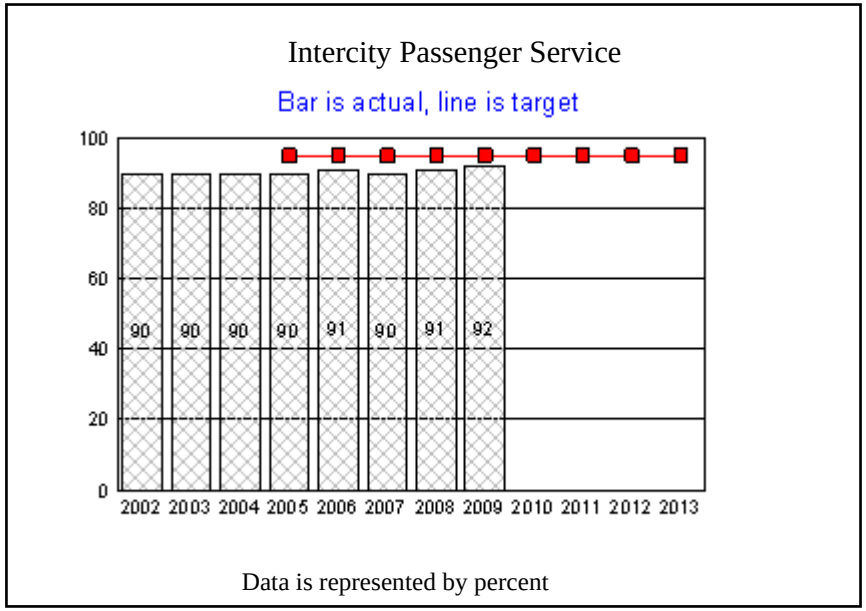
6. WHAT NEEDS TO BE DONE

There are several steps that ODOT can take in terms of improving rail ridership:
a. Seek increased funding options to increase train speed and frequency, and range of service
b. Continue passenger rail marketing.

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is provided by Amtrak, the passenger rail service provider. This data represents the total number of rail passengers each year and does not indicate how this number relates to changes in the population of Oregon. As the population of Oregon grows and gas prices increase, the number of rail users is likely to rise as well, but a larger number of users does not necessarily correlate to an increased proportion of the population using rail service.

KPM #12	Intercity Passenger Service: Percent of Oregon communities of 2,500 or more with intercity bus or rail passenger service.	1998
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Increase access to the transportation system and services	
Data Source	Public Transit Division, ODOT	
Owner	Public Transit Division, ODOT, Dinah Van Der Hyde: 503-986-3885	



1. OUR STRATEGY

Connecting Communities: Viable transportation options are important for rural communities. ODOT has placed an emphasis on strengthening connections for rural communities. Mechanisms to support this include incentive funding and vehicle purchase for providers of intercity passenger

service.

2. ABOUT THE TARGETS

The target of 95% for this measure comes from the Oregon Transportation Plan, demonstrating alignment between ODOT's key performance measures and long-term planning. The goal for 2011-2013 biennium is to maintain existing progress and meet the goal of 95%.

3. HOW WE ARE DOING

Since 2002, at a minimum, 90% of all communities with a population of 2,500 or more have bus service to the next regional service market and accessible connections to statewide and regional intercity transportation service. This goal helps to meet the needs of rural Oregon communities for travel alternative and intercity service access. We have kept up with growth in number of communities and population.

4. HOW WE COMPARE

Data is not available to compare with other states.

5. FACTORS AFFECTING RESULTS

Investments in transit information (TripCheck-TO, General Transit Feed Specification) are making it easier for the public and planners to see and understand Oregon's intercity transit network.

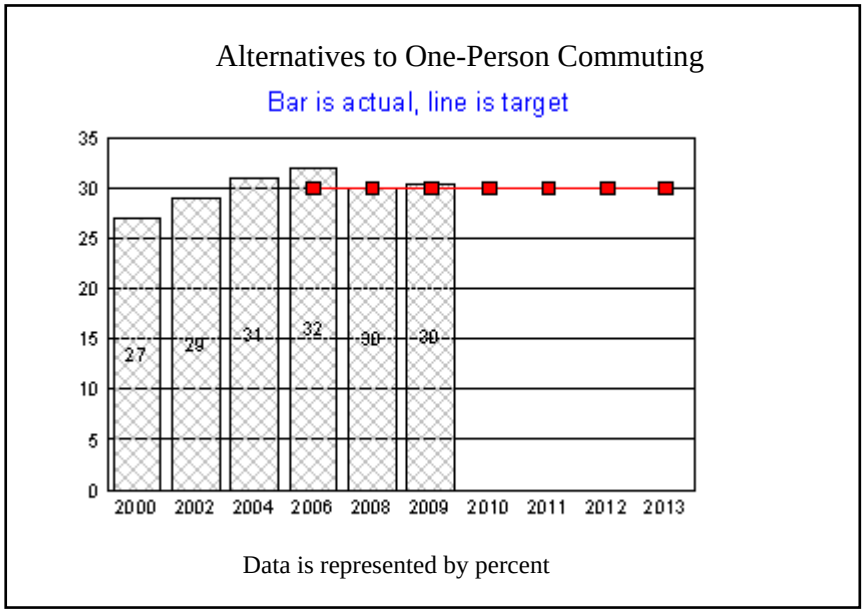
6. WHAT NEEDS TO BE DONE

Continued investment in appropriate levels of intercity bus service with an emphasis on Oregon's transit network as a whole. Continued investment in transit information systems that bridge the gaps of currently available transit and multi-modal trip planners.

7. ABOUT THE DATA

This measure is reported using the Portland State University Center for Population Research annual measure of population and comparing self reported intercity provider information.

KPM #13	Alternatives to One-Person Commuting: Percent of Oregonians who commute to work during peak hours by means other than Single Occupancy Vehicles.	2000
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmarks #68 Traffic Congestion and, #70 - Alternative Commuting	
Data Source	ODOT Needs and Issues Survey, ODOT Research Unit, Transportation Development Division in recent years and the Oregon Progress Board, Oregon Population Survey in earlier years	
Owner	ODOT, Public Transit Division, Dinah Van Der Hyde, 503-986-3885	



1. OUR STRATEGY

Transportation Options: ODOT seeks to promote the use of transportation modes other than SOVs by enhancing existing facilities and increasing transportation options where possible. These improvements lead to a reduction in travel delay and stress on the highway system and can ensure multi-modal options for Oregonians.

2. ABOUT THE TARGETS

For this measure, a higher percentage of people using alternatives to one-person commuting is desired.

3. HOW WE ARE DOING

The proportion of Oregonians commuting during peak hours by means other than a Single Occupancy Vehicle (SOV) is gradually growing.

4. HOW WE COMPARE

This measure reports the percentage of commuters that use alternatives to one-person commuting during peak hours. Oregon does well during peak hours and also compares well nationally when looking at commuting choices during all hours. Oregon is 5th in the nation as compared to results for the U.S. based on census figures for 2000 (27 percent for Oregon compared to 24 percent for the U.S. in 2005).

5. FACTORS AFFECTING RESULTS

Efforts to reduce SOV commuting are impacted by the fact that many people combine their commute with household trips to help balance the time demands of work, home, children and travel. Economic factors also have an effect, such as fuel prices and increases or decreases in growth. Education and awareness of alternatives to SOV commuting can also affect change.

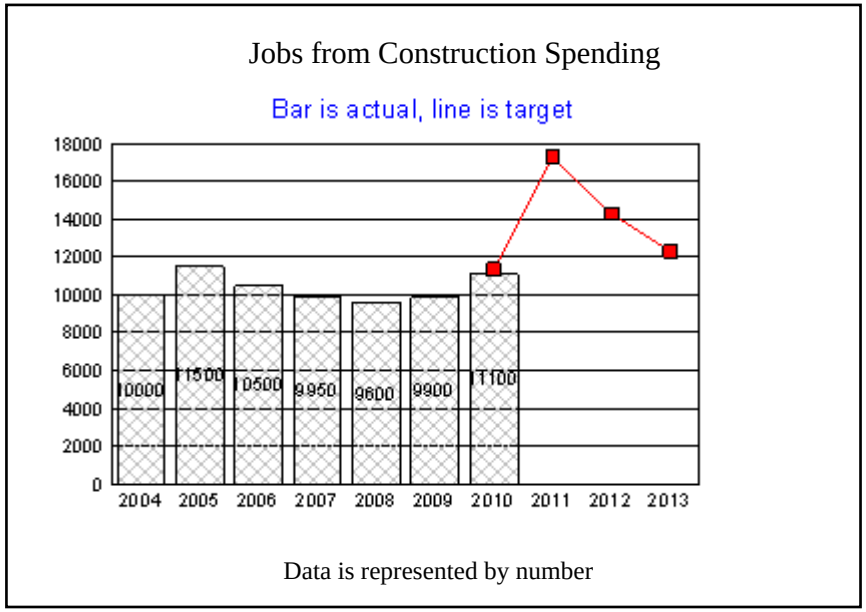
6. WHAT NEEDS TO BE DONE

The current program is working and should be maintained and improved where opportunities exist. ODOT’s Transportation Demand Management program will continue and new techniques and strategies will be applied where appropriate.

7. ABOUT THE DATA

The data source for this measure has recently transferred from the Oregon Population Survey managed by the Progress Board to the Transportation Needs and Issues survey managed by the ODOT Research Unit. Additional analysis would help determine how closely the historical data from the prior survey compares with the new survey and if changes should be made in the questions or methodology.

KPM #14	Jobs from Construction Spending: Number of jobs sustained as a result of annual construction expenditures.	2003
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon, and Oregon Benchmark #4 Net Job Growth	
Data Source	ODOT Transportation Program Office, Highway Division, provides actual (and for targets - projected) construction-related spending data. ODOT Financial & Economics Analysis Section, Central Services Division, uses a widely recognized regional economic impact modeling tool to estimate a jobs-impact factor. The current jobs impact factor is about 11.5 jobs per one million dollars of construction-related spending (2010 dollars). Annual construction-related spending (actual or projected) is multiplied by the jobs impact factor to project the total number of short-term jobs sustained statewide. In order to keep the measure on a consistent year-to-year basis, adjustments are made for inflation.	
Owner	Financial Services Section, Central Services Division, ODOT, Dave Kavanaugh, 503-378-2880	



1. OUR STRATEGY

Major increases in funding for transportation projects approved in the Oregon Transportation Investment Acts (OTIA I, II, and III) and the recent Jobs and Transportation Act legislation target, among other things, stimulating the economy in the near-term by increasing the number of jobs sustained. In addition, there is the implicit connection from the vital investment in long-lived highway and bridge infrastructure that is a key component of long-run economic growth. This measure provides information on the economic impact of ODOT's construction program by estimating the number of jobs sustained in the short-term by annual construction project expenditures. Job impacts in the short-term from transportation construction spending stem from a number of elements in our economy. First, there is the work created by actual preliminary engineering, right-of-way and construction activity. Secondly, there are ripple effects created throughout the economy by the purchases of supplies, materials, and services. Finally, the spending by workers and small business owners serves to further increase demand for consumer/household goods and services. All of these elements combine to assess the probable job effects in the short-term.

2. ABOUT THE TARGETS

Previously, targets were established by the Transportation Program Office Manager (2005 and 2006 targets). Beginning with the 2006 report and for state fiscal year 2007 and beyond, targets are short-term job estimates based on forecast outlays for projects currently programmed in the State Transportation Improvement Program (STIP). "Actual" figures are also short-term job estimates and are the result of the programmatic spending that actually occurred during the state fiscal year, coupled with the application of the multipliers from the regional economic impact model. The actual results for FY2010 reveal that the total number of jobs supported by Agency project spending was approximately 11,100. The target for fiscal year 2013 is preliminary at this juncture, inasmuch as projected spending for construction projects has not been fully ascertained.

3. HOW WE ARE DOING

ODOT construction programs succeeded in supporting about 9,900 jobs in 2009. This was above the targeted jobs estimate made at that time because projected construction-related spending for transportation projects in 2008 occurred at a rate somewhat above that which was anticipated when the target was established. For FY2010, the results were approximately 11,100 jobs, very nearly the same as targeted in the prior year's report of 11,350. Actual data for FY2011 is yet to be realized and will be available in the Fall of 2010.

4. HOW WE COMPARE

The measure is not currently used by other states.

5. FACTORS AFFECTING RESULTS

Available financial resources to implement transportation projects. General economic conditions in the state of Oregon. Inflation, i.e., the purchasing power of a construction dollar decreases over time; as a result the economic stimulus supported by the same dollar amount of spending also decreases with time.

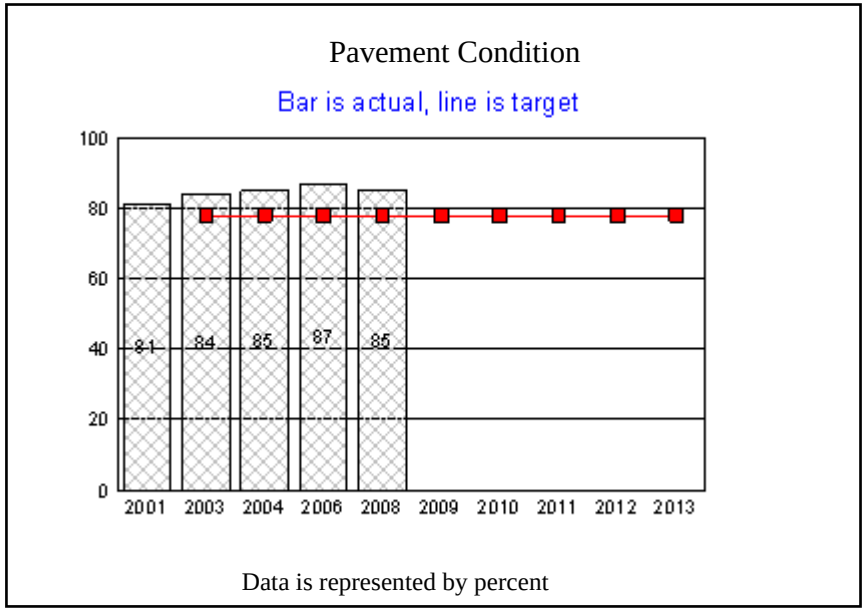
6. WHAT NEEDS TO BE DONE

The department must ensure that highways are designed and constructed on time. Delays in contracting projects would postpone impacts on jobs and the economy. In addition, increased funding is needed to offset the impacts of decreased purchasing power in order to keep the employment numbers level.

7. ABOUT THE DATA

This measure is provided at the state level only and for Oregon fiscal years. The measure always presents estimated and projected jobs impacts. The measure identifies jobs sustained by contractor payments occurring within specific fiscal years. This differs from total budgets for current projects under contract. A widely recognized regional economic impact modeling tool is used to estimate a jobs impact factor, on a biennial basis. The results are expressed in combined full-time and part-time jobs supported. A conversion of full-time and part-time jobs to estimated full-time equivalents (FTE) is accomplished through analysis of covered employment data on hours of work statewide by employment sector provided by the Oregon Employment Department. For intervening years when the model is not updated and for projected years, construction-related spending is adjusted for inflation. Since the payments are to private construction contractors, the jobs impact reflects virtually all private industry employment.

KPM #15	Pavement Condition: Percent of pavement lane miles rated “fair” or better out of total lane miles in state highway system.	2001
Goal	ODOT Goal #2: Preservation -- Preserve and maintain transportation infrastructure	
Oregon Context	Oregon Benchmark #72a: Percent of State Centerline Miles in "Fair" or Better Condition	
Data Source	Pavement Services Unit, Highway Division, ODOT	
Owner	Pavement Services Unit, Highway Division, ODOT, Elizabeth Hunt, 503-986-3115	



1. OUR STRATEGY

The strategy of the ODOT pavement preservation program is to keep highways in the best condition possible, at the lowest cost, by taking a preventive approach to maintenance. The most cost-effective approach is to resurface highways while they are still in “fair” or "good" condition,

which extends pavement life at a reduced resurfacing cost.

2. ABOUT THE TARGETS

A higher, or increasing, percentage of pavement (centerline) miles in good condition is desired. A higher percentage translates to smoother roads and lower repair costs. Funding allocations to the pavement program are set to maintain pavement conditions at a target of 78% “fair” or better over the long term. Currently, pavement conditions are above target but forecast to drop back towards the 78% long term target by 2015.

3. HOW WE ARE DOING

Pavement conditions on the state highway system are on the decline, with some portions of the system declining more steeply than others. The statewide overall “fair-or-better” mileage for 2008 dropped 2% from than the 2006 measure. The percentage of highways in “good” to “very good” condition dropped 11% since 2006 while the percentage of “fair” pavement in the inventory nearly doubled from 15% to 24%. Although this shift from “good” to “fair” pavement is not reflected in the “fair” or better measure, a large number of highways will decline to “poor” condition in a few years as resurfacing needs outpace available funding.

4. HOW WE COMPARE

No standardized system exists for classifying pavement condition of all highways nationwide, Each state uses a unique procedure for classifying pavement defects and assessing structural and functional pavement conditions. However, pavement smoothness, which is one indicator of pavement condition, is collected by all states using standardized procedures. A smoothness comparison between Oregon and the neighboring states of California, Idaho, Washington, and Nevada based on 2008 reported data shows that Oregon’s Interstate pavements are in better condition than the surrounding states', while Oregon’s remaining highways are mid-pack compared with the neighboring states' but better than the nationwide average.

5. FACTORS AFFECTING RESULTS

The cost fluctuation for pavement materials in recent years has had a major impact on the cost of highway resurfacing projects. Due to price spikes in 2007-08, some projects were cut from the program and others were cut or shortened. More recently those costs have come down with the overall decline in construction, but material costs are expected to fluctuate again in the future. Lower than anticipated federal revenues have also resulted in major funding reductions to the Preservation program, which is the primary program for resurfacing work. Other factors having an impact on the program are standards, mobility, and access management requirements. Often, paving work is conducted in conjunction with other enhancements which can impact project costs and timelines.

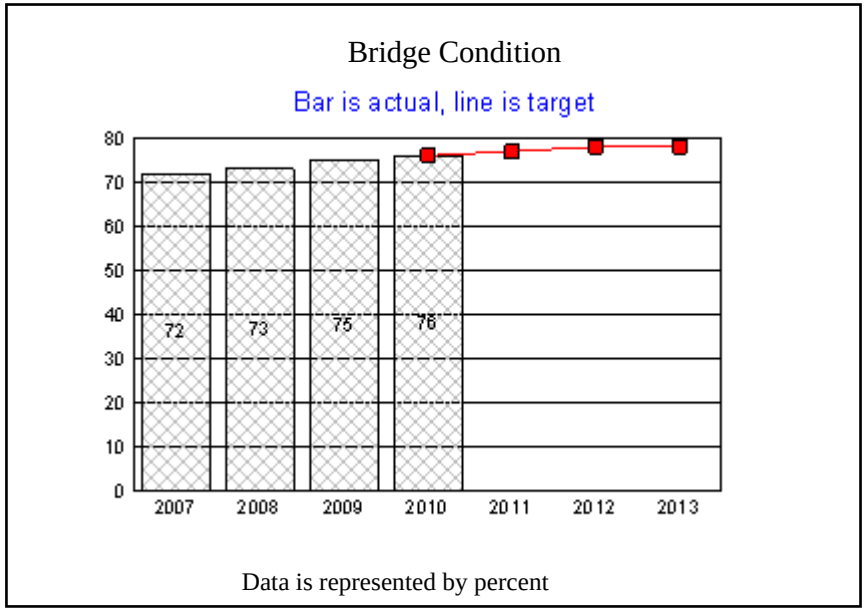
6. WHAT NEEDS TO BE DONE

The resurfacing mileage is not keeping pace with the rate of pavement deterioration, and is currently less than one-half the mileage needed to maintain pavement conditions over the long-term. Increased funding is required to hold pavement conditions steady on important routes throughout the state. The funding shortfall is most acute in urban areas. The Department has taken several steps to help offset some of the declines, including programming over $100 million in Preservation projects with ARRA funds, constructing more low-cost chip seal treatments under the Maintenance program, and implementing a 1R paving program which optimizes preservation investment in the pavement surface.

7. ABOUT THE DATA

Pavement smoothness is a key element of the motoring public's experience when traveling the highway system and the pavement condition is a primary factor in determining the optimum time to program a maintenance treatment or resurfacing to maintain or restore smoothness. Pavement conditions are measured via a combination of automated equipment and visual assessment, and rigorous checks are made on the data to ensure integrity. Oregon has measured pavement conditions on the state highway system since 1976. Pavement conditions are measured and reported on the entire State Highway system every two calendar years, on the even year (2004, 2006, etc.). Measurements are taken in the summer and fall and reported at the end of calendar year. The Department's Pavement Condition Report provides detailed pavement condition data and statistical summaries across various parts of the highway system and is available on line at http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/pms_reports.shtml.

KPM #16	Bridge Condition: Percent of state highway bridges that are not deficient.	1998
Goal	ODOT Goal #2: Preservation -- Preserve and maintain transportation infrastructure	
Oregon Context	Oregon Benchmark #72b-i Percent of State Bridges in Fair or Better Condition	
Data Source	Bridge Engineering Section, Highway Division, ODOT	
Owner	Bridge Engineering Section, Highway Division, ODOT, Bruce Johnson, 503-986-3344	



1. OUR STRATEGY

ODOT has adopted a bridge preservation strategy designed to keep state highway bridges in the best condition at the lowest lifecycle cost. The program, based on the Bridge Management System, consists of four major components: freight mobility needs; deterioration needs; bridge safety;

and serviceability needs. ODOT has targeted these areas giving priority to National Highway System (NHS) routes in the process of selecting projects for the Statewide Transportation Improvement Program (STIP) and the OTIA III bridge repair and replacement program. Additionally, we have received special federal funding that has allowed us to move ahead in addressing needs on the most critical routes, considering route hierarchy.

2. ABOUT THE TARGETS

ODOT's goal is to manage overall bridge conditions to achieve a certain level of non-distressed bridges based on route hierarchy. A higher percentage of bridges with "not distressed" ratings are desired with priority given to NHS routes. Bridges "not distressed" means that the bridges have not been rated as Structurally Deficient based on criteria established by the Federal Highway Administration (FHWA), or have other needs defined by ODOT. A distressed bridge is defined as a bridge with an identified freight mobility, deterioration, safety or serviceability need. The Minneapolis bridge collapse has heightened the awareness of bridge conditions nationwide. Yearly we re-examine our bridge conditions and compare our results with those in the rest of the nation. Current bridge condition goals are: NHS – 90% not distressed, and Non-NHS Routes – 85% not distressed. These goals were set in recognition of the anticipated result of addressing all structural deficiencies, while leaving many lower priority conditions "as is".

3. HOW WE ARE DOING

ODOT has moved extremely quickly in getting bridge repair and replacement projects on high priority freight corridors, including I-5, underway. As a result of planned bridge construction through 2012, including OTIA III and special federal funding, we anticipate significantly fewer bridges will be distressed by 2013. In 2010, the overall percentage of bridges rated "not distressed" was 76%. The upward trend in condition shown is expected to continue through approximately 2014, at current levels of funding. After that, bridge conditions are expected to begin to decline gradually and then at an increasing rate.

4. HOW WE COMPARE

Each state reports bridge condition for bridges included in the National Bridge Inventory (NBI), using standard criteria which are established by the FHWA. The FHWA does not report data based on ownership, but does report data for all NBI bridges within states and for all National Highway System bridges within states. Nearly all Oregon NHS bridges are owned by ODOT. These bridges represent approximately half of the ODOT inventory, and include those bridges on the higher level systems, including all of the Interstate. FHWA defines deficient bridges as those that meet the criteria for Structurally Deficient or Functionally Obsolete bridges. Oregon has a rate of 75% of "not deficient" bridges on the NHS. Based on 2009 data from FHWA, the national average of NHS bridges "not deficient" is 80%. Oregon falls considerably below the average today. The FHWA data on condition of bridges on the NHS provides the best consistent, reliable comparison of bridge condition currently available.

5. FACTORS AFFECTING RESULTS

Factors affecting this year's condition rating include the increasing demands on Oregon's bridges, and the age of those bridges (many of which are nearing the end of their service life). OTIA III will continue to replace bridges at a rate greater than any other time since the construction of the Interstate and will improve the condition of the transportation infrastructure on the main freight routes and the NHS; however, it still does not keep pace with the anticipated rate of deterioration. As OTIA III projects are completed, more aging bridges will fall into the categories of needing repair or replacement. In addition to 654 "distressed" bridges there are 153 more bridges one point away (on a scale of 10) of becoming Structurally Deficient (distressed). The vast majority of these "cusp" bridges are not currently programmed for repair or replacement. At current levels of funding, it can be expected that many of these bridges will become distressed bridges within the next ten years. The 25-year OTIA III bond payback period further constrains future funding capacity to repair and replace bridges at the rate they are likely to decline. Federal funding levels have also declined. Lastly, in order to "stretch" bridge construction dollars, more bridges are being repaired and fewer bridges are being replaced. This has the effect of postponing, but not eliminating the costs associated with an older population of bridges.

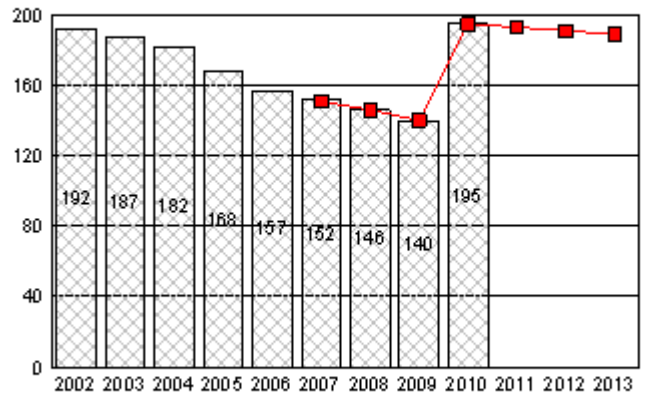
6. WHAT NEEDS TO BE DONE

Maintain the existing bridge inventory through repair and rehabilitation. Continue managing the Bridge Program by making strategic selection of projects in the four major program components. A. The important freight corridors of the NHS continue to be a high priority to avoid load restrictions, which affect both commerce and economic development. B. Structurally Deficient bridges and bridges with other structural deficiencies continue to be a high priority of the Bridge Program. C. High priority safety concerns such as under-capacity bridge rails and scouring of critical bridges subject to wash-out during floods need to be addressed in the Bridge Program. Critical routes are being identified and prioritized for seismic retrofit and should be addressed in the Bridge Program as soon as practical. D. High value structures, such as major river crossings and movable bridges, have high costs associated with the rehabilitation necessary to keep them in serviceable condition, but even higher costs if neglected repairs lead to bridge replacement sooner than would otherwise be required.

7. ABOUT THE DATA

For purposes of data collection and reporting, a snapshot of the bridge inventory is taken each April. The data for 2010 came from a snapshot which coincides with the 2010 NBI Submittal. It contains data required to be reported annually to FHWA. The NBI Submittal snapshot provides a convenient and consistent reference point each year. This KPM was modified in 2010 from "deficient" bridges following the federal definition and included Structurally Deficient and Functionally Obsolete bridges, to "distressed" bridges which are a composite of the structurally deficient measure and other Oregon specific criteria including freight mobility, deterioration, safety and serviceability needs. The distressed bridge measure more precisely identifies the condition of bridges with respect to the types of projects that are proposed for ODOT bridges in good repair. The factors and the criteria for the distressed bridge measure allow refinements for more precisely targeting condition based needs than was previously available. This will result in a more focused, measurable and responsive approach to performance management of ODOT bridges.

KPM #17	Fish Passage at State Culverts: Number of high priority ODOT culverts remaining to be retrofitted or replaced to improve fish passage.	2005
Goal	ODOT Goal #4: Sustainability/Environment -- Sustain the environment and communities	
Oregon Context	Oregon Benchmark #86a: Freshwater Species (Salmonids)	
Data Source	ODOT; Statewide Culvert Inventory for Priority Culverts Data, Oregon Department of Fish & Wildlife (ODFW), Highway Division, ODOT (Fish Passage Program)	
Owner	Geo-Environmental Services Section, Highway Division, ODOT, Ken Cannon, Fish Passage Coordinator, 503-986-3518	



Data is represented by number

1. OUR STRATEGY

The primary goal of this program is to support The Oregon Plan for Salmon and Watersheds by replacing or retrofitting culverts for fish passage in the most aggressive, cost effective, and efficient means capable of being done with limited program funds. A secondary goal of the program is to

partner with other state and federal agencies, local governments, as well as public and private stakeholders to develop an informed work force on the needs and requirements of native fisheries.

2. ABOUT THE TARGETS

Different program targets have been used to gauge performance for this KPM. These targets have included minimum number projects per year and number of miles of stream habitat opened up per year. While these targets have been effective at tracking performance, in 2005 we changed the *target* and *actual* for future reporting cycles. Also, starting in FY2010 culvert numbers were adjusted to reflect ODFW's most recent culvert inventory. The *targets* reflect the remaining balance of high priority culverts (i.e. actuals) that need repair from the previous year minus the number of culverts planned for completion during the target year. Program *targets* are determined based on available annual funding levels. The *actuals* represent the total number of statewide high priority culverts owned and managed by ODOT that remain to be replaced or retrofitted.

3. HOW WE ARE DOING

During FY 2009-2010 ODOT completed 8 fish passage projects, opening or improving access to 7.4 miles of stream for native migratory fish. From 1997 through 2010 the ODOT Fish Passage program has repaired or replaced a total of 134 fish passage impaired culverts. Out of those 134 projects, 51 have replaced culverts or replaced culverts with a bridge, and 83 projects have retrofitted culverts with weirs or baffles and repaired stream channels below culverts. The ODOT Fish Passage program has opened or improved access to 433.4 miles of stream habitat to native migratory fish since 1997. This represents a significant amount of habitat, demonstrating that ODOT projects are a major contributor in restoring salmon to their historic habitat. ODOT is working to repair as many high priority fish passage culverts as the program funds will allow. However, in coming years (FY 2011-2015) the Salmon Program funds will be divided between fish passage and storm water retrofit projects. With reduced funding available for fish passage, the rate of retrofitting or replacing culverts will slow. Rather than completing 5-6 projects per year as we have in the past, the target has been reduced to 2-3 as reflected in the table above. The current funding for the Salmon Program is: $4.1 million for FY 2010 (100% fish passage), $4.2 million for FY 2011 ($2.1M for fish passage, $2.1M for storm water retrofits), $4.4M for FY 2012 ($2.3M for fish passage, $2.1M for storm water retrofits), and $4.5M for FY2013 ($2.4M for fish passage, $2.1M for storm water retrofits).

4. HOW WE COMPARE

ODOT has not queried neighboring states with regard to their fish passage programs.

5. FACTORS AFFECTING RESULTS

The long term goal of this program is to continue to support the Oregon Plan for Salmon and Watersheds through repairing or replacing culverts that do not meet state fish passage criteria. This goal is being accomplished, but the rate at which projects are being delivered has diminished since the start of the program. Many factors impact the ability to deliver fish passage projects including but not limited to: increased construction, right of way and project development costs, and reduced funding. Recent changes to state and federal fish passage design criteria now require using larger culverts at stream crossings; larger structures add significant costs to projects. These scenarios continue to drain program funds and diminish the overall program's performance and rate of culvert repair.

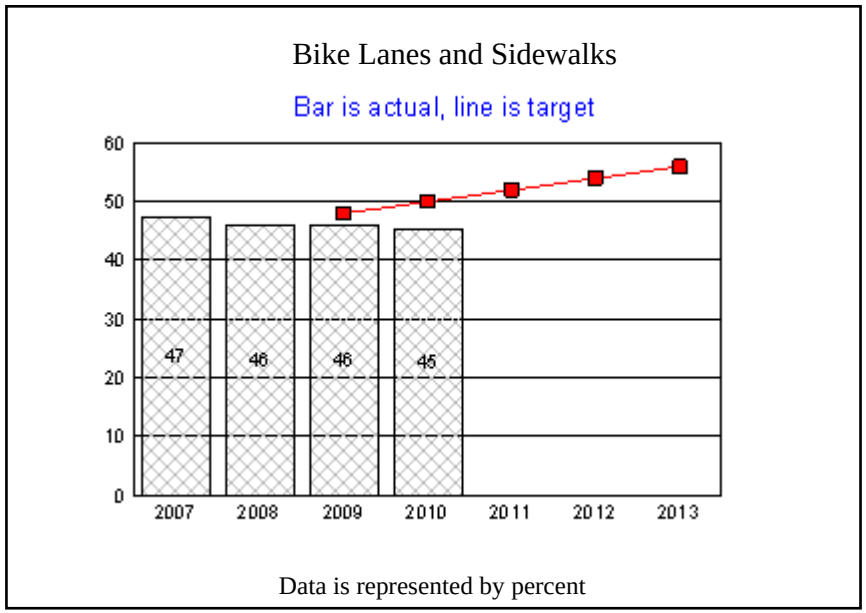
6. WHAT NEEDS TO BE DONE

Increased funding is necessary to maintain the trend of improving fish passage at ODOT-owned culverts. ODOT's Geo-Environmental Section is currently exploring all avenues to administer this program more efficiently. We are evaluating creative ODOT and Regulatory Agency partnerships and streamlining initiatives for construction permits (e.g. programmatic permits with NMFS, USFWS and ODFW). These initiatives will create project certainty and result in more efficient program administration. Monitoring and reporting are critical to tracking the success of individual projects and should be improved. It is equally important to continue to remain current with industry standards, evolving fish passage design, and program management techniques. Intra- and inter-agency outreach and coordination should also continue.

7. ABOUT THE DATA

The Oregon Department of Fish and Wildlife manages the statewide fish passage culvert inventory list which identifies passage impediments at highway-stream crossings. The ODFW culvert priority list is updated regularly based on projects completed, changes in habitat condition, and new culvert survey data. Recent updates to the inventory list have resulted in an increased number of high priority culverts. ODOT continues to work collaboratively with ODFW to ensure that projects that are selected for funding will accomplish the best benefit for fish and meet transportation needs.

KPM #18	Bike Lanes and Sidewalks: Percent of urban state highway miles with bike lanes and sidewalks.	2005
Goal	ODOT Goal #4: Sustainability/Environment -- Sustain the environment and communities	
Oregon Context	Oregon Benchmark #72: Road Condition	
Data Source	Bicycle/Pedestrian Program, Highway Division, ODOT	
Owner	Bicycle/Pedestrian Program, Highway Division, ODOT, Sheila Lyons, 503-986-3554	



1. OUR STRATEGY

This measure reports the performance of ODOT in meeting community needs for bike lanes and sidewalks. This has been a priority in Oregon for many years. Oregon Revised Statutes have established a Governor appointed Oregon Bicycle and Pedestrian Advisory Committee, requires bike

lanes and sidewalks be provided as a part of road construction projects, and have mandated that a minimum one percent of the state highway fund be used for bike and pedestrian facilities. The measure was revised in 2006 to more adequately reflect the goals of the program and establish targets to drive better outcomes for bike lanes and sidewalks. While rideable and walkable shoulders exist on many rural highways, this performance measure is focused on completing the sidewalk and bicycle system in cities and urban areas. Actual community needs for bike lanes and sidewalks have been evaluated and existing state highways, except for freeways, have been inventoried.

2. ABOUT THE TARGETS

Targets are based on total roadside miles in cities and urban areas that have been determined to need bicycle facilities and/or sidewalks. Urban areas are those areas with populations over 5,000 determined to have a population density that meets the federal definition for the area bordering the highway. Small incorporated cities with populations under 5,000 are also included. Sidewalks must be present, five feet or more in width and in fair or better physical condition. Bicycle facilities are defined as a marked and striped bike lane five or more feet in width or a paved shoulder that is five feet or more in width or a travel lane that is shared by both bicyclists and motor vehicles where the posted speed is 25 MPH or less or a multi-use path within the right of way. Bicycle facilities are considered necessary for 100 percent of state highway roadside miles in cities and urban areas. Sidewalks are commonly necessary for less mileage with a statewide need of 57 percent of state highway roadside miles in cities and urban areas. Couplets, (where a state highway separates into two distinct roads within towns and cities) also affect needs and mileage because sidewalks are usually appropriate for both sides of both roadways whereas bicycle facilities are only needed on one side of each roadway. Total miles needed for each type of facility are added together and compared to the total urban roadside mileage. This establishes a long term target of 78 percent of urban roadside mileage to complete the sidewalk and bicycle system. The Oregon Transportation Plan assumes that bicycle and pedestrian facilities will provide needed transportation options for moving around communities by 2030. Total miles of existing bike lanes and sidewalks were compared to the total urban roadside mileage to determine the current percentage of the system that is complete. Currently 45 percent of the urban roadside mileage has bicycle facilities and/or sidewalks. Annual targets of 2 percent a year have been established to complete the sidewalk and bicycle system by 2030.

3. HOW WE ARE DOING

The program is considered a success based on positive feedback from communities that have received technical assistance and other efforts to monitor program outcomes. Sidewalks and bicycle facilities on urban state highways were 45 percent complete in 2010. This is slightly down from the 2008 KPM of 46 percent due to adjustments in the highway system mileage. Current efforts will continue in the provision of technical assistance and the dispersal of grant monies to increase appropriate availability of bicycle and pedestrian facilities. ODOT staff has worked hard to define a meaningful new measure for this program with improved data quality and availability. A two year effort to inventory and assess all highways in urban areas and small cities statewide was completed in 2008. To date, 100 percent of the urban areas and small cities have been inventoried and assessed. The performance measure was based upon complete data for all state highways in cities and urban areas across the state. This information will be used to reevaluate program emphasis and strategies as well as to monitor progress made toward measure targets and program goals.

4. HOW WE COMPARE

There are no known standards or measures, either national or from neighboring states, with which to compare our progress in this area.

5. FACTORS AFFECTING RESULTS Results may fluctuate somewhat as the boundaries of small cities and urbanized areas change, development occurs and with increases or decreases in the highway mileage.

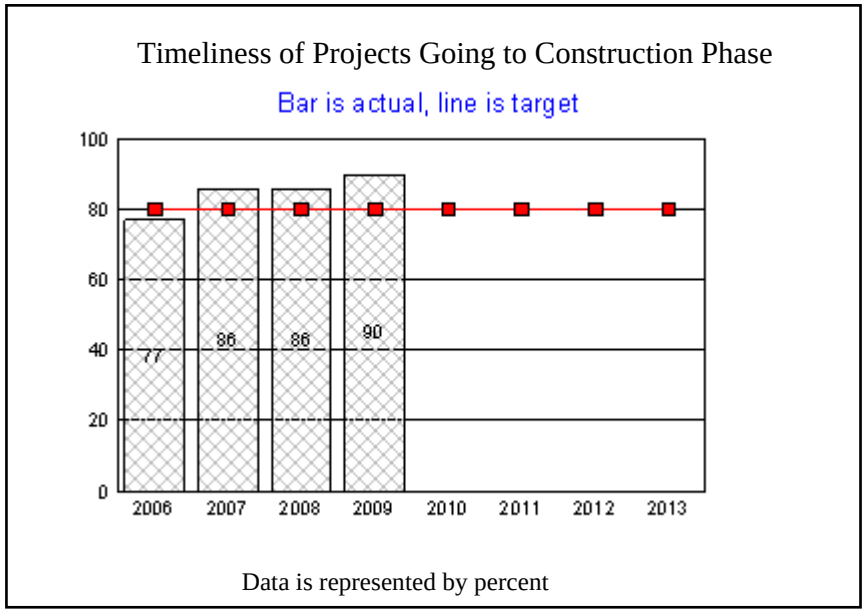
6. WHAT NEEDS TO BE DONE

The sidewalk and bicycle systems on state highways in urban areas needs to be completed. Current funding levels are inadequate to complete the system by the 2030 Oregon Transportation Plan target date. Inventory data will be used to prioritized sidewalk and bicycle facility infill. Performance measure progress will be monitored and compared to annual measure targets and program goals. Staff will also work to identify the best methods and cycles to update program data on a regular basis. The effort to update data will ensure this information will continue to assist in decision making concerning program direction, emphasis and funding priorities.

7. ABOUT THE DATA

Data was collected using the highway video log and the findings were validated in the field. This report is based on data from 100 percent of the statewide urban areas and small cities. Now that the statewide inventory is complete, subsequent annual reporting cycles will be based on a federal fiscal year because the summer seasons will be the optimum time for field validation.

KPM #19	Timeliness of Projects Going to Construction Phase: Percent of projects going to construction phase within 90 days of target date.	2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon and Oregon Benchmark #4 Net Job Growth	
Data Source	The project's target bid let date is obtained from the Project Control System (PCS), and the actual Notice to Proceed (NTP) date from the Trns*port LAS module.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	



1. OUR STRATEGY

The goal is to develop efficient, complete and attainable project development schedules, and then aggressively manage all milestones, ensuring all milestone deliverables are complete and on time. The Agency is currently standardizing the process of project development. The Agency already has

in place a 12 month lock-in schedule for projects to get to the bid/let date. Projects which bid let within 90 days of this targeted bid/let date or earlier are considered on time. There are also specifications that occur after bid opening such as: the Bidder must hold to his/her bid for 30 days from bid opening; the Bidder after receiving the contract booklet, has 15 calendar days to return a signed contract along with insurance certificates and bonds; ODOT has 7 calendar days, after receiving signed contract and correct insurance and bonds, to execute the contract; and ODOT has 5 calendar days after executing the contract to issue Notice to Proceed. These specifications add up to a shall-not-exceed-57 days from bid opening to Notice to Proceed. Currently the average amount of days is 35. Upon contract execution and issuance of Notice to Proceed, the project moves from the procurement phase to the construction phase.

2. ABOUT THE TARGETS

An initial goal of 80% on-budget has been set for this measure, with an upward data trend being desirable.

3. HOW WE ARE DOING

ODOT has been improving in this measure every year, and is now achieving 92% NTP on time delivery.

4. HOW WE COMPARE

Due to differing methodologies and definitions, there is no direct correlation with other states' measures.

5. FACTORS AFFECTING RESULTS

Items which can cause late projects include: • During the Project Development Process: * Additions made to the scope of work to be performed. * Unanticipated archeological or environmental impacts. * Permit issues. • During the Procurement Process: * Balancing bid let dates to improve bid pricing. * Contractor timeliness in returning documents. * Re-bid of rejected proposals

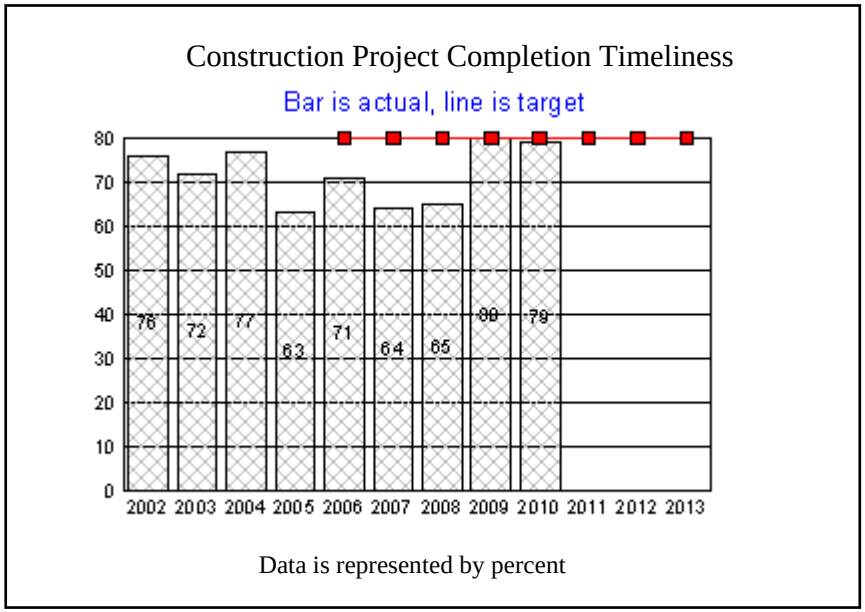
6. WHAT NEEDS TO BE DONE

Based on these initial five years of data, ODOT is on target. Assuming a continued pattern of exceeding the target, ODOT may consider extending the design forecast period to a longer period of time.

7. ABOUT THE DATA

In the past, the project design phase has been tracked for timeliness by itself. In contrast, this measure examines the timeliness of both project design and procurement phases. Design: When a project is provided to contractors to bid on (referred to as bid-let), the project has completed the design phase. The timeliness of the design phase is measured by "locking-in" a baseline date when the project is 12 months from its expected bid-let date. This baseline becomes the target bid-let date. Projects which bid-let within 90 days of this targeted bid-let date or earlier are considered on time for design. Procurement: When a Notice to Proceed (NTP) is issued for a project, the procurement phase has been completed and the construction phase begins. Projects are allowed 57 days to reach NTP after they have been bid-let. Metric Definition: Timeliness of both the design and procurement phases are examined in this metric by examining the projects which received a NTP in a given year to determine what percentage reached NTP before their target bid-let date + 147 days. (Actual NTP < (target bid-let date + 90 window + 57 days for NTP = on time) Other information about this metric: • Reporting cycle: Oregon State Fiscal Year • Projects which otherwise would be considered late have the potential of going unreported if they have been split or combined with other projects. • Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS. • Locally administered projects and projects let through ODOT Central Services are not included.

KPM #20	Construction Project Completion Timeliness: Percent of projects with the construction phase completed within 90 days of original contract completion date.	2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon and Oregon Benchmark #4 Net Job Growth	
Data Source	Contractor Payment System for contract specified completion date and actual completion date. Data is reported by State Fiscal Year.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	



1. OUR STRATEGY

The goal is to ensure development of viable and efficient construction schedules which minimize freight and traveler impact and then aggressively manage adherence to the final construction schedule. Project Construction Schedules are created during development of the project prior to

bidding. This information becomes the basis for the project special provisions which contractually define completion, either by specific ending dates, or allowable construction days. All contracts also require the contractor to develop project construction schedules. The Project Manager who oversees the work of the Contractor during construction monitors adherence to schedules throughout the life of the project. Contracts have financial consequences, via liquidated damages, for failure to be completed on time. Some contracts have financial incentives for the contractor to finish early. These are contracts where there is a significant quantifiable cost benefit to the traveling public to minimize road closure time.

2. ABOUT THE TARGETS

An initial goal of 80% on-time has been set for this measure, with upward data trend being desirable.

3. HOW WE ARE DOING

The current on time delivery of 79% for State Fiscal Year 2010 is close to the 80% goal, but past years of below target performance show the need for continued attention.

4. HOW WE COMPARE

Accurate comparisons between Oregon's on time delivery to other states' on time delivery may not be possible due to differences in contracting methods, the types of projects compared, and differences in measurement methodologies and definitions. Metrics from some states with similar, though not identical, metrics include: Washington State shows 91% on time average for the 2003 – June 30 2006 time period. Virginia shows 27% on time for 2003, 35% for 2004, and 75% for 2005.

5. FACTORS AFFECTING RESULTS

Data entry and processing times can delay data by over a month in some cases, so projects which recently completed may not be captured in this report. In other instances the construction completion notice may be rescinded if a problem is found or if additional work is needed. The % on-time as reported in 2009 was 80%, but is now seen to have been 78%. This was caused by data entry lag on one project and rescinded project completion dates on two other projects. The project completion dates were rescinded in order to add more work to the following three projects: I-5 Whiteaker Ave-London Rd-Bund; US97 Reroute Phase 1, Unit 3(Redmond); and OR213: S Conway Dr - S Monte Carlo Way.

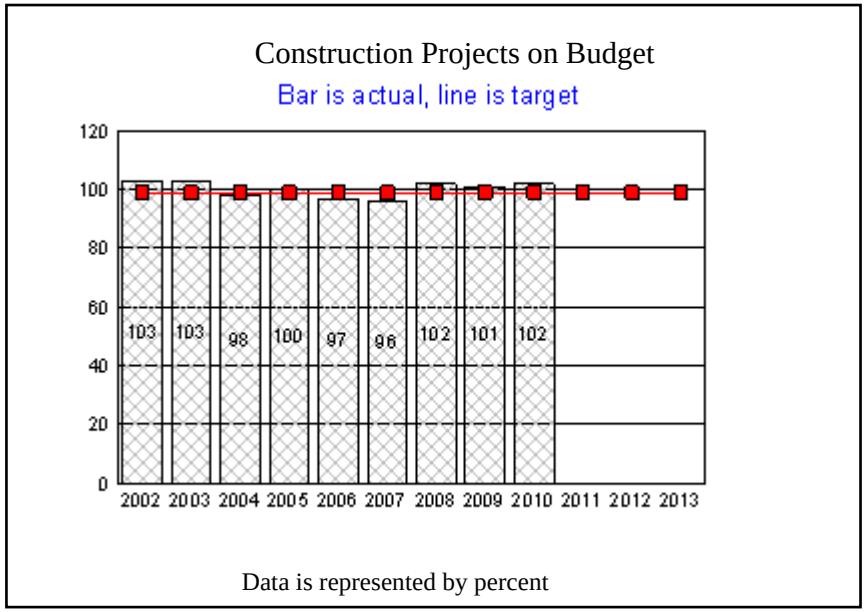
6. WHAT NEEDS TO BE DONE

Continued monitoring and evaluation of on time completion is needed. On time completion is monitored internally on a quarterly basis.

7. ABOUT THE DATA

When projects are awarded to a contractor, the construction contract specifies a date for construction to be completed. This date is known internally as the 2nd note date. This measure reports on time delivery by examining the projects which reached 2nd note in a given year, and calculating percent of projects reaching 2nd note no more than 90 days after contract specified 2nd note date. Other information about this metric: • Reporting cycle: Oregon State Fiscal Year • Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS. • Locally administered projects and projects let through Central Services are not included.

KPM #21	Construction Projects On Budget: Percent of original construction authorization spent.	2007
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Transportation Services - Improve how ODOT delivers transportation services; Efficiency - Improve efficiency to better serve customers of Driver and Motor Vehicle Services, Motor Carrier Transportation and other ODOT services; Road Condition - Percent of roads and bridges in fair or better condition.	
Data Source	Contractor Payment System (CPS) for Original Authorization and construction expenditures.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	



1. OUR STRATEGY

ODOT's Goal is to more accurately estimate costs early in project development and then manage costs (paying special attention to the tendency of

complex projects to increase in scope) throughout the life of the project. In support of this goal, changes to the programmed construction cost require Program Manager approval (e.g. Bridge or Area Manager). ODOT also makes use of continuous improvement in estimating skills – both scoping estimating (parametric estimating for different project types and elements, accounting for inflation and commodity issues) and final engineering estimating. ODOT also utilizes a robust construction Quality Control/Quality Assurance program coupled with a very structured statewide contract administration program to ensure effective Project Management throughout the construction phase of the project. This project budget metric supports these goals and strategies by allowing ODOT to evaluate their overall effectiveness.

2. ABOUT THE TARGETS

ODOT's goal is to spend under 99% of the amount authorized.

3. HOW WE ARE DOING

On average, project construction expenses have come in at 100% of their original authorization over the last 11 years. The last 3 years ODOT has seen a slight increase in construction expenditures. ODOT is looking at this measure quarterly and the increase in amount spent is being monitored.

4. HOW WE COMPARE

Due to differing methodologies and definitions, there is no direct correlation with other states' measures.

5. FACTORS AFFECTING RESULTS

All factors are examined when project budgets are established, but world trends such as higher than expected inflation, and steel, oil, and asphalt prices contribute to cost increases. Unanticipated geological features, archeological finds, or environmental impacts may also contribute to cost increases.

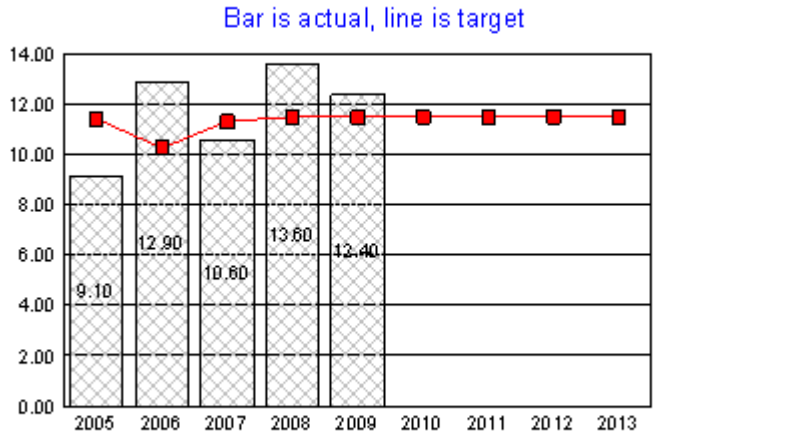
6. WHAT NEEDS TO BE DONE

Continued monitoring to insure ODOT's construction expenses remain under the authorized amount.

7. ABOUT THE DATA

Formula: For projects for which final payment has been issued in the given year, the amount spent is divided by the original contract authorization. Other information about this metric: • Reporting cycle: Oregon State Fiscal Year • Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS. • Locally administered projects and projects let through Central Services are not included. • ODOT has reported data for this measure (not as a KPM) in the past using Calendar Year. Data is now shown in State Fiscal Year.

KPM #22	Certified Businesses (DMWESB*): Percent of ODOT contract dollars awarded to disadvantaged, minority, women, and emerging small businesses.	2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark # 4: Net Job Growth, Economic Impact: Create business opportunities in economically distressed communities as a result of transportation improvements.	
Data Source	Data is compiled using information from Trns*port which is downloaded to the Civil Rights Compliance Tracking (CRCT) system.	
Owner	Office of Civil Rights, Executive Office, ODOT, Michael A. Cobb, 503-986-5753	



1. OUR STRATEGY

The US DOT requires that ODOT set an annual Disadvantaged Business Enterprise (DBE) participation goal based on availability of certified firms. DBE utilization must be tracked and reported in order for the state to receive federal funds for highway construction.

2. ABOUT THE TARGETS

In previous years, the DBE Annual Goal was calculated using data from the ODOT bidders list. The DBE Program and goal are required, but achievement is aspirational. As a result of a 9th US Circuit Court opinion, Oregon attempted to meet the DBE Goal through race-neutral and gender-neutral means from April 19, 2006 to September 8, 2008. A component of this effort was the setting of Aspirational Targets to provide guidance for what constitutes a reasonable participation level. Since the completion of the Disparity Study, DBE Aspirational Targets have been discontinued. In September 2008, a waiver was approved by the US DOT which allows ODOT to set DBE Goals for African American, Asian Pacific and Subcontinent Asian firms for projects where sufficient subcontracting availability exists. In addition, ODOT had been setting MWESB Aspirational Targets for construction projects estimated to cost over $1 million and non-construction projects over $500,000. A recent directive from FHWA has required that ODOT discontinue the MWESB Targets on all federal-aid projects, but the Agency will continue to evaluate state-funded projects for the participation level that is appropriate for the project.

3. HOW WE ARE DOING

ODOT has satisfactorily complied with the federal DBE Program requirements for making a good faith effort to achieve the identified DBE Annual Goal, and for reporting those efforts. Based on the 9th US Circuit Court decision and guidance from the Federal Highway Administration, ODOT was prohibited from setting contract-specific goals, but with the completion of the Disparity Study and approval of a waiver of the Federal Regulations from FHWA allowing group-specific goals on projects where appropriate, ODOT has resumed setting DBE Goals. For Federal Fiscal Year (FFY) 2007, the DBE Annual Goal was 11.32% and actual utilization was 10.60%. In 2008, the FFY Goal was 11.5% and utilization was 13.6%.The Minority, Women, and Emerging Small Business (MWESB) Aspirational Targets will no longer be set for federal-aid projects, but will be considered on state-funding-only projects.

4. HOW WE COMPARE

Due to the wide variation in metrics that are based on demographics, population and industry, it is not statistically feasible to compare this function on a state-to-state basis. We continue to meet the USDOT expectations for the DBE Program.

5. FACTORS AFFECTING RESULTS

The USDOT requires that annual goals must be set for each federal fiscal year, and results are calculated to align with the same time period. A recent rule change will allow ODOT to set overall DBE Goals triennially rather than annually. ODOT Information Technology has recently improved the Civil Rights Compliance Tracking (CRCT) database to gather information not only from Trns*port, but also from Personal/Professional Service

Contracts (PSK). Further refining and testing of this integration will lead to improvements in data accuracy. The addition of ARRA-funded projects has significantly increased the federal-aid contracting, and has added reporting requirements that may impact efficient and timely data evaluation processes. In addition to the semi-annual and full-year reports, ODOT now submits monthly reports which include ARRA-funded projects since the beginning of the Recovery Act, and total federal-aid projects since the beginning of the Federal Fiscal Year.

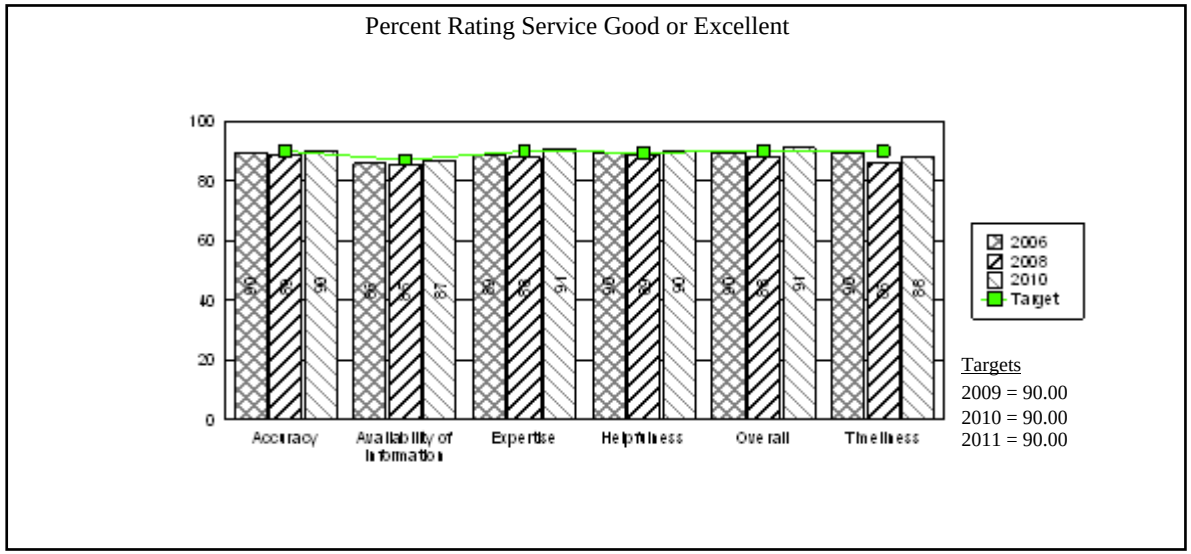
6. WHAT NEEDS TO BE DONE

There should be one unified tracking database which contains all ODOT contracting information, including prime and subcontractor information, goals, payments and project progress/status. In addition to Trns*port, data from Purchasing and Contracts Management Software (PCMS) should be downloaded into CRCT. There should be a consistent data capturing format, and a system which can produce reports for all ODOT contracting. The ODOT Information Technology group is working to integrate all data systems to provide comprehensive information. The Agency plans to conduct an update of the Disparity Study completed 10/31/07, to begin in October 2010.

7. ABOUT THE DATA

DBE participation in ODOT construction contracts is tracked in the Civil Rights Compliance Tracking (CRCT) system, and, per USDOT requirements, is calculated on a federal fiscal year basis. CRCT recently was updated to integrate PSK data into the system. ODOT tracks and reports Minority Business Enterprise and Women Business Enterprise utilization for the state Executive Order 08-16 on a quarterly basis.

KPM #23	CUSTOMER SERVICE - Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent": overall customer service, timeliness, accuracy, helpfulness, expertise, and availability of information.	2006
Goal	Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Biennial surveys of customers by DMV and Motor Carrier Division.	
Owner	ODOT, Central Services Division, Audit Services Branch, Scott Bassett, 503-986-4462	



1. OUR STRATEGY

Provide excellent customer service to customers.

2. ABOUT THE TARGETS

The overall target for 2009-11 is 90 percent customer satisfaction with ODOT services. The actual performance in 2010 was 91.0%.

3. HOW WE ARE DOING

ODOT continues to achieve high overall customer service ratings from customers. On the whole ODOT continues to provide customers with good to excellent service, improving customer satisfaction ratings from 88 percent in 2008 to 91 percent in 2010.

4. HOW WE COMPARE

Data to compare with other State Department of Transportation organizations is not yet available. Specific to Motor Carrier, Oregon is one of just a handful of states asking the trucking industry about satisfaction with motor carrier enforcement.

5. FACTORS AFFECTING RESULTS

Sampling of customers for the 2010 survey included major customer groups of DMV and Motor Carrier. In future surveys, additional customer groups will be added.

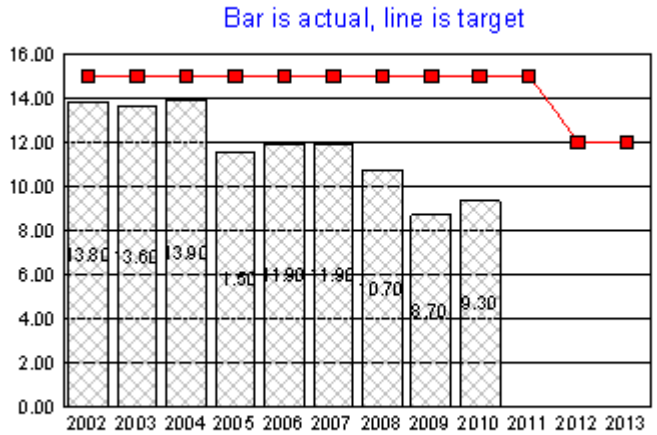
6. WHAT NEEDS TO BE DONE

ODOT will continue to monitor customer satisfaction levels and take corrective action as needed.

7. ABOUT THE DATA

Both DMV and Motor Carrier conduct surveys of customers that are based on the recommended Statewide Customer Service Performance Measure guidelines. DMV received over 400 survey responses in 2010 from customers who visited the DMV field offices. Customers were selected on a random, repetitive basis from the DMV computer system database of driver and motor vehicle transactions during the month of January. DMV also collects customer satisfaction using a cumulative average of the division’s monthly customer satisfaction survey. Using the cumulative average provides a broader sampling and response from customers. Motor Carrier surveys nine customer groups. Survey groups included companies subject to safety compliance reviews, truck safety inspections, or audits. The surveys also cover drivers subject to driver safety inspections and persons calling for registration or over-dimension permits. Taken together, the nine Motor Carrier surveys have a total of over 1,300 responses. This is large enough to provide a 95 percent confidence level and a 2 percent margin of error. The margin of error for the DMV survey is larger because of a smaller sample size. To improve the reliability of the data, DMV increased the number of surveys sent to customers. DMV also sends a second survey to customers who fail to return the first survey to help increase the customer response rate.

KPM #24a	DMV Customer Services: Field office wait time (in minutes).	1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	



1. OUR STRATEGY

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting

resources from lower priority tasks to those tasks directly affecting field office wait times. Employees were cross-trained to respond more quickly as workload varied.

2. ABOUT THE TARGETS

Beginning fiscal year 2011, DMV will reduce the field office wait time target by 25 percent. This was due to improved customer service, the target was currently set at 15 minutes and in 2011 the target will become 12 minutes. The targets represent service levels that DMV can consistently meet given the division's current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV field office wait time performance was better than target and had decreased 15 percent from the prior biennium. Field office wait time has been consistently below the 15 minute target since 2000.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

DMV has shifted staff and resources to improve field office wait times. DMV's target will decrease by 25 percent in 2011 because the resources were in the right place at the right time. Cross-training staff has been effective as well as headquarters' staff have continued to assist field staffing levels when needed and during busy months in order to help offset peak field office workloads.

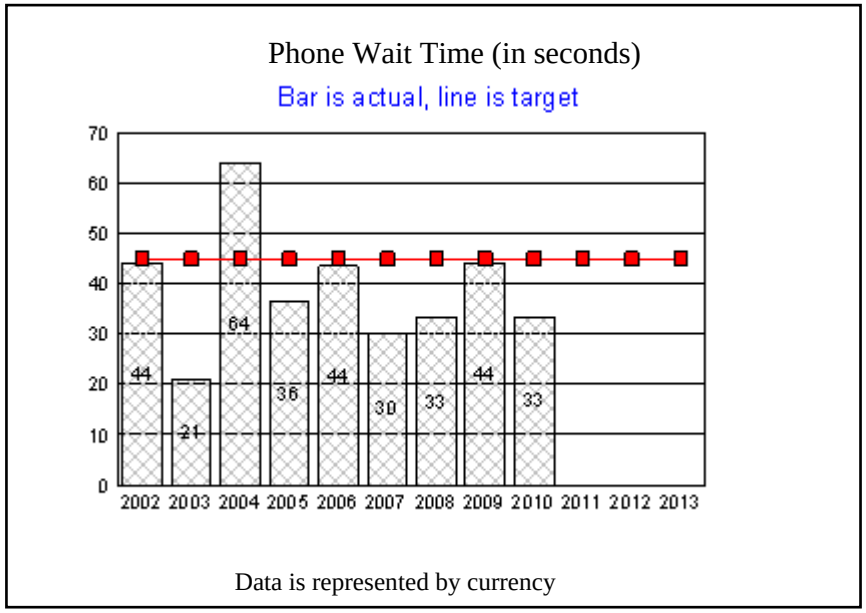
6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its customer service goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing for summer workload increases to maintain year long averages within service delivery targets.

7. ABOUT THE DATA

DMV service level data was collected daily and reported weekly and monthly. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies had remained consistent during the period since 2000, meaning that the data was not biased by systematic error. The data effectively shows annual averages but does not illustrate possible “peaks” and “valleys” that may have occurred in field office wait times during the course of the fiscal year.

KPM #24b	DMV Customer Services: Phone wait time (in seconds).	1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	



1. OUR STRATEGY

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting

resources from lower priority tasks to those tasks directly affecting phone wait times. Employees were cross-trained to respond more quickly as workload varied.

2. ABOUT THE TARGETS

Feedback from customers and businesses indicates that DMV was expected to provide a consistent level of service. In response, DMV opened a third call center to reduce phone wait times. DMV did not meet the target for 2008 but has now surpassed the target since then with the current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV opened a third phone center and has reduced phone wait times by about half compared to six years ago. In 2004, the average annual time was about 64 seconds but in 2010 the average time dropped to 33 seconds. Phone wait time performance has fluctuated from year to year but with the third phone center the large variations will decrease.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

During the last two years, DMV has successfully attained phone wait time targets by taking steps to ensure that resources and staffing levels were in the right place at the right time. DMV has improved phone wait time substantially in 2010 because opening a third call center has alleviated staff shortages.

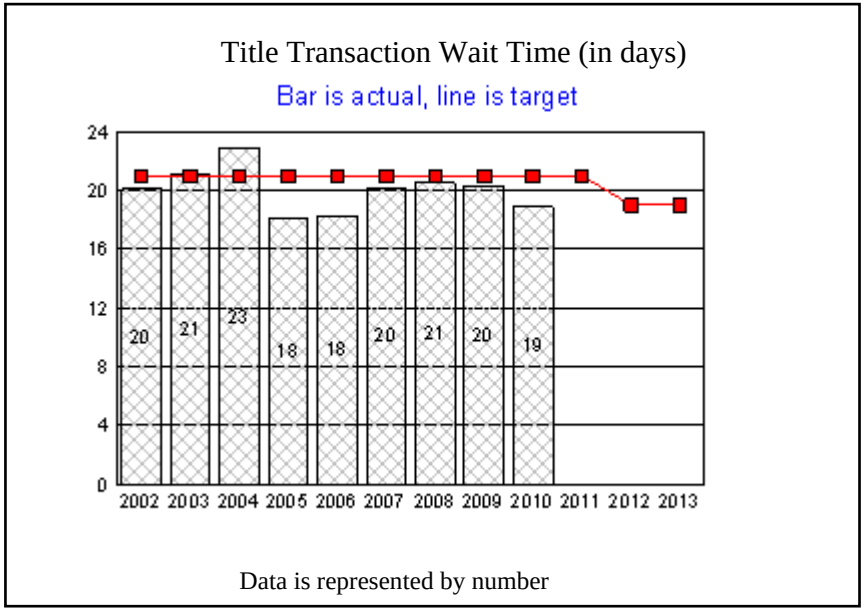
6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its phone service goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing for peak summer workload increases to maintain year long averages within service delivery targets.

7. ABOUT THE DATA

DMV phone wait timings were automatically collected in actual time through a business phone system. Daily, weekly and monthly reports were generated. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies had remained consistent and the data was not biased by systematic error. The data effectively shows annual averages but does not illustrate possible “peaks” and “valleys” that may have occurred in wait times during the course of the fiscal year.

KPM #24c	DMV Customer Services: Title wait time (in days).	1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	



1. OUR STRATEGY

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting

resources from lower priority tasks to those tasks directly affecting title wait times. Employees were cross-trained to respond more quickly as workload varied.

2. ABOUT THE TARGETS

DMV strives to reduce title wait and we have achieved the goal. Feedback from customers and businesses indicates that DMV is expected to provide a consistent level of service. In 2011, the target will be adjusted down from 21 to 19 days. The new targets represent service levels that DMV can consistently meet given the division's current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV's title wait time performance improved by 7 percent to 18.9 days and is again better than target for the fifth consecutive year.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

During the last two years, DMV has successfully attained wait time targets by taking steps to ensure that resources were in the right place at the right time. DMV has improved title wait time due to efforts to alleviate staff shortages, and cross-training of headquarters staff has improved DMV's ability to shift resources to meet targets.

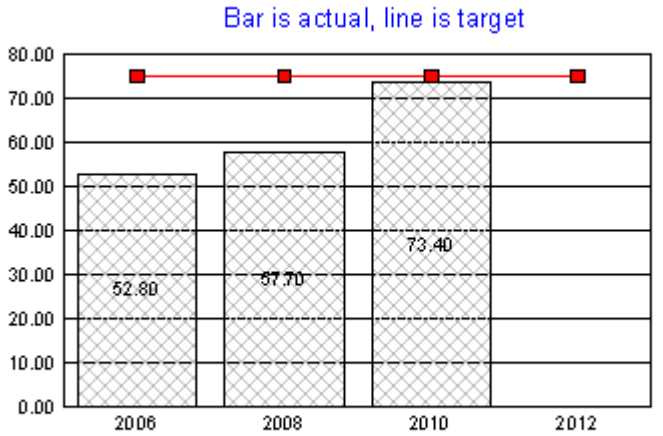
6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its title wait time goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing during peaks in workload to maintain year long averages within service delivery targets.

7. ABOUT THE DATA

DMV's titles were processed at headquarters and the results were tabulated daily and reports were generated weekly and monthly. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies had remained consistent during the period since 2000, meaning that the data is not biased by systematic error. The data effectively shows annual averages but does not illustrate possible "peaks" and "valleys" that may have occurred in wait times during the course of the fiscal year.

KPM #25	Economic Revitalization Team Customer Satisfaction: Percentage of local participants who rank ODOT involvement with the Economic Revitalization Team as good or excellent.	2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Improve the quality and efficiency of delivering state services to local governments and businesses.	
Data Source	Economic Revitalization Team Customer Satisfaction Study administered by the Governor's Office in 2010 and Department of Administrative Services in 2006 and 2008.	
Owner	Jerri Bohard, ODOT, 503-986-3435 and Christine Valentine, Governor’s Office, 503-986-6522.	



1. OUR STRATEGY

State government agencies work together to provide coordinated assistance to local jurisdictions and businesses on high priority economic and community development projects, specifically readying industrial lands for certification and/or development. The five Economic Revitalization Team (ERT)

regional coordinators work at the local level with teams of field staff from the following state agencies: ODOT, OECDD, DLCD, DEQ, DSL, ODA, OHCS, and DCBS.

2. ABOUT THE TARGETS

Targets for customer service are set at 75% to serve as a motivator for improving state agency service delivery to local jurisdictions and businesses.

3. HOW WE ARE DOING

The 2010 survey results of 73.4% customer satisfaction are a little below the target of 75% but have improved from 57.7% in 2008. Survey results indicate that local governments and businesses are mostly appreciative of the state agency coordination provided by the ERT process. Seven out of ten local participants in ERT projects perceive the service provided as “good” to “excellent.”

4. HOW WE COMPARE

Results from the 2010 survey are above the levels of customer satisfaction surveys that ERT conducted in 2006 and 2008. The surveys the standardized questions from Recommended Statewide Customer Service Performance Measure Guidelines. The ODOT results for 2010 of 73.4% were higher than for DLCD of 64.5%, DEQ of 57.3% and DSL of 43.6%.

5. FACTORS AFFECTING RESULTS

For the most part, the projects the ERT is asked to become engaged in have long standing and complicated issues beyond the scope of traditional and individual state agency processes to resolve. The high ranking of the ERT for customer service may be influenced by the fact that ERT coordinators and the ERT process often play a key role in facilitating resolution of issues, in ensuring coordinated state assistance on a project and in some instances, bringing a project that’s been in trouble to a successful conclusion.

6. WHAT NEEDS TO BE DONE

In the 2010 Customer Satisfaction Study, the ERT received the highest rating in the area of knowledge and expertise and the lowest in availability of information. The ERT will work with state agencies to improve access to information about state programs and processes. In addition, responses to the customer service questions were cross-tabbed for each of the five ERT regions and opportunities for improvement were discussed with each ERT regional coordinator.

7. ABOUT THE DATA

Since the cycle time for ERT projects ranges from a couple months for siting a business, to a year or more for readying an industrial site for certification (longer if the site requires extensive and expensive infrastructure or transportation fixes), the reporting cycle for customer service is biennially using Oregon fiscal years. A copy of the 2008 Oregon Economic Revitalization Team Customer Satisfaction Study is available by contacting Christine Valentine, Governor's Office, 503-986-6522.

TRANSPORTATION, DEPARTMENT of	III. USING PERFORMANCE DATA

Agency Mission: To provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

Contact: Scott Bassett	**Contact Phone:** 503-986-4462
Alternate: Clyde K. Saiki	**Alternate Phone:**503-986-4399

The following questions indicate how performance measures and data are used for management and accountability purposes.

1. INCLUSIVITY

*** Staff :** ODOT has a history of more than 15 years of involvement in performance measurement. It began as an effort to identify which programs or work groups were doing the highest quality work with efficient use of resources. The effort intended to manage based on information and involved training ODOT staff in the development and use of performance measurement. Some of the measures developed then still exist today, while others have evolved or been eliminated. But the result is performance management at ODOT today. The ODOT Performance Advisory Team, formed in the early 1990s, has been a clearinghouse for information and a sounding board for performance measurement efforts. The Central Services Division assists ODOT with external and internal performance reporting. It supports ODOT divisions and employees from all areas of the organization in developing and refining performance measures and gathering source data (including customer surveys). It provides department-wide coordination and training to support the development and use of performance information including summary dashboard reports. The Highway Division increased its emphasis on performance measures and involved staff in the development of a set of highway-related measures and reports them quarterly. ODOT re-examines performance measurements and identifies key activities that (1) track outcomes, not just inputs or outputs, (2) represent the agency's primary goals and tasks and (3) are statistically proven to be linked to high-level outcomes and goals. The Motor Carrier Division, for example, uses statistical regression analysis to test cause-and-effect assumptions and confirm a correlation between certain activities.

*** Elected Officials:** The performance measures are submitted to the Ways and Means Committee of the Oregon Legislature for review and approval during the budgeting process each biennium.

*** Stakeholders:** Stakeholder involvement has come through customer surveys or through the direct ties that some ODOT performance measures have to Oregon Benchmarks (see http://egov.oregon.gov/DAS/OPB/obm.shtml), since the state's benchmarks were developed and modified using public involvement.

*** Citizens:** Policy for ODOT is set by the Oregon Transportation Commission, a five-member citizen body appointed by the Governor and confirmed by the Senate. The Oregon Transportation Commission reviews the Key Performance Measures twice annually in public hearings.

2 MANAGING FOR RESULTS	This Service Efforts and Accomplishments Annual Performance Progress Report is issued annually. Performance measures that can be updated on a quarterly basis are presented for discussion at program manager meetings. The managers take the opportunity to remark about progress or setbacks and offer suggestions for addressing problems. Based on the status of measures and suggestions offered, program managers determine if they need to provide any special direction to staff. Performance measures are also incorporated into the planning documents for all areas of responsibility for ODOT, including the Oregon Transportation Plan, Highway Plan, Freight Plan, Rail Plan, and the Transportation Safety Plan. Additionally, performance measures are used in budget development, resource planning, and communicating with stakeholders. There are also on-going requirements for the director and department to track and report performance. ODOT is required to include performance measures in the budget request and in each update of the Annual Performance Progress Report. The performance expectations are linked to more detailed diagnostic measures within some ODOT programs. Agency staff use a number of the performance measures to manage programs to achieve a positive contribution. Fatalities and injuries due to crashes on the highway system are closely monitored, as are safety belt use, impaired driving, large truck accidents, and rail crossing and derailment incidents. Also monitored are the percent of drivers who are satisfied with transportation safety. More detailed internal performance measures are used on a daily and weekly basis to manage units and sections. These internal measures are more “output” oriented, and thus allow for more immediate management decisions that can quickly affect program accomplishments. For example, at DMV, customer service performance measures are gathered weekly, shared among program managers, and used to balance resources among customer service goals to maximize attainment of all goals. Sections within the division have additional service delivery goals that are monitored daily for resource allocation and other needed corrective actions. Because DMV cross-trains many employees, managers have the ability to shift resources on a day-to-day basis, depending on measurements.
3 STAFF TRAINING	Inside most divisions there are monthly or quarterly update reports on the performance measures most closely associated with the division. The reports provide training opportunities each time they are reviewed during staff meetings. The Oregon Progress Board staff provided assistance to the ODOT Executive Team in planning many of the existing legislative performance measures. The ODOT division administrators prepare updated reports on performance measures organized by the four ODOT goal areas. Some measures (e.g. DMV Title Wait Time) are detailed enough to be directly influenced by a specific unit or section. For these, all involved managers and staff know which customer services performance measures are targeted to measure their service delivery. They also understand the need to balance resources among service delivery goals. ODOT also provided training to other government units on performance measurement. For several years, staff from the Transportation Safety Division has been part of the instructor core for the Governor’s Highway

	Safety Association and National Highway Traffic Safety Administration (NHTSA)-sponsored training in highway safety management. The courses presented included problem identification, performance measurement, citizen involvement, and leadership. Attendees are highway safety appointees from other states and territories. The Oregon highway safety performance plan is used as the model in the training, starting in 1997 when NHTSA adopted the Oregon plan as a model document for setting performance measurement standards in highway safety.
4 COMMUNICATING RESULTS	*** Staff :** Operational measures are communicated to staff and used primarily by various managers to manage daily operations. Some divisions' staff learn of the status of performance measures when the quarterly performance presentations are distributed as an attachment to the Management Team meeting minutes. These presentations also focus on current issues, challenges, and accomplishments; they also provide a snapshot of divisions' budget status. Some performance results are gathered on a more frequent basis and are reported in a number of formats to each section of the division. A weekly summary of key performance measures is distributed to sections within some divisions to measure trends, determine resource allocation needs, and develop process improvement measures to speed service delivery. This 2010 Service Efforts and Accomplishments Annual Performance Progress Report is available to the public on ODOT's Internet site at http://www.oregon.gov/ODOT/CS/PERFORMANCE/index.shtml *** Elected Officials:** The measures are required content in the biennial budget package and must go through a review and approval process by the legislative body. Members of the Legislature also receive quarterly reports concerning highway projects around the state. *** Stakeholders:** The highway safety performance measures, including specific grant and project accomplishments, are covered in an annual report submitted to the US Department of Transportation (USDOT) on the first of January. The highlights are part of a presentation to the Oregon Transportation Commission and legislative transportation committees early each year. The Oregon version of the annual evaluation report has been used by the USDOT as a model for other state highway safety offices since 1997. *** Citizens:** ODOT performance measures and reports have been significantly used and distributed internally, but there is an effort underway to use performance measures as part of an improved communication effort with the public called the State of the Transportation System report. In some other cases, the quarterly performance report presentations are also shared externally. Motor Carrier provides its presentation to the Oregon Motor Carrier Transportation Advisory Committee to ensure that representatives of the trucking industry stay abreast of business operations.

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**CHAMPS Rewrite**

Project Description: The Central Highway Approach/Maintenance Permit System (CHAMPS) manages the application/permit process for approach roads and driveways that connect with state highways. The current system is built on an outdated, non standard platform which limits ODOT's ability to resolve maintenance issues and provide business critical system enhancements. As a result, the business has to create multiple work-around processes and spend time on non-value added tasks that could be automated. This project would upgrade the system to an approved ODOT standard platform, incorporate the backlog of current requests for work (RFWs) to improve user efficiency and expand functionality, implement the use of Enterprise Content Management (FileNet) for managing documents and files associated with CHAMPS, and use e-forms to allow applications to be submitted by customers via the internet.

Cost Summary

Total estimated cost for 2011-2013 biennium	$1,075,000
Total estimated cost (all biennia):	$1,075,000

Expected Start Date:	08/01/2011
Expected Completion Date:	12/31/2012

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Driver and Motor Vehicle (DMV) - Microfilm Replacement**

Project Description: Replace outdated microfilm and fiche capture equipment with a digital imaging based storage and retrieval solution.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$ 100,000
Total estimated cost (all biennia):	$1,173,858

Expected Start Date:	03/01/2010
Expected Completion Date:	12/31/2011

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Fleet Management System**

Project Description: ODOT's Support Services Branch's Fleet Services Section desires to replace its antiquated and inadequate software program that monitors all ODOT fleet assets. Replacing the old system will improve the delivery of its services pertaining to fleet acquisition and replacement, maintenance and repair, transport and disposal, parts and inventory, fuel, and customer support operations that affect various agency divisions.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$1,250,000
Total estimated cost (all biennia):	$1,500,000

Expected Start Date:	05/03/2010
Expected Completion Date:	03/30/2012

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Bentley Upgrade**

Project Description: Statewide delivery of Bentley Computer Aided Design (CAD) system upgrades including MicroStation XM and compatible versions of software dependent on the MicroStation platform. Costs include 40 hours of training for approximately 600 employees. This Bentley upgrade ensures ODOT stays current with its CAD software suite and continues to have vendor support for the most current platform.

Cost Summary

Total estimated cost for 2011-2013 biennium	$2,500,000
Total estimated cost (all biennia):	$2,500,000

Expected Start Date:	unknown
Expected Completion Date:	unknown

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Fuels Tax Replacement**

Project Description: The Fuels Tax Unit (FTU) has three main functions (1) licensing and tax report processing; (2) fuels tax refund processing; and (3) tax compliance audit services. This project would look at acquiring a commercial-off-the-shelf (COTS) package to replace the existing system built in1999 and allow ODOT to stay current with the changing needs of the industry, enhance compliance, and reduce or eliminate manual processes.

- Adds the ability to electronically track fuel types, record amounts due, dates due and monitor this information through payment. ODOT will see increased revenues and improved compliance management by capturing and monitoring this information electronically.
- Creates automated reporting for required state and federal reports. Adds the ability to create ad hoc reports.
- Improves tax report filing by:
  - Calculating taxes owed if short payments were previously made.
  - Tracking fuel such as the number of gallons of each use fuel type sold through the distribution outlet to the taxation point.
  - Capturing fuel load information to support auditing business processes. This information is used to cross-reference what was distributed to what was sold.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$2,250,000
Total estimated cost (all biennia):	$2,500,000

Expected Start Date:	05/03/2010
Expected Completion Date:	04/30/2012

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**PC Lifecycle Replacement**

Project Description: ODOT has over 4,000 users of PCs and Laptops. Approximately one quarter of these units turn over each year due to business and technology drivers. The ODOT PC Lifecycle Program was initiated to ensure the best dollar value and utilization of support staff for this large investment. This program makes these purchases in an efficient, predictable, and manageable manner, thus allowing ODOT to apply subsequent savings to the highway infrastructure. The following represents the planned expenditure over the 2011-13 biennium.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$3,400,000
Total estimated cost (all biennia)	$3,400,000

Expected Start Date:	7/1/2009
Expected Completion Date:	8/1/2011

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Driver and Motor Vehicle (DMV) - Expanded Customer Number**

Project Description: DMV is running out of customer numbers. The option of reusing old numbers from deceased customers has been exhausted so DMV must increase the number of digits that comprises their customer number and/or allow alphanumeric characters (vs. just numeric). Additional digits/characters must be added to DMV cards, documents, forms, systems and databases.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$ 450,000
Total estimated cost (all biennia)	$3,500,000

Expected Start Date:	09/01/2011
Expected Completion Date:	08/31/2016

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $1 MILLION)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)
Project Name:	**Windows 7 Operating System**

Project Description: This project encompasses the migration of over 4500 ODOT PCs from Microsoft XP to Microsoft Window 7 operating system. This project includes all the training necessary including the end-user and all of the services to perform the migration on a statewide basis. Windows XP Support ends April 8, 2014. Moving to Vista was deemed not cost effective industry-wide.

Cost Summary	
Total estimated cost for 2011-2013 biennium	$5,124,120
Total estimated cost (all biennia)	$5,124,120

Expected Start Date:	October 2011
Expected Completion Date:	June 2013

Sustainability

2009–11 Sustainability Plan

In September 2008 Volume I of ODOT's Sustainability Plan was released, updating the previous 2004 Sustainability Plan. Volume I describes the context for the plan and the vision and framework for ODOT's sustainability goals and strategies. Additionally, Volume I addresses sustainability in Oregon; the relationship between sustainability and transportation; how sustainability planning works at ODOT, and introduces the seven focus areas to be addressed in future volumes of the Plan. This Plan responds to the state's sustainability mandates, including Executive Orders and statutes, as well as incorporating policy direction from the Oregon Sustainability Board. The updated Sustainability Plan strives to provide a more strategic and comprehensive approach for incorporating sustainability in the agency and its management of the Oregon transportation system, while continuing the commitments initiated in the 2004 Plan. The three major actions of the 2004 Plan include the Oregon Transportation Plan (OTP), the OTIA III Bridge Replacement Program and the Environmental Management System for the agency's maintenance yards.

Agency Sustainability Plan Progress Statement

Volume I established the seven focus areas to be addressed in Volumes II and III of the ODOT Sustainability Plan. The focus areas are: health and safety; social responsibility/workforce well-being and development; environmental stewardship; land use and infrastructure; energy/fuel use and climate change; material resource flows; and economic health. Goals, strategies, and performance measures will be created for each of these seven focus areas, in Volume II these are focused on ODOT's internal operations, and Volume III will address the management of Oregon's transportation system towards sustainability.

The 2006 Oregon Transportation Plan (OTP) was adopted by the Oregon Transportation Commission on September 20, 2006. The OTP has seven broad goals, one of which focuses exclusively on sustainability. The OTP discusses future challenges, many of which relate to sustainability, and lays out the policy foundation for how Oregon will address them.

The OTIA III Bridge Replacement Program continues to weave sustainability into the delivery of bridge repair and replacement projects. The program is on track to meet its primary goals, which include sensitivity to the landscape and to communities, reuse and recycling of materials, as well as economic stimulation.

ODOT's Maintenance Yard Environmental Management System (EMS) has been implemented statewide since 2005. It provides best management practices for the storage, handling, use and disposal of materials and products typically found at ODOT maintenance compounds and equipment shops. The 2009 EMS Policy and Procedures Manual includes Alternative and Pollution Prevention sections under each material addressed. These sections suggest ways to avoid or prevent a disposal issue associated with the material. ODOT Maintenance employees are encouraged to be creative, innovative, and resourceful in the types of materials they use and how they dispose of the materials, including emphasizing that employees "reduce, reuse, and recycle" all materials.

Other Activities

ODOT Sustainability Program Development

ODOT has developed an integrated and strategic Sustainability Program to institutionalize the concepts of sustainability throughout the department. This agency-wide program provides central oversight and coordination and is a resource to all staff looking to incorporate sustainability goals into their work. ODOT's Sustainability Program Manager administers ODOT's sustainability efforts. The position was established in May 2005 and is located in ODOT's Director's Office. Oversight of ODOT's Sustainability Program is accomplished via the ODOT Sustainability Council—an internal group comprised of mid- to senior-level managers appointed by ODOT's Director to represent a variety of functional areas and geographic locations.

Sustainability Examples in Internal Operations

ODOT has undertaken specific actions to incorporate sustainability practices in its internal operations. ODOT is a major fleet fuel and building energy user within state government and is on track to meet the Governor's goals for biofuel use and energy conservation.

ODOT has the highest transportation fuel use of any Oregon state agency. It owns over 3,000 pieces of motorized equipment and used approximately 2.3 million gallons of diesel fuels in 2007. ODOT is making progress to reduce the amount of the fuels used and increase the amount of alternative fuels used in its fleet. ODOT's biodiesel usage increased 24 percent from FY 2006 to FY 2009. ODOT is on track to exceed the Governor's goal of 25 percent biodiesel use by July 2010. Fleet managers are working on other sustainability initiatives including conversion of Prius hybrid cars to "Plug-in Hybrids", the adoption of idle reduction technologies, and replacing all petroleum powered trailer mounted variable message signs (VMS) with 100 percent solar/battery storage technology, and light-emitting diode (LED) lamps.

ODOT owns approximately 1,194 facilities and leases 84 facilities. Eighteen of ODOT's buildings are over 20,000 square feet. ODOT used approximately 48 million kilowatt hours of electricity in 2009 at a cost of around $4.3 million. ODOT staff is working to meet the Governor's goal for energy conservation – a 10 percent reduction in consumption below 2000 levels by 2010. Facility managers have been making buildings more efficient by switching out inefficient lights, purchasing Energy Star equipment when replacements are needed, etc. Additionally, ODOT changed internal utility billing and energy use tracking processes to allow more efficient reporting of energy use.

Sustainability Examples in the Transportation System

In 2008, ODOT received more than 70 applications from around the state for the $100 million multimodal transportation funding program, *Connect*Oregon II a follow-up to the successful *Connect*Oregon I program. The 2009 Oregon Legislature approved *Connect*Oregon III. *Connect*Oregon is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce and remove delays.

ODOT is exploring a first-in-the-nation Solar Highway initiative to test and demonstrate the viability of locating solar panels along ODOT highways. The first demonstration project, completed in December 2008, is located at the interchange of I-5 and I-205. The 104 kilowatt ground-mounted solar array feeds the utility grid as a battery during the day and lights the interchange at night. Following the success of this demonstration project, the Oregon Transportation Commission (OTC) approved the further investigation of specific solar highway project development opportunities.

Staff is also evaluating public-private partnership methods to find ways to incubate the development of alternative fueling stations along the I-5 corridor. This initiative will help facilitate the "supply" side of the transportation fueling equation, allowing drivers in Oregon to know with certainty where they can fill up with alternative fuels.
The US Department of Energy announced in August 2009 that Oregon was selected as one of the five test markets for the largest deployment of electric vehicles and the associated charging infrastructure. Nissan North America, partnering with ECOtality will deploy approximately 1,000 Nissan electric cars (the "Leaf") in Oregon and as many as 2,500 charging stations to be installed at homes and businesses. Deployment of the Nissan's EVs is scheduled for fall 2010 and charging infrastructure installation is expected to begin in fall 2010.

ODOT undertook various transportation demand management (TGM) efforts in the 2009–2011 biennium. The TGM program provides local governments with funding for planning projects that lead to more livable, economically vital, transportation-efficient, sustainable, and pedestrian-friendly communities. Projects were funded in Salem/Keizer, Oregon City, and Bend, among others and aimed at helping participants better use all of their available travel choices such as public transportation, ridesharing, bicycling, and walking and how to create more livable communities.

2011-13 Sustainability Planning

Coordination with other agencies and with the Governor's Office and Oregon Sustainability Board will continue in the 2011–2013 biennium. ODOT will participate in both the Sustainability Leadership Team and the Sustainability Interagency Network. In addition, ODOT will be a core member of groups addressing climate change issues, such as the Oregon Global Warming Commission (OGWC), the Transportation and Land Use Committee of the OGWC, the Low Carbon Fuel Advisory Committee, and the Truck Efficiency and Idle Reduction Committee. Finally, ODOT is also involved in the Statewide Climate Change Adaptation Framework Committee, working to create an adaptation framework for the state of Oregon.

Summary of 2011-13 Biennium Budget

Transportation, Oregon Dept of
Transportation, Oregon Dept of
2011-13 Biennium

Agency Request Budget
Cross Reference Number: 73000-000-00-00-00000

Description	Positions	Full-Time Equivalent (FTE)	ALL FUNDS	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds
2009-11 Leg Adopted Budget	4,636	4,538.08	4,070,286,918	10,000,000	85,445,103	3,869,216,652	87,466,949	18,158,214	-
2009-11 Emergency Boards	-	-	207,184,009	9,654,533	-	195,055,410	2,474,065	-	1
2009-11 Leg Approved Budget	**4,636**	**4,538.08**	**4,277,470,927**	**19,654,533**	**85,445,103**	**4,064,272,062**	**89,941,014**	**18,158,214**	**1**
2011-13 Base Budget Adjustments									
Net Cost of Position Actions									
Administrative Biennialized E-Board, Phase-Out	(27)	(20.79)	71,201,337	(1,397,910)	-	72,429,404	169,843	-	-
Estimated Cost of Merit Increase			11,606,256	-	-	11,514,150	92,106	-	-
Base Debt Service Adjustment			127,177,453	43,679,467	(1,553,682)	63,430,141	-	-	21,621,527
Base Nonlimited Adjustment			-	-	-	-	-	-	-
Capital Construction			(186,463,992)	-	-	(186,463,992)	-	-	-
Subtotal 2011-13 Base Budget	**4,609**	**4,517.29**	**4,300,991,981**	**61,936,090**	**83,891,421**	**4,025,181,765**	**90,202,963**	**18,158,214**	**21,621,528**
Essential Packages									
010 - Non-PICS Pers Svc/Vacancy Factor									
Vacancy Factor (Increase)/Decrease	-	-	2,991,158	-	-	2,997,632	(6,474)	-	-
Non-PICS Personal Service (Increase)/Decrease	-	-	2,605,700	-	-	2,564,490	41,210	-	-
Subtotal	**-**	**-**	**5,596,858**	**-**	**-**	**5,562,122**	**34,736**	**-**	**-**
020 - Phase In / Out Pgm & One-time Cost									
021 - Phase-in	-	-	76,993,607	-	-	76,993,607	-	-	-
022 - Phase-out Pgm & One-time Costs	-	-	(556,060,438)	(9,257,452)	-	(545,998,640)	(804,346)	-	-
Subtotal	**-**	**-**	**(479,066,831)**	**(9,257,452)**	**-**	**(469,005,033)**	**(804,346)**	**-**	**-**
030 - Inflation & Price List Adjustments									
Cost of Goods & Services Increase/(Decrease)	-	-	57,675,368	-	-	55,913,156	1,762,212	-	-
State Gov"t & Services Charges Increase/(Decrease)			7,634,016	-	-	7,634,016	-	-	-

Transportation, Oregon Dept of
Transportation, Oregon Dept of
2011-13 Biennium

Agency Request Budget
Cross Reference Number: 73000-000-00-00-00000

Description	*Positions*	*Full-Time Equivalent (FTE)*	*ALL FUNDS*	*General Fund*	*Lottery Funds*	*Other Funds*	*Federal Funds*	*Nonlimited Other Funds*	*Nonlimited Federal Funds*
Subtotal	**-**	**-**	**65,309,384**	**-**	**-**	**63,547,172**	**1,762,212**	**-**	**-**
040 - Mandated Caseload									
040 - Mandated Caseload	-	-	-	-	-	-	-	-	-
050 - Fundshifts and Revenue Reductions									
050 - Fundshifts	-	-	-	-	-	(589,032)	589,032	-	-
060 - Technical Adjustments									
060 - Technical Adjustments	-	-	-	-	-	-	-	-	-
Subtotal: 2011-13 Current Service Level	**4,609**	**4,517.29**	**3,892,831,392**	**52,678,638**	**83,891,421**	**3,624,696,994**	**91,784,597**	**18,158,214**	**21,621,528**

Summary of 2011-13 Biennium Budget

Transportation, Oregon Dept of
Transportation, Oregon Dept of
2011-13 Biennium

Agency Request Budget
Cross Reference Number: 73000-000-00-00-00000

Description	Positions	Full-Time Equivalent (FTE)	ALL FUNDS	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds
Subtotal: 2011-13 Current Service Level	**4,609**	**4,517.29**	**3,892,831,392**	**52,678,638**	**83,891,421**	**3,624,696,994**	**91,784,597**	**18,158,214**	**21,621,528**
070 - Revenue Reductions/Shortfall									
070 - Revenue Shortfalls	-	-	-	-	-	-	-	-	-
Modified 2011-13 Current Service Level	**4,609**	**4,517.29**	**3,892,831,392**	**52,678,638**	**83,891,421**	**3,624,696,994**	**91,784,597**	**18,158,214**	**21,621,528**
080 - E-Boards									
081 - May 2010 E-Board	-	-	-	-	-	-	-	-	-
082 - June 2010 E-Board	-	-	-	-	-	-	-	-	-
083 - September 2010 E-Board	-	-	-	-	-	-	-	-	-
Subtotal Emergency Board Packages	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Policy Packages									
090 - Analyst Adjustments	-	-	-	-	-	-	-	-	-
130 - Replace Contractors with FTE	13	13.00	-	-	-	-	-	-	-
140 - OWIN Operations and Maintenance	30	24.00	7,684,362	-	-	7,684,362	-	-	-
150 - OWIN Construction	3	3.00	118,687,889	17,902,889	-	100,785,000	-	-	-
210 - Portland Drive Test Center	-	-	1,200,000	-	-	1,200,000	-	-	-
220 - Credit / Debit card in Field Offices	2	2.00	612,515	-	-	612,515	-	-	-
230 - CDL Federal Compliance	8	6.00	697,040	-	-	697,040	-	-	-
240 - Mandatory Teen Driver Education	-	-	1,500,000	-	-	1,500,000	-	-	-
260 - Transportation Demand Management	2	2.00	306,408	-	-	306,408	-	-	-
270 - Place holder flex funds to TPD	-	-	1	-	-	1	-	-	-
Subtotal Policy Packages	**58**	**50.00**	**130,688,215**	**17,902,889**	**-**	**112,785,326**	**-**	**-**	**-**

Summary of 2011-13 Biennium Budget

Transportation, Oregon Dept of
Transportation, Oregon Dept of
2011-13 Biennium

Agency Request Budget
Cross Reference Number: 73000-000-00-00-00000

Description	Positions	Full-Time Equivalent (FTE)	ALL FUNDS	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds
Total 2011-13 Agency Request Budget	**4,667**	**4,567.29**	**4,023,519,607**	**70,581,527**	**83,891,421**	**3,737,482,320**	**91,784,597**	**18,158,214**	**21,621,528**
Percentage Change From 2009-11 Leg Approved Budget	0.70%	0.60%	-5.90%	259.10%	-1.80%	-8.00%	2.00%	-	62,152,700.00%
Percentage Change From 2011-13 Current Service Level	1.30%	1.10%	3.40%	34.00%	-	3.10%	-	-	-

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
1A	1	Hwy-Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Bridge Condition	6	22,714,852		$ 22,714,852	70	70.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
1B	1	Hwy-Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact & Bridge Condition	6	20,686,478		$ 20,686,478	5	5.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
1C	1	Hwy-Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact & Bridge Condition	6	45,930,045		$ 45,930,045	78	78.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
1D	1	Hwy-Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact & Bridge Condition	6	528,195,520		$ 528,195,520	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
2A	1	Hwy-Safety	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Fatalities & Injuries	6	2,897,702		$ 2,897,702	23	23.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
2B	1	Hwy-Safety	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact & Fatalities & Injuries	6	2,618,680		$ 2,618,680	2	2.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
2C	1	Hwy-Safety	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact & Fatalities & Injuries	6	5,298,315		$ 5,298,315	26	26.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
2D	1	Hwy-Safety	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact & Fatalities & Injuries	6	60,930,624		$ 60,930,624	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
3A	1	Hwy-Pres	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Pavement Conditions	6	13,049,827		$ 13,049,827	67	67.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
3B	1	Hwy-Pres	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact & Pavement Conditions	6	11,793,249		$ 11,793,249	5	5.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
3C	1	Hwy-Pres	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact & Pavement Conditions	6	25,244,156		$ 25,244,156	74	74.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
3D	1	Hwy-Pres	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact & Pavement Conditions	6	290,307,794		$ 290,307,794	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
4A	1	Hwy-Mod	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Pavement Conditions & Bridge Conditions	6	15,491,639		$ 15,491,639	61	61.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernization programs
4B	1	Hwy-Mod	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact & Pavement Conditions & Bridge Conditions	6	14,028,203		$ 14,028,203	5	5.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernization programs
4C	1	Hwy-Mod	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact & Pavement Conditions & Bridge Conditions	6	29,013,562		$ 29,013,562	69	69.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernization programs

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
4D	1	Hwy-Mod	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact & Pavement Conditions & Bridge Conditions	6	333,655,959		$ 333,655,959	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernizatior programs
5A	1	Hwy-Oper	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Travel Delays	6	2,382,924		$ 2,382,924	19	19.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
5B	1	Hwy-Oper	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact & Travel Delays	6	2,153,572		$ 2,153,572	1	1.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
5C	1	Hwy-Oper	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact & Travel Delays	6	3,509,920		$ 3,509,920	20	20.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
5D	1	Hwy-Oper	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact & Travel Delays	6	40,364,081		$ 40,364,081	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
6	1	Hwy-Oper	Highway Management (Includes: Traffic Operation Centers, COMET and Incident Response.)	Construction Job Impact, Travelers Feel Safe	8	17,076,096		$ 17,076,096	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
7	6	TPD	ConnectOregon	Construction Job Impact	6	86,630,120		$ 86,630,120			N	Y	S		
8	5	TPD	Jobs and Transportation Act (JTA)	HB2001	6	31,763,800		$ 31,763,800			Y	Y	S		
9	2	TPD	Highway Construction Projects- Statewide Transportation Improvement Program (STIP) Development	#1 Fatalities / #11 Travel Delay / #13 Alternatives to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #19 Bike Lanes and Sidewalks	6	6,566,693		$ 6,566,693	20	20.00	N	Y	FM	23 U.S.C. 450	An approved STIP is required by FHWA in order to expand federal funds for all projects that can be funded through FHWA or FTA. This includes funds that go to the 6 MPOs in the state as well.
10	MCTD	MCTD Safety	Commercial Motor Carrier Safety (includes Green Light maintenance)	KPM 6	10	8,167,936	5,758,415	$ 13,926,351	41	41.00	N	N	F		

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
11	1	DMV	Driver Safety: License, Permits, Control and Sanctions, and ID Cards	Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	4	80,852,958	2,295,276	$ 83,148,234	415	403.59	N	Y	S		
12	1	Hwy-Maint	Maintenance - Snow & Ice and Extra Ordinary Items (Emergency Relief)	Customer Satisfaction	8	96,494,291		$ 96,494,291	319	308.72	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
13	2	Hwy-Maint	Maintenance - Traffic Services and Intelligent Transportation Systems	Customer Satisfaction	8	72,049,292		$ 72,049,292	238	230.51	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
14	3	Hwy-Maint	Maintenance - Surface, Shoulder, Low Volume Road, and Contract	Customer Satisfaction, Pavement Condition	8	128,874,118		$ 128,874,118	426	412.31	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
15	4	Hwy-Maint	Maintenance - Bridge	Customer Satisfaction, Bridge Condition	8	19,148,241		$ 19,148,241	63	61.26	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
16	5	Hwy-Maint	Maintenance - Drainage and Culvert Retrofit	Customer Satisfaction, Fish Passage at State Culverts	8	27,431,469		$ 27,431,469	91	87.76	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
17	6	Hwy-Maint	Maintenance - Roadside and Vegetation	Customer Satisfaction	8	55,078,087		$ 55,078,087	182	176.21	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
18	7	Hwy-Maint	Maintenance - Operations / Special Programs / Permits / Outside Billing	Customer Satisfaction	8	13,510,460		$ 13,510,460	38	36.83	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
19	9	Hwy-Maint	Maintenance - Risk Management	Customer Satisfaction	8	17,000,000		$ 17,000,000	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
20	1	Rail	Rail Crossing Safety - Regulate public highway-railroad grade crossings; manage grade crossing improvement construction projects and track improvement projects;	KPM #7	10	2,672,037		$ 2,672,037	9	9.00	N	Y	S	ORS824.200 824.256	
21	2	Rail	Rail Safety - Regulate railroad safety; provide safety oversight of rail transit operations	KPM #8	10	8,301,038		$ 8,301,038	11	11.00	N	N	FM, S	FM=49CFR,Parts 655 & 659 S=ORS 824.026, 824.045 to 824.110, 824.300 to 824.310	FM=Rail Transit Safety and Security Oversight
22	1	TSD	Driver Education-instructor training, school reimbursements, materials, Administrative Rule, testing, data, research, general awareness campaigns, web site, course content support, compliance reviews	1,2,4,5,9	10	6,250,000		$ 6,250,000	3	3.00			S		

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
23	2	TSD	Motorcycle Training-Instructor training, OSU reimbursements, materials, Administrative Rule, testing, data, research, general awareness campaigns, web site	1,2,4,5,9	10	2,000,000	200,000	$ 2,200,000	1	1.00			S		
24	7	TSD	Other Transportation Safety Regulations and Training - judicial programs, law enforcement, prosecutors, engineers, public works officials, etc.	1,2,4,5,9	10		1,200,000	$ 1,200,000	1	1.00			FO		
25	4	TSD	Impaired Driving-alcohol, other drugs, enforcement, prosecution, education, awareness, mass media, innovative grants, OLCC training, data, research, community programs	1,2,4,5,7,9	10		4,500,000	$ 4,500,000	1	1.00			FO		

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
26	5	TSD	Occupant Protection-general awareness, enforcement, child safety seats, air bags, infant seats, safety technician training	1,2,4,5,9	10		2,000,000	$ 2,000,000	1	1.00			FO		
27	6	TSD	Workzone-enforcement, mass media, supplies	1,2,4,5,9	10	2,683,200		$ 2,683,200	1	1.00			FO		
28	8	TSD	Safe Routes to School Program-assist communities in identifying & reducing barriers and hazards to children walking & biking to and from school	2,4,7,9	10		3,000,000	$ 3,000,000					FO		
29	3	TSD	Other Transportation Safety Programs (youth, school safety, speed, community programs, equipment standards, regional programs, roadway safety, trauma nurses, risk prevention, etc.)	1,2,4,5,9	10	3,455,732	7,258,608	$ 10,714,340	18	17.50			FO		

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
30	MCTD	MCTD Registration, Permitting, Tax Collection	Commercial Vehicle Registration, Over-Dimension Permitting, Tax Collection, Division Administration		4	21,279,047		$ 21,279,047	101	101.00	N	N	C		
31	MCTD	MCTD Audit	Motor Carrier Audit		4	9,285,971		$ 9,285,971	49	49.00	N	N	C		
32	MCTD	MCTD Size and Weight Enforcement	Truck Size and Weight Enforcement		10	20,470,403		$ 20,470,403	110	110.00	N	Y	F		
33	2	DMV	Vehicle Registration, Permits, and Titles	Field Office Wait Time, Telephone Answering Time, Title Transfers, Customer Satisfaction	4	73,912,252		$ 73,912,252	380	370.18	N	Y	S		
34	1	PTD	Elderly & Disabled Transportation	Transit Annual Rides	12	31,961,034	18,424,311	$ 50,385,345	2	2.00	N	Y	S/FO		
35	2	Hwy-SpProg	Special Programs - Indirect Services and Managing the System (Includes: Project Delivery & Design, Materials Testing Lab, Prop Mgmt, Financial Support and Systems Management)	Construction Job Impact	4	151,170,951		$ 151,170,951	594	584.02	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 377.700 - 377.992 for Sign Program	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agcy	Prgm/ Div														
36		MCTD	Economic Entry and Rate Regulation			2,289,740		$ 2,289,740	9	9.00	N	N	C		
37A	3	Hwy-Local	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact	6	21,926,691		$ 21,926,691	18	18.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
37B	3	Hwy-Local	Highway Construction Projects (Statewide Transportation Improvement Program) - Right of Way	Construction Job Impact	6	19,820,678		$ 19,820,678	2	2.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
37C	3	Hwy-Local	Highway Construction Projects (Statewide Transportation Improvement Program) - Construction Engineering	Construction Job Impact	6	27,186,844		$ 27,186,844	20	20.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
37D	3	Hwy-Local	Highway Construction Projects (Statewide Transportation Improvement Program) - Contractor Payments	Construction Job Impact	6	312,648,702		$ 312,648,702	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
38	3	Rail	Rail Planning, Projects and Operations - Provide passenger and commuter rail planning; coordinate Oregon's participation in the Pacific Northwest High-Speed Rail Corridor; provide freight rail planning; advocate for Oregon rail concerns; manage intercity passenger rail operations including Amtrak Thruway motor coach services; manage shortline railroad rehabilitation and industrial rail spur projects; manage state-owned rail right-of-way.	KPM #7, 8 & 12	6	17,001,411	16,394,354	$ 33,395,765	5	5.00	N	Y	S	ORS824.040, 367.067, 367.070	
39	2	PTD	General Public Transportation	Transit Annual Rides	6	305,500	26,643,774	$ 26,949,274	2	1.75	N	Y	FO		
40	3	PTD	Transportation Demand Management	% of work trips not driven alone	6	38,422	1,784,336	$ 1,822,758	1	1.00	Y	Y	FO		

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
41	3	TPD	Statewide and Regional Studies (ODOT Strategic Plan, Oregon Transportation Plan, Oregon Highway Plan, Transportation Systems and refinement Plans, Cost Allocation Study)	#11 Travel Delay / #13 Alternatives to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #18 Intercity Passenger Service / #19 Bike Lanes and Sidewalks	6	37,226,601		$ 37,226,601	72	71.50	N	Y	FM/FO/S	23 U.S.C. 307	There are a variety of tasks in this program. For example, Cost Allocation is a statutory requirement. Much of the statewide planning has a federal requirement. Some of the local transportation system planning is in support of statewide planning goals.
42	4	TPD	Technical Assistance and Coordination (Area Commissions On Transportation (ACT), MPO Support, Technology Transfer)	#11 Travel Delay / #13 Alternatives to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #18 Intercity Passenger Service / #19 Bike Lanes and Sidewalks	6	2,886,133		$ 2,886,133	8	5.25	N	Y	FM	23 U.S.C. 420	The support provided to MPOs and the Technical Assistance which is part of the research program are both mandatory for FHWA.
43	4	PTD	Public Transportation Planning	Intercity Passenger Services	6	60,422	1,145,281	$ 1,205,703	1	1.00	N	Y	FO		
44	3	DMV	Insurance and Financial Responsibility	Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	3	6,197,816		$ 6,197,816	32	30.00	N	Y	S		
45	4	Hwy-SpProg	Special Programs - Administration	Construction Job Impact	4	16,796,772		$ 16,796,772	51	49.65	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
46	5	PTD	Transit Administration		6	669,548	933,694	$ 1,603,242	9	9.00	N	Y	S		
47	4	DMV	Record Requests	Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	4	2,785,720		$ 2,785,720	14	13.93	N	Y	S		
48	1	TPD	Analysis and Research (Asset Management Systems (Bridge, Pavement, Safety, etc.) Research, Data Systems, Project Planning analysis)	#1 Fatalities / #2 Injuries / #4 Impaired Driving / #6 Large Truck Accidents / #11 Travel Delay / #13 Alternative to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #17 Fish Passage at State Culverts / #19 Bike Lanes and Sidewalks	6	64,820,906	226,827	$ 65,047,733	123	117.68	N	Y	FM/FO	23 U.S.C. 307(c)	Federal funds provided for research can only be used for those purposes, additionally some of these funds are used for FHWA data reporting requirements to ensure continued federal funding.Also, funds areused to support both state and Metropolitan Planning Organization modeling, which is required to be maintained in it's existing form. Other data collection while not mandatory support the selection and prioritization of projects particularly for bridge and preservation.
49	8	Hwy-Maint	Maintenance - Youth Litter	Customer Satisfaction	8	3,500,000		$ 3,500,000	12	11.20	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
50	5	DMV	Business Regulations	Customer Satisfaction	4	2,327,788		$ 2,327,788	14	14.00	N	Y	S		

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
51	6	Hwy-SpProg	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement and Scenic Byways projects.) Preliminary Engineering	Construction Job Impact, Fish Passage at State Culverts, Bike lanes and Side walks	2,6,9,11	2,875,356		$ 2,875,356	31	28.05	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
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Agcy	Prgm/ Div														
52	6	Hwy-SpProg	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement and Scenic Byways projects.) - Right of Way	Construction Job Impact, Fish Passage at State Culverts, Bike lanes and Side walks	2,6,9,11	2,598,485		$ 2,598,485	3	2.18	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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PROGRAM PRIORITIZATION FOR 2011-2013

1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
53	6	Hwy-SpProg	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement and Scenic Byways projects.) - Construction Engineering	Construction Job Impact, Fish Passage at State Culverts, Bike lanes and Side walks	2,6,9,11	3,805,385		$ 3,805,385	34	31.25	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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1	2	4	5	6	7	10	12	14	15	16	17	18	19	20	21
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
54	6	Hwy-SpProg	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement and Scenic Byways projects.) - Contractor payments	Construction Job Impact, Fish Passage at State Culverts, Bike lanes and Side walks	2,6,9,11	43,637,009		$ 43,637,009	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transporation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
55	6	DMV	Disabled Placards	Customer Satisfaction	12	1,351,651		$ 1,351,651	7	6.76	N	Y	S		

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORITIZATION FOR 2011-2013

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Aggcy	Prgm/ Div														
Admin, not ranked															
		Headquarters	Directors Office, Civil Rights, Communication			23,044,860	0	$ 23,044,860	4	4.00					
		Deputy Director	Deputy Director and Audit Services			2,515,130	0	$ 2,515,130	11	10.50					
		Financial Services	Financial Services and Fuels Tax			28,329,764	19,722	$ 28,349,486	84	84.00					
		Human Resources	Human Resources			13,348,643	0	$ 13,348,643	55	51.00					
		Info. Systems	Information Systems			114,952,423	0	$ 114,952,423	226	225.50					
		Business Services	Purchasing, facilities, and Photo/Video			16,937,201	0	$ 16,937,201	64	64.00					
						3,256,237,928	91,784,598	$ 3,348,022,526	4,551	4,452.09					

Document criteria used to prioritize activities:

1. Economic development and job creation
2. Safety programs and projects
3. Programs that generate revenue or provide regulation
4. Multimodal programs or assistance to locals
5. Planning and research and analysis

Does not include:
- Debt Service
- NL Infrastructure bank
- Capital Improvements / Capital Construction

19.	Legal Requirement Code
C	Constitutional
D	Debt Service
FM	Federal - Mandatory
FO	Federal - Optional (once you choose to participate, certain requirements exist)
S	Statutory

10% REDUCTION OPTIONS

Below is a summary of the House Bill 3182 (1999) reduction targets by fund type for each ODOT Division. A detailed description of each Division's proposed program reductions follows.

2011–2013 AGENCY REQUEST BUDGET – MODIFIED CURRENT SERVICE LEVEL
10% REDUCTION TARGETS BY DIVISION

(Excludes: Debt Service, Capital Improvement, Capital Construction, and Non-Limited Programs)

	Total Funds	General Fund	Other Funds	Federal Funds
Highway Division	(252,289,603)		(252,289,603)	
Driver and Motor Vehicle Services	(16,972,346)		(16,742,818)	(229,527)
Motor Carrier Transportation	(6,725,151)		(6,149,097)	(575,841)
Transportation Program Development	(23,012,107)		(22,989,425)	(22,682)
Public Transit Division	(8,196,632)		(3,303,492)	(4,893,139)
Rail Division	(4,436,884)		(2,797,449)	(1,639,435)
Transportation Safety Division	(3,254,754)		(1,438,893)	(1,815,861)
Central Services	(19,914,774)		(19,912,802)	(1,972)
Department Total	**(334,802,251)**	**0**	**(325,623,579)**	**(9,178,457)**

Highway Division—Construction Program

For the Construction program of the Highway Division, projects that are selected for reduction will depend on timing of the reduction decision. ODOT will have greater flexibility selecting appropriate projects to delay or cancel if given adequate advance notice of reductions. Monthly, ODOT awards contracts for construction projects which incur a fiscal obligation for ODOT which commits the department to honor the terms of the contract. Any reductions needed to reach a target of a 10 percent reduction in the early part of a biennium most likely would not be the same reductions that the department would have to choose in latter months of the biennium.

The 10 percent reductions are focused on construction projects and will include all phases in the project delivery process from project design through contractor payments.

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Preservation Program	Reduction in the Preservation Program will lower the level of paving activity and reduce the pavement condition rating. The proposed funding in the Agency Request budget will result in a drop in pavement condition of 2-3%. Higher volume roads will continue to decline in condition. A further reduction of $34.0 million during the 2011–2013 biennium will result in further decline of pavement condition. Positions: 0 FTE: 0	($34,039,502) OF 5%= ($17,019,751) The funding for the Preservation Program is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.	
2. Bridge Program	The Bridge program preserves more than 2,600 bridges, tunnels and large culverts on the state highway system. Typically, a bridge lasts from 50 to 80 years. Design standards have changed over time to address the heavier, longer loads of today's freight	($61,715,911) OF 5%= ($30,857,955)	

	shippers, increased traffic volumes, and the higher vehicle speeds that result in greater impact loading. More than one-third of the state's bridges are over 50 years old. Although the OTIA III program has helped to address some of the most immediate bridge repair work, the list of bridge needs continues to exceed the available funding. A reduction of $61.7 million will delay much needed bridge repair work and could result in long detours for heavy loads. Positions: 0 FTE: 0	The funding for the Bridge limitation comes from bonding proceeds for the OTIA program and from Federal Highway Administration (FHWA) and dedicated State Highway funds.	
3. Highway Safety and Operations	Highway Safety - Although the fatality rate has continued to decline over the past decade, annual decreases have not been as great in the recent past. Expected growth in vehicle miles traveled will increase the potential for fatalities without focused investment. Also, there is a backlog of problems. There are over 670 unique high crash locations on the state highway system as identified by the Safety Priority Index System. Also, about 1,650 roadway miles (22%) of the state highway system have a priority safety designation. These sections have a history of fatal and severe injury crashes. Highway Operations - Current population and highway revenue projections indicate revenue will continue to fail to keep pace with increases in travel on the highway system. Without innovative solutions, congestion can be expected to increase on Oregon highways. Activities within the Operations Program enhance the safety and efficiency of our existing transportation infrastructure. Reduced Operations budgets will lessen capability to solve system capacity problems resulting from growth in highway traffic. A $13.7 million program reduction will lessen the ability to address safety problems possibly leading to an increased fatality rate and affect all four of the Operations programs: Traffic control, Transportation System Management and Operations, Transportation Demand Management, and Slides and Rockfall.	($13,723,191) OF 5%= ($6,863,095) The funding for the Highway Safety and Operations limitation is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.	

	Positions: 0 FTE: 0		
4. Modernization	Modernization projects improve safety, relieve congestion, and allow more efficient movement of people and goods across the state. These improvements increase livability and economic opportunities for Oregon residents and businesses. Reductions in funding the Modernization Program results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs. These results, in turn, negatively impact air quality, livability, economic health, and other associated transportation issues. Because ODOT is already funding state Mod at the statutory minimum, any additional cuts would be taken in federal earmarks. Positions: 0 FTE: 0	($39,218,936) OF 5%= ($19,609,468) The funding for the Modernization limitation comes from bonding proceeds for the OITA program and from Federal Highway Administration (FHWA) and dedicated State Highway funds.	
5. Special Programs	The projects in the Special Programs limitation include bike and pedestrian projects, salmon and watershed projects, Immediate Opportunity Fund projects (IOF), and Scenic Byway projects. Each of these areas serves a very narrow niche—if funding is reduced, many of the projects could not be completed. Positions: 0 FTE: 0	($22,088,396) OF 5%= ($11,044,198) The funding for the Special Programs limitation is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.	
6. Local Government	The Local Government reductions will affect the two funds that are shared by ODOT with Local partners – the Local Bridge Program and the Local Surface Transportation Program. The reductions will result in fewer completed projects—more bridges will need emergency repair work, pavement conditions will	($38,158,291) OF 5%= ($19,079,145) Funding for the Local	

	continue to decline, and safety projects will not be completed. Positions: 0 FTE: 0	Government limitation is entirely Other Funds from Federal Highway Administration (FHWA), funds from local agencies, and dedicated State Highway funds.	
	TOTAL Highway Construction	**($208,715,282) OF**	

Highway Division—Maintenance Program

Federal and state laws require ODOT to maintain the state highway system. State law prohibits ODOT from simply abandoning highways; federal law requires that projects built with federal dollars be maintained by the state. Almost all of the state highway system is also on the federal aid system, thus both types of laws are applicable to ODOT.

A few of the reductions in the following chart, ranked by grouping, can be implemented in the short term without immediate impact. But funding for those cuts must be planned in the intermediate term or ODOT will likely be subject to criticism for inadequate management of its resources, and litigation could occur for allowing unsafe conditions to exist. Also, repair of any closed or threatened highway will have to be funded by delaying a STIP project because there will be no maintenance funds to address the problems. The rank by grouping is being used as most of these activities are tied together and the timing of cuts may result in changing these rankings.

Most of the reductions require significant policy changes by the OTC. If the reductions occur, they will be made in each of the areas. Reductions in these areas should only be made with formal OTC understanding and approval of the impacts:

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Low Volume Paving	Reducing dollars dedicated to low volume roads will not have an immediate impact, but will require large investments in future years because the roads essentially disintegrate from lack of treatment. The previous change to this category to include all roads under 2500 ATD (Average Daily Travel) will result in a significant impact to many farm–to–market roads, potentially carrying a severe economic impact. Positions: 0 FTE: 0	($8,000,000) OF 5% = ($4,000,000) State Highway funds	Reduce this grouping 1st, if necessary. These reductions effect the conditions of the system infrastructure with the potential for impacts to motorist safety over time. These would be the first cuts made.
2. Roadside Vegetation and Safety Rest Areas	Eliminating landscape and other maintenance outside of the immediate roadway area. Consideration of closing rest areas near private facilities that provide similar services or if no similar service is nearby then replacing many rest area facilities with portable toilets. This would significantly reduce the attraction of Oregon rest stops.	($3,000,000) OF 5%= ($1,500,000) State Highway funds	1st

	FTE = 0, Positions = 0		
3. Surface Maintenance and Repair	Reducing surface maintenance would lessen pothole maintenance in good weather and result in repair of only severe potholes in inclement weather. This saves money because repairs in inclement weather are likely not to last too long, and need a follow-up repair later. Treating potholes only on a planned basis means that all get repaired eventually, but not as fast as they are reported. Positions: 0 FTE: 0	($4,500,000) OF 5%= ($2,250,000) State Highway funds	1st
4. Facilities Maintenance	Reducing facilities maintenance will stop most or all minor facilities improvements, including energy efficiency projects, increasing a large backlog of ODOT facility needs. Modifications to accommodate employee moves for efficiency or effectiveness will be postponed. Positions: 0 FTE: 0	($2,000,000) OF 5%= ($1,000,000) State Highway funds	1st
5. Fleet Acquisition	Reducing fleet acquisition will result in the further aging ODOT's fleet inventory which may cause safety issues and costly future increases in vehicle maintenance costs. Also, reducing fleet acquisition will decrease the ability to seek green alternatives in fleet equipment such as elimination of the ability to purchase emission reduction enabling technology. Positions: 0 FTE: 0	($3,500,000) OF 5%= ($1,750,000) State Highway funds	1st
6. Chip Seal Program	Reducing the chip seal program will have an immediate effect on how quickly a road will fail. This will cause the condition of the roadways to deteriorate causing unsafe conditions for drivers and increasing the amount of time for freight mobility. Positions: 0 FTE: 0	($1,400,000) OF 5%= ($700,000) State Highway funds	1st

7. Shoulder maintenance and Sweeping	Reducing Shoulder maintenance funding would result in a reduction in the condition of shoulders along the roadway. This may cause a safety hazard to the traveling public as shoulders are used to pull vehicles out of the traveling path if they become inoperable. Also, a reduction in sweeping may pose a hazard to the traveling public as debris is removed less frequently from the roadway. Positions: 0 FTE: 0	($800,000) OF 5%= ($400,000) State Highway funds	2nd group of cuts effects safety features on the system in lower risk locations.
8. Delineators and Guardrail	Eliminating delineators on tangent sections, and marking but not repairing damaged guardrail will result in motorists relying on fog stripes to identify roadway edges in tangent sections, making navigation tedious. Positions: 0 FTE: 0	($3,000,000) OF 5%= ($1,500,000) State Highway funds	2nd
9. Pavement Markings	Reducing durable pavement marking will not have an immediate effect, but as existing durable markings wear out, they will be replaced with short-lived paint rather than the longer life durables that improve driver safety. Positions: 0 FTE: 0	($2,000,000) OF 5%= $1,000,000 Federal Highway Administration (FHWA) and dedicated State Highway funds.	2nd
10. Emergency Repair	Eliminating will delay or cancel STIP projects if extraordinary damage repairs such as slides or heavy winter maintenance costs occur. Positions: 0 FTE: 0	($4,000,000) OF 5%= ($2,000,000) State Highway funds	3rd group of cuts effects safety and access of the system and would be cut last.

11. Drainage	Reducing funding for drainage will lessen ditch and culvert maintenance including ditch cleaning, debris removal, culvert repair and erosion control projects. These types of reductions could have a negative impact on roadways as ditches and culverts can start to erode the roadway if not maintained properly. Positions: 0 FTE: 0	($371,863) OF 5%= ($185,932) State Highway funds	3rd
12. Sanding and Deicing	Eliminating or severely reducing sanding and deicing on state highways could save $7.5 million per biennium, but would likely trigger negative public reaction. Many counties do not use road sand; however, the public expectation for state highways is higher. Positions: 0 FTE: 0	($7,500,000) OF 5%= ($3,750,000) State Highway funds	3rd
13. Snow Removal	Reducing Snow plowing would lessen ODOT's ability to respond to storms, resulting in longer and more frequent closures of mountain pass routes. This would also eliminate ODOT's availability to plow Sno-Parks during anything other than light snowfall. Because ODOT performs snow removal in many commercial ski areas, there will likely be significant public backlash. ODOT has initiated discussions with ski areas to transfer snow removal responsibility to them; however this will be a financial burden for some areas. Positions: 0 FTE: 0	($3,236,732) OF 5%= ($1,618,366) State Highway funds	3rd
	TOTAL Highway Maintenance	**($43,308,596) OF**	

Driver and Motor Vehicle Services

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Disabled Placard Program	DMV would no longer issue disabled placards. Customers who wish to get a disabled placard would have to go to another source. These placards are issued without charge. **Requires legislation.** Positions: (5) FTE: (5.00)	($540,737) OF 5%= ($270,369) NO REVENUE SOURCE	REDUCE 1ST
2. Motor Voter and Organ Donor Programs	Customers would no longer be able to register to vote at DMV field offices and would not have the option to indicate that they would like to be an organ donor on their driver license or ID card. DMV would no longer transmit donor information to organ procurement organizations. **Both program eliminations would require legislation.** Positions: (2) FTE: (2.00)	($256,191) OF 5%= ($128,096) NO REVENUE SOURCE	REDUCE 2ND
3. Eliminate Saturday Service and Four(4) Field Offices	DMV would eliminate all Saturday services and close four (4) offices at malls (e.g., Lloyd Center, Clackamas Promenade, Tanasbourne, and Valley River). Customers who conduct business at these offices would visit other locations. Customers wishing to complete transactions on the weekend would do so online or by visiting a DMV office during the work week. All DMV field offices would be open Monday through Friday. Positions would be transferred to other locations to absorb the additional customer volume. Positions: (0) FTE: (0)	($970,477) OF 5%= ($485,238) NO REVENUE SOURCE	REDUCE 3RD
4. Third-Party Services – Eliminate CDL Testing, Motorcycle Testing, Knowledge and Skills Tests for Provisional Drivers,	DMV would no longer provide in-house testing for commercial driver licenses, motorcycle endorsements, and provisional driver licenses. Temporary vehicle registration permits would not be sold at DMV offices. These services would be provided by outside vendors. Knowledge/skill testing for provisional drivers would be conducted by Certified Driver's Education instructors. Customers would need to provide certificates from	$(1,450,797) OF 5%= ($729,398) REVENUE SOURCE DMV FEES	REDUCE 4TH

and Temporary Permits	vendors as proof they completed all requirements prior to being issued a license or endorsement. Positions: (16) FTE: (15.88)		
5. Eliminate Registration Renewals at Field Offices	DMV field offices would stop accepting registration renewals over the counter, only first-time registration would be accepted with title transactions. All renewal transactions would have to be processed through the mail, online, or at DEQ emission testing stations. Positions: (11) FTE: (10.34)	($770,792)OF 5%= ($385,396) REVENUE SOURCE DMV FEES	REDUCE 5TH
6. Reduce Vehicle Programs – No Titles/Registration for ATVs, Snowmobiles, Trailers or Campers; Mandate Use of EVR by Dealers	DMV would no longer title ATV's, snowmobiles, trailers and campers. Financial institutions would have to find another way to record and perfect their lien on these vehicles. **Requires legislation.** DMV would require vehicle dealers to use electronic means of filing title and registration with DMV. The electronic system for filing this paperwork is currently available. **Requires legislation.** Positions: (31) FTE: (30.91)	($3,190,464) OF 5%= ($1,595,232) REVENUE SOURCE DMV FEES	REDUCE 6TH
7. Eliminate Crash/Accident Reporting	DMV would no longer process crash reports from law enforcement and accident reports from drivers. The accident notation on the driver record is used by DMV to determine inclusion in the Driver Improvement program, which counts convictions and accidents. Accident reports are also used by ODOT Crash Analysis and Research section for safety related analysis. **Requires legislation.**	($1,905,160) OF 5%= ($592,580) NO REVENUE SOURCE	REDUCE 7TH

	Positions: (15) FTE: (14.72)		
8. General Reduction to Personal Services and Services and Supplies	DMV would take a general reduction to Personal Services and Services and supplies. Reductions would include temporary employees, overtime, hiring freezes / delays, employee training, professional services, travel, Attorney General services, and building maintenance costs. These reductions could result in increased customer wait times in field offices and increased processing time for customer requests such as titles, registration and licensing. Positions: (0) FTE: (0)	($7,658,200) OF 5%= ($3,808,657) NO REVENUE SOURCE ($229,527) FF 5%= ($114,763) FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA) AND FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) GRANTS	REDUCE 8TH
	TOTAL Driver and Motor Vehicle	**($16,742,818) OF** **($229,527) FF**	

Motor Carrier Transportation Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Reduce Motor Carrier Enforcement and reduce registration services	Impact in terms of possible damage to and/or premature deterioration of highway infrastructure is not measurable in any objective manner. Also, reduction in registration eliminates Portland Satellite Office and will pose inconvenience to Portland motor carriers who will then need to conduct business over the phone, on the internet, or in Salem. Positions: (0) FTE: (0.00)	($6,149,309) OF 5%= ($3,060,342)	REDUCE 1ST
2. Reduce Motor Carrier Safety Assistance Program (MCSAP)	Reduce Services & Supply costs related to truck safety inspections. Positions: (0) FTE: (0.00)	($575,814) FF 5%= ($285,261)	REDUCE 2ND
	TOTAL Motor Carrier Transport Division	**($6,149,309) OF** **($575,814) FF**	

Transportation Program Development

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1.Technical Assistance	This reduction option affects areas in the Transportation Growth Management (TGM) program and the Area Commissions on Transportation (ACTs) program. The TGM program enhances Oregon's livability by fostering integrated land use and transportation planning and development that results in compact, pedestrian-, bicycle-, and transit-friendly communities. This reduction option reduces the TGM program in the areas of support to local governments, Quick Response, Outreach and Code Assistance programs. Each of the community assistance programs would be proportionally reduced. Design services for communities evaluating transportation-efficient development would not be provided and the number of educational workshops that are targeted for communities that are facing major transportation and growth issues would be reduced. Also, financial participation in outreach efforts would be reduced, and some communities would not receive assistance with streamlining development standards or help with removal of regulatory barriers to development, which supports an efficient and balanced transportation system. Positions: (0) FTE: (0.00)	($500,000) OF 5%= ($250,000)	REDUCE 1ST Reduced support to local governments, without direct effect on STIP/ Construction programs.
2. Statewide and Regional Studies	This program includes the responsibility for short-term and long-term transportation system planning on TPD including responsibility for producing and implementing the long-range Oregon Transportation Plan, the Oregon Highway Plan, individual plans for specific highway corridors, and local transportation system plans. This reduction option will reduce TGM planning grant funds for Long Range Planning at the statewide level. It will impede the speed with which we do work on such things as mobility standards flexibility, and potential amendments to the OHP. This reduction would make the agency less nimble when responding to new	($3,704,820) OF 5%= ($1,852,410)	REDUCE 2ND Reducing planning efforts has delayed consequences both for planning work necessary to address Green House Gas (GhG) and long range planning in support of project development.

	guidance coming out of the next Federal Transportation authorization. Updates of modal plans will occur less frequently and may be less comprehensive. These reductions are funded by about 80% federal funds. This reduction represents an approximate loss of $3,000,000 of federal funds revenue (approximate loss of $1,500,000 for 5% reduction option) Positions:(0) FTE:(0.00)		
3. STIP	Reduce the amount for STIP Development because fewer projects are anticipated. New STIP criteria will likely require additional documentation. Positions:(0) FTE:(0.00)	($655,177) OF 5%= ($327,588)	REDUCE 3RD Reduced scoping activities.
4. Analysis and Research	The Analysis and Research program carries out federally mandated and funded Research, Development and Technology Transfer Programs, state funded research, the Bridge Inspection program, and Transportation Planning and Analysis. This reduction will eliminate the Transportation Needs and Issues Survey for one biennium. It will reduce the State Research Budget by half. And it will reduce the SPR Research Program by one new project per fiscal year. This reduction will reduce work on Inventory of Assets project and support for the FACS/STIP Tool planning tool. This reduction will eliminate contract services for Natural Resources and Sensitive Area Mapping (NR-SAM). Consequences include National Oceanic and Atmosphere Administration (NOAA) Fisheries revocation of ODOT's 4(d) Endangered Species Act (ESA) exemption, therefore requiring all construction projects and maintenance activities to receive a NOAA Fisheries review, causing project delays and increased costs. This reduction option will eliminate 50% of consultant services that perform traffic	($3,525,065) OF 5%= ($1,762,532)	REDUCE 4TH This is the highest priority because of the work required to address legislative mandates around greenhouse gas emission modeling and asset information in support of STIP development especially bridge inspection information.

	counts that support the federally required Highway Performance Monitoring System (25% reduction in consultants for 5% reduction option). The Highway Performance Monitoring System and the Statewide Traffic Counting Program will not meet federal requirements. This reduction will also reduce the bridge inspection program by delaying the department's ability to respond to and support the statewide bridge repair and replacement efforts. The reduction would slow the pace of required routine and fracture critical inspections of major bridges. This could result in the lack of compliance with existing commitments to FHWA to complete these inspections on time. Positions: (0) FTE: (0.00)		
5. JTA	This program is the result of the Jobs and Transportation Act (JTA). The purpose is to provide funds for JTA Studies, Congestion Pricing, Least Cost Planning (LCP), STIP, Green House Gas (GhG), and miscellaneous JTA project support. Positions: (0) FTE: (0.00)	($5,706,277) OF 5%= ($2,853,138)	REDUCE 5TH Reduce support for JTA programs which includes both the planning support associated with GhG, LCP, etc. and also the use of federal flex funds for the purpose of developing non-highway projects.
6. *Connect* Oregon	This program is the result of the creation of the Lottery Transportation Infrastructure Account. The purpose of the Account is to provide grants to fund up to 80% of the costs of transportation projects not eligible for funding from the Highway Fund. This reduction will reduce the amount available for grants but will not impede the Oregon Transportation Commission's obligation to allocate a minimum of 10% of the monies available in the account to each of the 5 regions.	($8,898,086) OF 5%= ($4,449,043)	REDUCE 6TH Reduce grants. Funding can only be used for *Connect*Oregon program but could reduce the potential for job creation due to the construction of the project and long term

	Positions: (0) FTE: (0.00)		job creation based on the individual project.
7. Fatality Analysis Reporting System	The Fatality Analysis Reporting System (FARS) Program is a National Highway Traffic Safety Administration (NHTSA) contracted program that collects detailed crash information on all fatal vehicle crashes in Oregon. This program is funded entirely by NHTSA funds which do not require a state funding match. This reduction option represents a .20 FTE reduction in this program and would compromise Oregon's ability to meet program quality and quantity agreements which would affect national safety reporting and analysis efforts Each one dollar reduction will result in a one dollar reduction in Federal Funds revenue. Positions: (0) FTE (.20)	($22,682) FF 5%= ($11,371)	REDUCE 7TH Only program in the Federal Funds portion of our budget.
	TOTAL Transportation Program Development	**($22,989,425) OF** **($22,682) FF**	

Public Transit Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
General Public Transit 1. Nonurbanized (Rural) Area Formula Programs (5311) • Intercity Bus Program • Rural Transit Assistance Program 2. Job Access and Reverse Commute Program (5316)	• Ten percent reduction across all programs. • This reduction reflects lesser financial support for transportation services through reduced grant support. • Legislative changes may be needed. Positions: (0) FTE: (0.00)	($30,550 OF) 5%= ($15,275) Special Transportation Fund	
Seniors & People with Disabilities 1. Elderly & Disabled (5310) 2. New Freedom 3. Administration	• Ten percent reduction across all programs. • Since the vast majority of our budget consists of pass-through payments to local governments and not-for-profit corporations offering transportation for rural general public as well as the elderly and disabled, we cannot meet the 10 percent target without significant impacts to grants. • This reduction reflects lesser financial support for transportation services through reduced grant support. The lack of support will reduce or eliminate services to elderly and disabled passengers in certain areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet • Legislative changes may be needed. Positions: (0) FTE: (0.00)	($3,196,103) OF 5%= ($1,598,051) Cigarette tax, Highway transfer, and TOF (ID card & Lawnmower Fund)	
Transportation Options 1. Marketing 2. Rideshare 3. Transportation Demand Management 4. Administration	• Ten percent reductions across all programs. • This reduction reflects lesser financial support for rideshare, marketing, transportation demand management. Positions: (0) FTE: (0.00)	($3,842) OF 5%= ($1,921) “Federal as Other Funds” FHWA-Transportation Demand Management	

Statewide Planning 1. Metropolitan Planning 2. Statewide Planning 3. Administration	• Ten percent reductions across all programs. • This reduction reflects lesser financial support for statewide planning and metropolitan planning. • No effect on positions or FTE.	($ 6,042) OF 5%= ($3021) Special Transportation Fund	
Transit Administration 1. Transit Administration 2. Special Payments	• Ten percent program reduction, which would limit training, travel, attorney general costs, other S&S, program match special payments.	($66,955) OF 5%=($33,780)	
General Public Transit 1. Nonurbanized (Rural) Area Formula Programs (5311) • Intercity Bus Program • Rural Transit Assistance Program 2. Job Access and Reverse Commute Program (5316)	• Ten percent reduction across all programs. • Since the vast majority of our budget consists of pass-through payments to local governments and not-for-profit corporations who offer transportation for rural general public as well as the elderly and disabled, we cannot meet the 10 percent target without significant impacts to grants. • This reduction reflects lesser financial support for transportation services through reduced grant support. The lack of support will reduce or eliminate service in small communities and reduce service delivery in larger areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet. • Federal Funds may be reallocated to other states. Other Funds may accumulate. <u>Legislative changes may be needed.</u> Positions: (0) FTE: (0.00)	($2,664,377) FF 5%= ($1,332,189) Federal Transit Administration	
Seniors & People with Disabilities 1. Elderly & Disabled (5310)	• Ten percent reduction across all programs. • This reduction reflects lesser financial support for transportation services through reduced grant	$1,842,431 FF 5%= ($921,215)	

2. New Freedom	support. The lack of support will reduce or eliminate services to elderly and disabled passengers in certain areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet • Federal Funds may be allocated to other states. Other Funds may accumulate. Legislative changes may be needed. Positions: (0) FTE: (0.00)	Federal Transit Administration	
Transportation Options 1. Marketing 2. Rideshare 3. Transportation Demand Management	• Ten percent reductions across all programs. • This reduction reflects lesser financial support for rideshare, marketing, and transportation demand management. Positions: (0) FTE: (0.00)	$178,434 FF 5%= ($89,217) Federal Transit Administration – Surface Transportation Program	
Statewide Planning 1. Metropolitan Planning 2. Statewide Planning	• Ten percent reductions across all programs. • This reduction reflects lesser financial support for statewide planning and metropolitan planning. Positions: (0) FTE: (0.00)	$114,528 FF 5%= ($57,264) Federal Transit Administration	
Transit Administration 1. Transit Administration 2. Special Payments	• Ten percent program reduction, which would limit training, travel, attorney general costs, other S&S, program match special payments. Positions: (0) FTE: (0.00)	$93,369 FF 5%= ($46,685) Federal Transit Administration	
	TOTAL Public Transit	**($3,303,492) OF** **($4,893,139) FF**	

Rail Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Railroad related capital projects	All federal funds in this category are directed either by federal law or by the Federal Railroad Administration to specific projects, which ODOT is obligated to manage. Most of the projects are local projects, i.e. Coos Bay Rail Bridge, Eugene and Albany Train Stations, Astoria rail improvements. Benchmark #1/ Federal Funds	($1,639,435) FF 5% = ($819,718)	Did not identify specific projects for reduction as state has no ability to change federal law.
2. Hazard Elimination at Highway-Railroad Crossings	Reduce expenditure of federal highway funds dedicated to improving safety at railroad-highway crossings. Would delay or eliminate 5-6 crossing safety projects. Most projects are on city and county roads and have been identified as crossings with a high probability of train-vehicle accidents. Affects Benchmark # 45. All Other Funds in Rail Division budget are dedicated by law and cannot be used for any other purpose.	($2,797,449) OF 5%= ($1,398,725)	While delaying or eliminating safety projects increases the risk of accident, other options would come with a higher risk to public safety. Other reductions would reduce the rail and crossing safety inspections that help ensure that railroads operate safely and that crossings comply with safety regulations.
	TOTAL Rail	**($2,797,449) OF** **($1,639,435) FF**	

Transportation Safety Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Workzone Enforcement on State Highways	Special payments reduced to OSP, cities, counties Positions: 0 FTE: 0.00	($1,438,893) OF 5%= ($719,447)	
2. Community, Enforcement, Education grants-All programs	Special payments reduced to city, county, other governments, S&S-printing, offices supplies Positions: 0 FTE: 0.00	($1,815,861) FF 5%= ($907,931)	
	TOTAL Transportation Safety	**($1,438,893) OF** **($1,815,861) FF**	

Central Services Division

ODOT Headquarters Reductions

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Civil Rights ~ Reduce workforce development Program	Reduce ability to leverage funds to advance apprenticeship activities	($1,069,759) OF 5%= ($534,880) HIGHWAY	REDUCE 1ST
2. Civil Rights ~ Reduce ESB program	Reduce the amount available to emerging small businesses for construction projects	($350,000) OF 5%= ($175,000) HIGHWAY	REDUCE 2ND

3. Deputy Director for Operations Reduce resources	Reduce the ability to address unanticipated strategic opportunities or mission-necessary activities	($100,000) OF 5%= ($50,000) HIGHWAY	REDUCE 3RD
4. Civil Rights ~ Reduce DBE program	Reduce the ability to enter into contracts that support small and minority business	($200,000) OF 5%= ($100,000) HIGHWAY	REDUCE 4TH
5. Communications/Public Affairs ~ Reduce resources	Reduce the ability to contract for services beyond staff capability	($72,500) OF 5%= ($36,250) HIGHWAY	REDUCE 5TH
6. ODOT Headquarters ~ Reduce instate and out-of-state travel	Reduce clarity of communications and relationships with stakeholders and partners	($65,501) OF 5%= ($32,750) HIGHWAY	REDUCE 6TH
7. ODOT Headquarters ~ Reduce employee training	Reduce the ability for employees to enhance skills to perform their duties more effectively and efficiently ~ impact on morale	($44,375) OF 5%= ($22,188) HIGHWAY	REDUCE 7TH
8. Civil Rights ~ Reduce data entry services	Increases time to enter required data for workforce reporting. Reduces the ability to deal with deficiencies in a timely manner.	($60,000) OF 5%= ($30,000) HIGHWAY	REDUCE 8TH
9. Sustainability Program ~ Reduce resources	Limits implementation and planning activities related to the sustainability program ~ a governor priority	($136,000) OF 5%= ($68,000) HIGHWAY	REDUCE 9TH
10. Communications ~ Strategic communication services	Severely limits the resources for communication planning which would assist the department in outreach and stakeholder involvement during the implementation of the Jobs and Transportation Act	($206,351) OF 5%= ($103,176) HIGHWAY	REDUCE 10TH
	TOTAL ODOT Headquarters	**($2,304,486) OF**	

Other Central Services Reductions

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Professional Services for TAD ISB	Delays projects being completed	($730,000) 5% = (365,000)	REDUCE 1ST
2. ISB Special Projects for OIT	Unable to evaluate small scale emerging technology	($540,000) 5%= (270,000)	REDUCE 2ND
3. Reduced travel expense in TAD	Delay in projects getting completed as other communication channels that are not as efficient are used.	($50,000) 5%=($25,000)	REDUCE 3RD
4. Reductions in Travel	Affect opportunity to attend conferences	($20,000) 5%=(10,000)	REDUCE 4TH
5. Professional Services Reductions	We will not be able to evaluate on a small scale emerging technologies. Would reduce ability of ODOT to support Enterprise initiatives	($275,000) 5%=(137,500)	REDUCE 5TH
6. Professional Services Reductions	No security improvements listed in the SOS Audit. No evaluations of system replacement, No RACF improvements.	($827,815) 5%=($413,908)	REDUCE 6TH
7. Reductions in Training	Put individuals behind in their professional certifications	($60,000) 5%=($30,000)	REDUCE 7th
8. Deferred Equipment Maintenance	Defer Maintenance--Replace on Break Only--Pay now or pay later	($60,000) 5%=($30,000)	REDUCE 8th

9. Reductions in TM Travel	Field Techs will appear to have little management oversight; team will lack cohesiveness and consistency in service. Techs not seen at remote locations for longer periods of time	($80,000) 5%=($40,000)	REDUCE 9th
10. Overtime and On Call	Longer delays to resolve customer issues for FSU staff. No network on call, no network apps support, no evening communication on outages	($92,926) 5%=($46,463)	REDUCE 10th
11. Branch - Overall S&S	Reduce Services & Supplies funds for all programs funded through 200 limitation to handle training, travel, fixed office expenses. This limited travel, training, or other outreach diminishes ability to work with statewide clients and reduces effectiveness of planned outreach programs. With reduced effectiveness of outreach and training there are more risks to agency.	($300,000) 5%=($150,000)	REDUCE 11th
12. Reductions in Training in TAD	Reductions of Skills and Capabilities. Morale issues	($100,000) 5%=($50,000)	REDUCE 12th
13. Equipment Purchase Reductions	Few/no ITS upgrades, no E-Gov upgrades, reduction in network hardware, will need to be provided by business	($492,742) 5%=($246,371)	REDUCE 13th
14. Professional Services Reductions	Not able to augment existing staff. Delay projects in other areas of OIT	($100,000) 5%=($50,000)	REDUCE 14th
15. Reduction in IT Expendable Property	May not be able to match technology hardware to existing software, which then slows down the software	($150,000) 5%=($75,000)	REDUCE 15th
16. Reduce Professional Services used to hire consultants to assist with	Special analysis work will not be undertaken.	($200,000) 5%=($100,000)	REDUCE 16th

special projects and issues (e.g., GASB 34, feasibility studies, etc.)			
17. Eliminate New PC Purchases	Hardware may not be compatible with software slowing down software operations	($30,000) 5%=($15,000)	REDUCE 17th
18. Reductions in Data Processing	Few/no upgrades in data storage in remote locations; will have to manage with current storage, print out documents or delete files	($30,000) 5%=($15,000)	REDUCE 18th
19. Reduce Administrative Support in Financial Services that sorts incoming mail, distributes invoices and remit checks	Remit checks, including travel reimbursement checks may not be distributed each business day. Mail may not be sorted timely, which can cause delays in processing customer transactions Positions: (1) FTE: (1.00)	($86,810)	REDUCE 19th
20. Professional Services Reductions	Severely restricts the advancements and ongoing support of Trucking Online, Truck Road Use Electronics (TRUE), a key initiative in MCTD's Business plan as well as other planned initiatives. Adversely impact MCTD's ability to meet industry service Delivery Expectations	($466,691) 5%=($233,345)	REDUCE 20th
21. Reductions in Training	Puts projects such as Windows 7 on hold, no support for current Linux Technology, No Open Source alternative, less new technology, SDC goes to business for evening support	($150,000) 5%=($75,000)	REDUCE 21st
22. Reductions to Program Related Funding	Most of ISB money in this area pays for fuel for ISB used vehicles. This could limit the number of trips as listed above and associated travel to the regions which would have a severe reduction on the ability to provide services.	($441,000) 5%=($220,500)	REDUCE 22nd
23. Purchasing – Executive Support	Eliminate an administrative position at ODOT Procurement Office. Workload would shift to the Branch Executive Assistant located at the same building. Other OPO staff and	($101,038)	REDUCE 23rd

	administrative staff will be required to handle some tasks. There will be delays in handling workloads for several programs. Positions: (1) FTE: (1.00)		
24. Branch Management-Program Manager	Eliminate a program manager position. This will reduce efforts to implement a variety of tasks in the ODOT Sustainability Plan. This includes data collection and other reporting to DAS, as well as web page upkeep. Other special projects support such as sales of maintenance yards through Oregon Innovative Partnership Program or other special initiatives will be eliminated. Participation on other branch-wide projects, such as fleet equipment management system replacement will also be diminished. Workloads will have to shift to other managers to handle as time allows. Positions: (1) FTE: (1.00)	($259,197)	REDUCE 24th
25. Eliminate Contractors For Tech Management Services	Limited ITS firewall and E-Gov support; limited project support (T-building, wireless, tablets, etc.); limited R&D effort	($1,038,000) 5%=($519,000)	REDUCE 25th
26. Professional Services Reductions	No security improvements listed in the SOS Audit. No evaluations of system replacement, No RACF improvements, No testing.	($277,815) 5%=($138,907)	REDUCE 26th
27. Purchasing – Administrative Support	Eliminate an administrative position at ODOT Procurement Office. Workload would shift to Branch Executive Assistant and other higher level OPO administrative staff. Positions: (1) FTE: (1.00)	($96,697)	REDUCE 27th
28. Eliminate 1 contract IT programmer that maintains financial systems.	Loss of 1 of 3 contract programmer will impact progress on requests for work submitted for changes to systems. Remaining contract programmers are not familiar with all systems and this	($230,255) 5%=($115,127)	REDUCE 28th

	may need to be supported by state programming staff in Information Systems Branch.		
29. Professional Services Reductions	Severely restricts the advancements and ongoing support of Trucking Online, Truck Road Use Electronics (TRUE), a key initiative in MCTD's Business plan as well as other planned initiatives. Adversely Impact MCTD's ability to meet industry service Delivery Expectations	($282,546) 5%=($141,273)	REDUCE 29th
30. Business Services – General Files	Eliminate Office Specialist 1 Position. Workload would shift to the AS2 in General files. 50 % reduction of staff in this area means no back-up and will result in delays in filing , Positions: (1) FTE: (1.00)	($92,750)	REDUCE 30th
31. Professional Services Reductions	Inability to work on small OIT projects, for example: strategic plan	($50,000) 5%=($25,000)	REDUCE 31st
32. Eliminate Guidesign Maintenance	A product that enables highway and road sign design to be more cost effectively planned.	($30,000) 5%=($15,000)	REDUCE 32nd
33. Professional Services Reductions	No security improvements listed in the SOS Audit. No evaluations of system replacement, No RACF improvements, No testing.	($126,913) 5%=($63,457)	REDUCE 33rd
34. Human Resources – In-house Training and Development (staff reduced by 50%)	Reduce 2 FTE; TDS2 (SR27). Greatly reduces our ability to deliver topical training in vital areas. Eliminates our ability to develop required OR-OSHA and other safety and health training. Eliminates our ability to contract for the development and delivery of technical training for engineering and construction employees. Reduces our ability to provide standardized skills training to employees that enable them to more effectively meet the demands of their positions. Eliminates our ability to develop internal training such as New Employee Orientation.	($332,346)	REDUCE 34th

	Positions: (2) FTE: (2.00)		
35. Performance Measures Coordinator (Operations and Policy Analyst 3)	This would reduce the support to performance measure development and reporting. ODOT divisions would receive a one-third reduction in assistance in collecting and reporting performance information for the budget and annual reports. Technical assistance in the development of new and revised measures would be reduced and dashboard reports would be scaled back or eliminated for some sections and branches. Positions: (1) FTE: (0.50)	($113,668)	REDUCE 35th
36. Professional Services Reductions	Limited ITS support in Regions; T-Building support limited; PC rollouts slower;	($679,865) 5%=($339,932)	REDUCE 36th
37. Human Resources – Classification and Compensation (staff reduced by 50%)	Reduce 2.5 FTE; .5 HRA3-Senior Classification Analyst (SR29), HRA2-Classificaiton analyst (SR26), HRA-Human Resource Assistant (SR23). Reduces the ability to correctly classify and compensate positions. Will result in delays in recruitment and turnover of staff as a result of compensation issues. Delays in employee requested classification audits resulting in contractual issues and increased grievances. Positions: (3) FTE: (2.50)	($418,732)	REDUCE 37th
38. Professional Services Reductions	Severely restricts the advancements and ongoing support of Trucking Online, Truck Road Use Electronics (TRUE), a key initiative in MCTD's Business plan as well as other planned initiatives. Adversely impact MCTD's ability to meet industry service Delivery Expectations	($184,144) 5%=($92,072)	REDUCE 38th
39. Purchasing – Innovative Partnership	Eliminate Procurement & Contract Specialist 3 that currently supports the Oregon Innovative Partnership Program and their unique contracts. OIPP workloads would need to be picked up by others and there will be delays and higher risk to the agency. DOJ could take on more of the work, but costs to ODOT will	($186,110)	REDUCE 39th

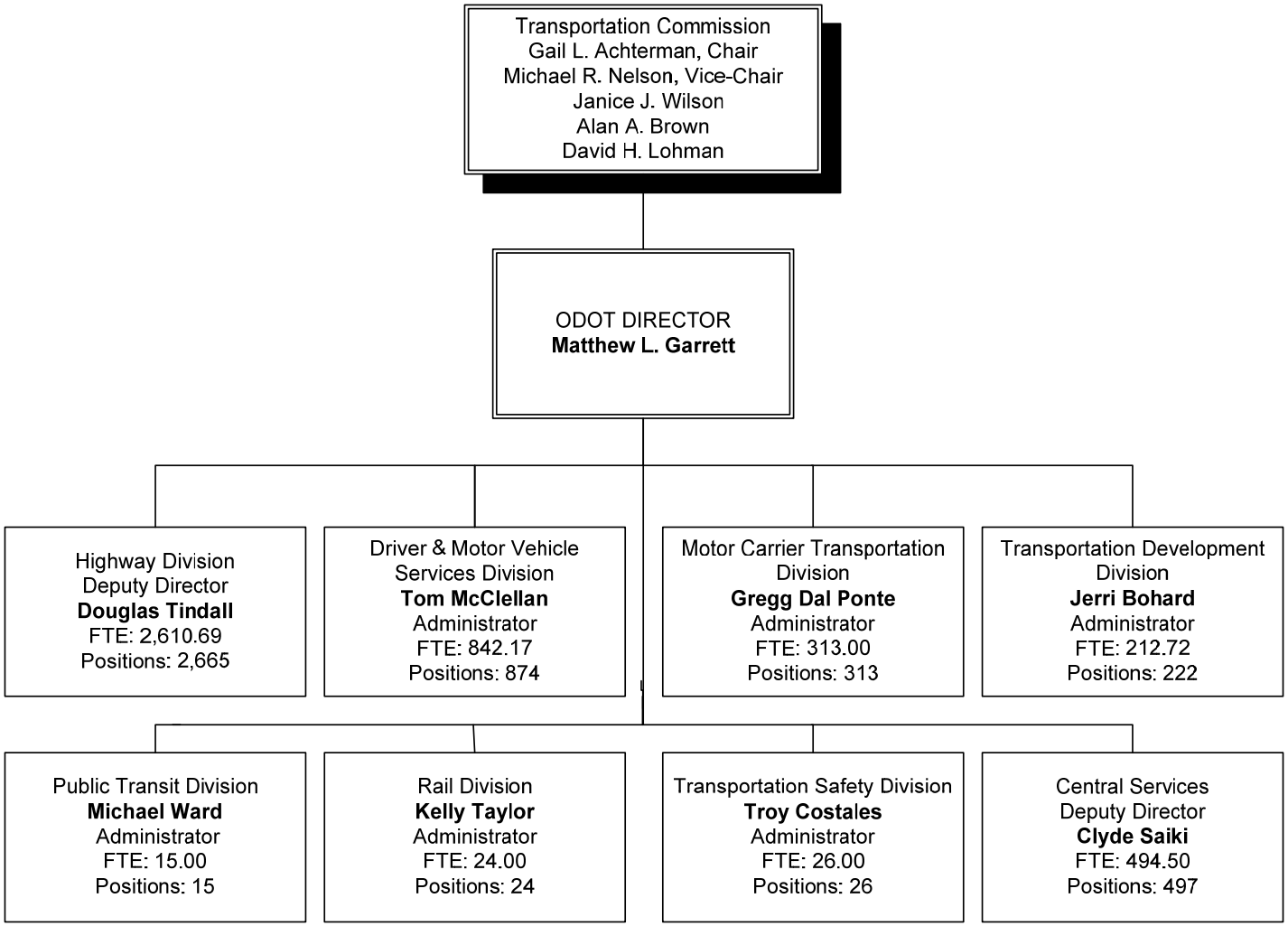
	increase substantially. Positions: (1) FTE: (1.00)		
40. Reduce the Fuels Tax Group Program	Response time for information would likely increase. Reduces external customer outreach program. Positions: (2) FTE: (2.00)	($258,607)	REDUCE 40th
41. Reduce direct support to revenue agents and collections program	Work would be reassigned to revenue agents, detracting from time available to work overdue accounts, thereby resulting in less revenue collection. Positions: (1) FTE: (1.00)	($102,805)	REDUCE 41st
42. Premiere support	No Vendor support for major software that affects entire agency	($100,000) 5%=($50,000)	REDUCE 42nd
43. Human Resources – Human Resource Consulting	Reduce 3FTE: 1 HRA2 AND 2 HRA1s. Eliminates direct support of three senior HR managers at the Regional level. Support will be co-shared by the remaining HRA2's from the adjoining regions. Reduces ability to respond in a timely manner to labor relation issues. Limits consultation with regional managers on various human relation issues. Reduces the ability to mediate disputes at the first level. Delays ability to respond to grievances and collective bargaining requirements. Delays recruitments and training delivery Positions: (3) FTE: (3.00)	($429,579)	REDUCE 43rd
44. Eliminate position that provides primary table maintenance to ODOT's accounting system, TEAMS	Other Financial Services positions would need to assume these duties, which may result in consistency issues that could lead to inaccuracies. Timeliness of posting revenues and reconciling may be reduced. Vendors would not be set up within one business day, thereby delaying vendor payments. Positions: (1) FTE: (1.00)	($106,185)	REDUCE 44th

45. Purchasing – IT Contracts Support	Eliminate Procurement & Contract Specialist 3 position that currently supports agency-wide IT contracts. OPO staff will not be able to participate in planning/preparatory meetings to build stronger communication lines with clients. Delays for IT contract processing impacts entire agency. Positions: (1) FTE: (1.00)	($161,281)	REDUCE 45th
46. Reorganize FSB and reassign the Fuels Tax Group Program	Eliminate the Fuels Tax Operations Manager position and reassign management oversight of audit staff to the Financial Policy and Compliance Manager and accounting staff to the Revenue and Expenditure Accounting Manager, both of who have high staff to management ratios. Impacts the ability to provide information to other jurisdictions about fuels tax programs. Process improvements would languish. Program coordination with other jurisdictions would suffer. Positions: (1) FTE: (1.00)	($171,936)	REDUCE 46th
47. Eliminate position that conducts post transaction compliance analyses and evaluates transactions for accurate financial reporting	Customers lose timely analysis and feedback for improving business processes. Financial statement compressed schedule timelines imposed by DAS will be impacted. Positions: (1) FTE: (1.00)	($142,031)	REDUCE 47th
48. Purchasing – HWY Procurement	Eliminate Procurement & Contract Specialist 3 position that currently provides procurement support for Highway Division and the Small Contracting Program. Workload will shift to others; however, delays for completion of contracts will result. Some portions could be shifted to DOJ, however, this raises costs to Highway Division for same product. Positions: (1) FTE: (1.00)	($169,210)	REDUCE 48th
49. Reduce the Debt and Investment Program	Reduces the ability to adequately monitor the current bond program and plan new programs. Positions: (1) FTE: (1.00)	($171,936)	REDUCE 49th

50. Eliminate the position that develops and presents courses on financial transaction processing	Due to decentralized processing, end users would lack the training to understand the requirements for effective and efficient processing of financial transactions. Only courses that have been converted to online training would be available; no classroom setting training. No new development of courses would occur. Mandatory financial training (basic payments and standard labor/equipment allocation) would need to be maintained by a manager and would be infrequent, imposing a drain on remaining resources to replace this function. Positions: (1) FTE: (1.00)	($146,793)	REDUCE 50th
51. Purchasing – IT Contracts Support	Eliminate Procurement & Contract Specialist 3 that currently provides procurement assistance for agencywide IT contracts. Reduction for IT support only creates issues in other areas as IT staff work to modernize a variety of ODOT programs. Positions: (1) FTE: (1.00)	($186,110)	REDUCE 51st
52. Senior Internal Auditor (Internal Auditor 2)	Eliminating position would reduce over 1,500 audit hours per year increasing risk to the department. Adequate audit resources would not be available to management to address urgent, high risk issues. Audit demand is on the rise, especially with ARRA funds and the Federal requirement for oversight and transparency, while current staff resources have been stretched very thin. Positions: (1) FTE: (1.00)	($167,673)	REDUCE 52nd
53. Reduce support to the legislative budget process for the agency	Work would need to be reassigned to other administrative staff within the branch, thereby impacting customer service levels for other programs. Assignment deadlines for budget documents may not be met. Turnaround time during Ways and Means will be extremely hard to meet. Entry into ORBITS and PICS will take longer. Positions: (1) FTE: (1.00)	($122,150)	REDUCE 53rd
54. Reduce the Central Payment Authorization	Remaining 3.0 FTE would need to absorb the workload, resulting in reducing the timeliness of vendor payments.	($113,787)	REDUCE 54th

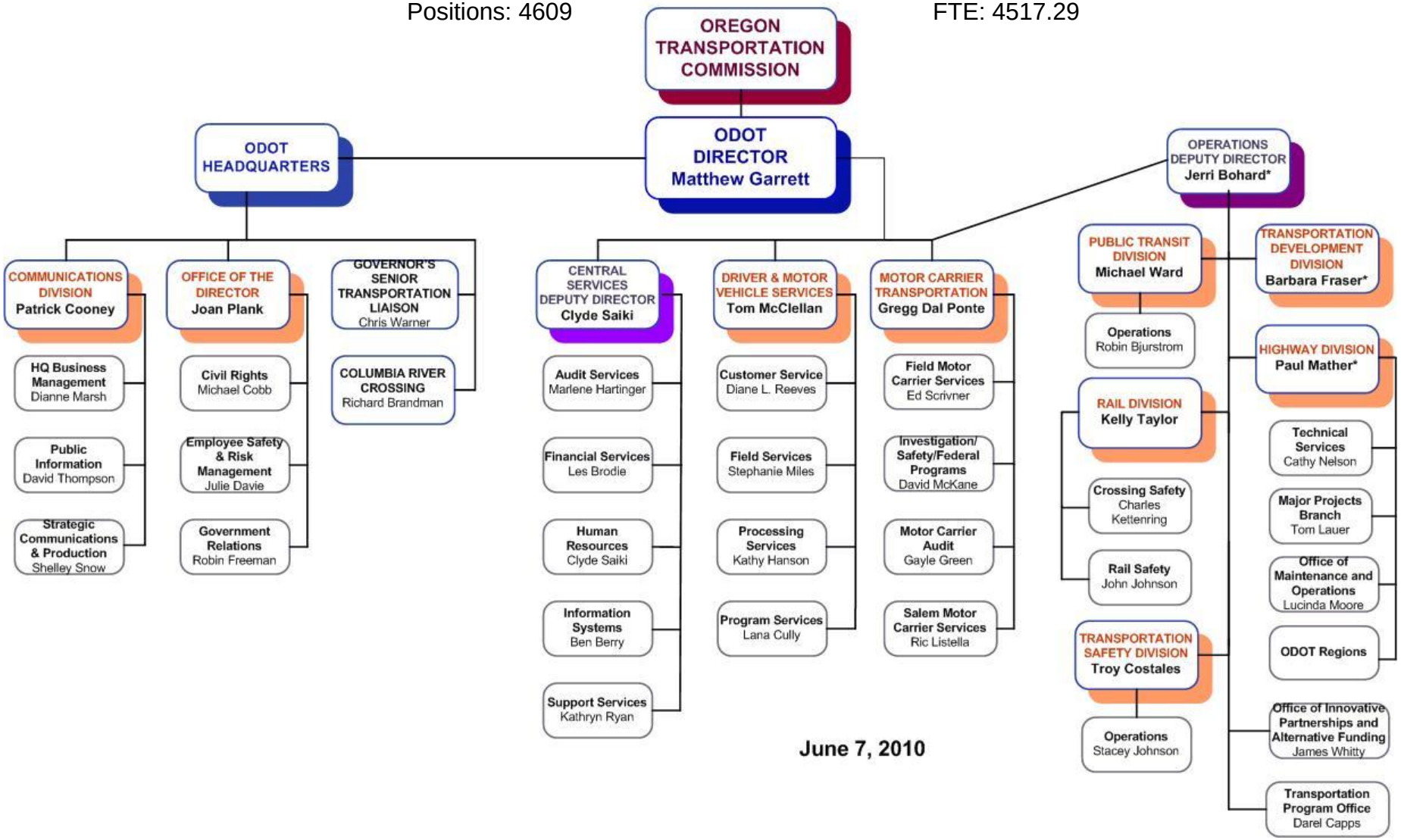
program	Currently 1.0 FTE processes an average of 200 vendor payments daily. Loss of resources to support compliance analysis and other program support. Positions: (1) FTE: (1.00)		
55. Reduce amount of the federal fuels tax evasion grants	This would reduce our coordination efforts with the other states with which we work. These funds pay for programs where information is shared about the challenges other states are facing in collecting fuels tax revenues and what they are doing to overcome those challenges.	($1,972) FF	REDUCE 55th
56. Reduce SGSC in Financial Services Unit		($966,290)	REDUCE 56th
57. Reduce SGSC in Headquarters Unit		($14,828)	REDUCE 57th
58. Reduce SGSC in Human Resources Unit		($204,829)	REDUCE 58th
59. Reduce SGSC in Information Systems Business Unit		(3,898,969)	REDUCE 59th
60. Reduce SGSC in BS		($190,257)	REDUCE 60TH
	TOTAL Other Central Services	($17,610,288)	

Oregon Department of Transportation
2009–2011 Legislatively Adopted Budget Organization Chart
Positions: 4,636 FTE: 4,538.08



Oregon Department of Transportation

Positions: 4609 FTE: 4517.29



Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
General Fund	4,504,713	10,000,000	10,655,362	9,257,452	-	-
Other Funds	2,770,956,817	3,564,265,962	3,572,857,381	3,656,800,935	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	90,202,963	-	-
All Funds	2,837,302,616	3,661,732,911	3,673,453,757	3,756,261,350	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
LIMITED BUDGET (Essential Packages)						
010-NON-PICS PSNL SVC / VACANCY FACTOR						
Other Funds	-	-	-	5,562,122	-	-
Federal Funds	-	-	-	34,736	-	-
All Funds	-	-	-	5,596,858	-	-
021-PHASE-IN						
Other Funds	-	-	-	76,993,607	-	-
022-PHASE-OUT PGM & ONE-TIME COSTS						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(545,998,640)	-	-
Federal Funds	-	-	-	(804,346)	-	-
All Funds	-	-	-	(556,060,438)	-	-
031-STANDARD INFLATION						
Other Funds	-	-	-	63,308,755	-	-
Federal Funds	-	-	-	1,762,212	-	-
All Funds	-	-	-	65,070,967	-	-
033-EXCEPTIONAL INFLATION						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	160,182	-	-
050-FUNDSHIFTS						
Other Funds	-	-	-	(589,032)	-	-
Federal Funds	-	-	-	589,032	-	-
All Funds	-	-	-	-	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(400,563,006)	-	-
Federal Funds	-	-	-	1,581,634	-	-
All Funds	-	-	-	(408,238,824)	-	-
LIMITED BUDGET (Current Service Level)						
General Fund	4,504,713	10,000,000	10,655,362	-	-	-
Other Funds	2,770,956,817	3,564,265,962	3,572,857,381	3,256,237,929	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	91,784,597	-	-
All Funds	2,837,302,616	3,661,732,911	3,673,453,757	3,348,022,526	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
LIMITED BUDGET (Policy Packages)						
230-CDL FEDERAL COMPLIANCE- RANK 1 - 200-00-00-00000						
Other Funds	-	-	-	697,040	-	-
Authorized Positions	-	-	-	8	-	-
Authorized FTE	-	-	-	6.00	-	-
140-OWIN OPERATIONS AND MAINTENANCE- RANK 2 - 100-20-00-00000						
Other Funds	-	-	-	7,684,362	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Authorized Positions	-	-	-	30	-	-
Authorized FTE	-	-	-	24.00	-	-
150-OWIN CONSTRUCTION- RANK 3 - 100-80-00-00000						
General Fund	-	-	-	604,471	-	-
Authorized Positions	-	-	-	3	-	-
Authorized FTE	-	-	-	3.00	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 200-00-00-00000						
Other Funds	-	-	-	195,531	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 700-00-00-00000						
Other Funds	-	-	-	416,984	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-
210-PORTLAND DRIVE TEST CENTER- RANK 5 - 200-00-00-00000						
Other Funds	-	-	-	1,200,000	-	-
240-MANDATORY TEEN DRIVER EDUCATION- RANK 6 - 400-13-00-00000						
Other Funds	-	-	-	1,500,000	-	-
Authorized Positions	-	-	-	13	-	-
Authorized FTE	-	-	-	13.00	-	-
270-PLACE HOLDER FLEX FUNDS TO TPD- RANK 8 - 400-10-00-00000						
Other Funds	-	-	-	1	-	-
260-TRANSPORTATION DEMAND MANAGEMENT- RANK 9 - 400-11-00-00000						
Other Funds	-	-	-	306,408	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL LIMITED BUDGET (Policy Packages)						
General Fund	-	-	-	604,471	-	-
Other Funds	-	-	-	12,000,326	-	-
All Funds	-	-	-	12,604,797	-	-
AUTHORIZED POSITIONS	-	-	-	58	-	-
AUTHORIZED FTE	-	-	-	50.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
General Fund	4,504,713	10,000,000	10,655,362	604,471	-	-
Other Funds	2,770,956,817	3,564,265,962	3,572,857,381	3,268,238,255	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	91,784,597	-	-
All Funds	2,837,302,616	3,661,732,911	3,673,453,757	3,360,627,323	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,667	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,567.29	-	-
NONLIMITED BUDGET (Excluding Packages)						
Other Funds	11,467,316	18,158,214	18,158,214	18,158,214	-	-
NONLIMITED BUDGET (Current Service Level)						
Other Funds	11,467,316	18,158,214	18,158,214	18,158,214	-	-
TOTAL NONLIMITED BUDGET (Including Packages)						
Other Funds	11,467,316	18,158,214	18,158,214	18,158,214	-	-
OPERATING BUDGET (Excluding Packages)						
General Fund	4,504,713	10,000,000	10,655,362	9,257,452	-	-
Other Funds	2,782,424,133	3,582,424,176	3,591,015,595	3,674,959,149	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	90,202,963	-	-
All Funds	2,848,769,932	3,679,891,125	3,691,611,971	3,774,419,564	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
OPERATING BUDGET (Essential Packages)						
010-NON-PICS PSNL SVC / VACANCY FACTOR						
Other Funds	-	-	-	5,562,122	-	-
Federal Funds	-	-	-	34,736	-	-
All Funds	-	-	-	5,596,858	-	-
021-PHASE-IN						
Other Funds	-	-	-	76,993,607	-	-
022-PHASE-OUT PGM & ONE-TIME COSTS						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(545,998,640)	-	-
Federal Funds	-	-	-	(804,346)	-	-
All Funds	-	-	-	(556,060,438)	-	-
031-STANDARD INFLATION						
Other Funds	-	-	-	63,308,755	-	-
Federal Funds	-	-	-	1,762,212	-	-
All Funds	-	-	-	65,070,967	-	-
033-EXCEPTIONAL INFLATION						
Other Funds	-	-	-	160,182	-	-
050-FUNDSHIFTS						
Other Funds	-	-	-	(589,032)	-	-
Federal Funds	-	-	-	589,032	-	-
All Funds	-	-	-	-	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL OPERATING BUDGET (Essential Packages)						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(400,563,006)	-	-
Federal Funds	-	-	-	1,581,634	-	-
All Funds	-	-	-	(408,238,824)	-	-
OPERATING BUDGET (Current Service Level)						
General Fund	4,504,713	10,000,000	10,655,362	-	-	-
Other Funds	2,782,424,133	3,582,424,176	3,591,015,595	3,274,396,143	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	91,784,597	-	-
All Funds	2,848,769,932	3,679,891,125	3,691,611,971	3,366,180,740	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
OPERATING BUDGET (Policy Packages)						
230-CDL FEDERAL COMPLIANCE- RANK 1 - 200-00-00-00000						
Other Funds	-	-	-	697,040	-	-
Authorized Positions	-	-	-	8	-	-
Authorized FTE	-	-	-	6.00	-	-
140-OWIN OPERATIONS AND MAINTENANCE- RANK 2 - 100-20-00-00000						
Other Funds	-	-	-	7,684,362	-	-
Authorized Positions	-	-	-	30	-	-
Authorized FTE	-	-	-	24.00	-	-
150-OWIN CONSTRUCTION- RANK 3 - 100-80-00-00000						
General Fund	-	-	-	604,471	-	-
Authorized Positions	-	-	-	3	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Authorized FTE	-	-	-	3.00	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 200-00-00-00000						
Other Funds	-	-	-	195,531	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 700-00-00-00000						
Other Funds	-	-	-	416,984	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-
210-PORTLAND DRIVE TEST CENTER- RANK 5 - 200-00-00-00000						
Other Funds	-	-	-	1,200,000	-	-
240-MANDATORY TEEN DRIVER EDUCATION- RANK 6 - 400-13-00-00000						
Other Funds	-	-	-	1,500,000	-	-
Authorized Positions	-	-	-	13	-	-
Authorized FTE	-	-	-	13.00	-	-
270-PLACE HOLDER FLEX FUNDS TO TPD- RANK 8 - 400-10-00-00000						
Other Funds	-	-	-	1	-	-
260-TRANSPORTATION DEMAND MANAGEMENT- RANK 9 - 400-11-00-00000						
Other Funds	-	-	-	306,408	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-
TOTAL OPERATING BUDGET (Policy Packages)						
General Fund	-	-	-	604,471	-	-
Other Funds	-	-	-	12,000,326	-	-
All Funds	-	-	-	12,604,797	-	-
AUTHORIZED POSITIONS	-	-	-	58	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED FTE	-	-	-	50.00	-	-
TOTAL OPERATING BUDGET (Including Packages)						
General Fund	4,504,713	10,000,000	10,655,362	604,471	-	-
Other Funds	2,782,424,133	3,582,424,176	3,591,015,595	3,286,396,469	-	-
Federal Funds	61,841,086	87,466,949	89,941,014	91,784,597	-	-
All Funds	2,848,769,932	3,679,891,125	3,691,611,971	3,378,785,537	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,667	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,567.29	-	-
DEBT SERVICE (Excluding Packages)						
General Fund	-	-	8,999,171	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	501,691,101	-	-
DEBT SERVICE (Current Service Level)						
General Fund	-	-	8,999,171	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	501,691,101	-	-
DEBT SERVICE (Policy Packages)						
150-OWIN CONSTRUCTION- RANK 3 - 500-00-00-00000						
General Fund	-	-	-	17,298,418	-	-
TOTAL DEBT SERVICE (Policy Packages)						
General Fund	-	-	-	17,298,418	-	-
TOTAL DEBT SERVICE (Including Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
General Fund	-	-	8,999,171	69,977,056	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	518,989,519	-	-
DEBT SERVICE NONLIMITED (Excluding Packages)						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
DEBT SERVICE NONLIMITED (Current Service Level)						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
TOTAL DEBT SERVICE NONLIMITED (Including Packages)						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
CAPITAL IMPROVEMENT (Excluding Packages)						
Other Funds	3,108,722	3,259,788	3,259,788	3,259,788	-	-
CAPITAL IMPROVEMENT (Essential Packages)						
031-STANDARD INFLATION						
Other Funds	-	-	-	78,235	-	-
TOTAL CAPITAL IMPROVEMENT (Essential Packages)						
Other Funds	-	-	-	78,235	-	-
CAPITAL IMPROVEMENT (Current Service Level)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-
TOTAL CAPITAL IMPROVEMENT (Including Packages)						
Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-
CAPITAL CONSTRUCTION (Excluding Packages)						
Other Funds	19,488,645	1	186,463,992	-	-	-
CAPITAL CONSTRUCTION (Current Service Level)						
Other Funds	19,488,645	1	186,463,992	-	-	-
CAPITAL CONSTRUCTION (Policy Packages)						
150-OWIN CONSTRUCTION- RANK 3 - 089-00-00-00000						
Other Funds	-	-	-	100,785,000	-	-
TOTAL CAPITAL CONSTRUCTION (Policy Packages)						
Other Funds	-	-	-	100,785,000	-	-
TOTAL CAPITAL CONSTRUCTION (Including Packages)						
Other Funds	19,488,645	1	186,463,992	100,785,000	-	-
TOTAL BUDGET (Excluding Packages)						
General Fund	4,504,713	10,000,000	19,654,533	61,936,090	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	3,000,635,602	3,887,374,866	4,082,430,276	4,043,339,979	-	-
Federal Funds	61,841,086	87,466,949	89,941,015	111,824,491	-	-
All Funds	3,113,540,840	4,070,286,918	4,277,470,927	4,300,991,981	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
TOTAL BUDGET (Essential Packages)						
010-NON-PICS PSNL SVC / VACANCY FACTOR						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	5,562,122	-	-
Federal Funds	-	-	-	34,736	-	-
All Funds	-	-	-	5,596,858	-	-
021-PHASE-IN						
Other Funds	-	-	-	76,993,607	-	-
022-PHASE-OUT PGM & ONE-TIME COSTS						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(545,998,640)	-	-
Federal Funds	-	-	-	(804,346)	-	-
All Funds	-	-	-	(556,060,438)	-	-
031-STANDARD INFLATION						
Other Funds	-	-	-	63,386,990	-	-
Federal Funds	-	-	-	1,762,212	-	-
All Funds	-	-	-	65,149,202	-	-
033-EXCEPTIONAL INFLATION						
Other Funds	-	-	-	160,182	-	-
050-FUNDSHIFTS						
Other Funds	-	-	-	(589,032)	-	-
Federal Funds	-	-	-	589,032	-	-
All Funds	-	-	-	-	-	-
TOTAL BUDGET (Essential Packages)						
General Fund	-	-	-	(9,257,452)	-	-
Other Funds	-	-	-	(400,484,771)	-	-
Federal Funds	-	-	-	1,581,634	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
All Funds	-	-	-	(408,160,589)	-	-
TOTAL BUDGET (Current Service Level)						
General Fund	4,504,713	10,000,000	19,654,533	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	3,000,635,602	3,887,374,866	4,082,430,276	3,642,855,208	-	-
Federal Funds	61,841,086	87,466,949	89,941,015	113,406,125	-	-
All Funds	3,113,540,840	4,070,286,918	4,277,470,927	3,892,831,392	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,609	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,517.29	-	-
TOTAL BUDGET (Policy Packages)						
230-CDL FEDERAL COMPLIANCE- RANK 1 - 200-00-00-00000						
Other Funds	-	-	-	697,040	-	-
Authorized Positions	-	-	-	8	-	-
Authorized FTE	-	-	-	6.00	-	-
140-OWIN OPERATIONS AND MAINTENANCE- RANK 2 - 100-20-00-00000						
Other Funds	-	-	-	7,684,362	-	-
Authorized Positions	-	-	-	30	-	-
Authorized FTE	-	-	-	24.00	-	-
150-OWIN CONSTRUCTION- RANK 3 - 089-00-00-00000						
Other Funds	-	-	-	100,785,000	-	-
150-OWIN CONSTRUCTION- RANK 3 - 100-80-00-00000						
General Fund	-	-	-	604,471	-	-
Authorized Positions	-	-	-	3	-	-
Authorized FTE	-	-	-	3.00	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
150-OWIN CONSTRUCTION- RANK 3 - 500-00-00-00000						
General Fund	-	-	-	17,298,418	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 200-00-00-00000						
Other Funds	-	-	-	195,531	-	-
220-CREDIT / DEBIT CARD IN FIELD OFFICES- RANK 4 - 700-00-00-00000						
Other Funds	-	-	-	416,984	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-
210-PORTLAND DRIVE TEST CENTER- RANK 5 - 200-00-00-00000						
Other Funds	-	-	-	1,200,000	-	-
240-MANDATORY TEEN DRIVER EDUCATION- RANK 6 - 400-13-00-00000						
Other Funds	-	-	-	1,500,000	-	-
Authorized Positions	-	-	-	13	-	-
Authorized FTE	-	-	-	13.00	-	-
270-PLACE HOLDER FLEX FUNDS TO TPD- RANK 8 - 400-10-00-00000						
Other Funds	-	-	-	1	-	-
260-TRANSPORTATION DEMAND MANAGEMENT- RANK 9 - 400-11-00-00000						
Other Funds	-	-	-	306,408	-	-
Authorized Positions	-	-	-	2	-	-
Authorized FTE	-	-	-	2.00	-	-
TOTAL BUDGET (Policy Packages)						
General Fund	-	-	-	17,902,889	-	-
Other Funds	-	-	-	112,785,326	-	-
All Funds	-	-	-	130,688,215	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	-	-	-	58	-	-
AUTHORIZED FTE	-	-	-	50.00	-	-
TOTAL BUDGET (Including Packages)						
General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	3,000,635,602	3,887,374,866	4,082,430,276	3,755,640,534	-	-
Federal Funds	61,841,086	87,466,949	89,941,015	113,406,125	-	-
All Funds	3,113,540,840	4,070,286,918	4,277,470,927	4,023,519,607	-	-
AUTHORIZED POSITIONS	4,627	4,636	4,636	4,667	-	-
AUTHORIZED FTE	4,514.48	4,538.08	4,538.08	4,567.29	-	-

Summary Cross Reference Number	Cross Reference Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
087-01-00-00000	**NL Debt Service and Loan Fund**						
	Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
088-00-00-00000	**Capital Improvements**						
	Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-
089-00-00-00000	**Capital Construction**						
	Other Funds	19,488,645	1	186,463,992	100,785,000	-	-
100-20-00-00000	**Maintenance**						
	Other Funds	390,569,709	399,755,412	399,755,412	440,770,320	-	-
100-25-00-00000	**Preservation**						
	Other Funds	189,212,069	389,054,507	389,054,507	340,395,026	-	-
100-30-00-00000	**Bridge**						
	Other Funds	686,229,445	670,425,103	670,425,103	617,526,896	-	-
100-40-00-00000	**Highway Operations**						
	Other Funds	115,723,138	142,963,268	142,963,268	137,231,914	-	-
100-45-00-00000	**Modernization**						
	Other Funds	355,930,598	348,192,936	348,192,936	392,189,363	-	-
100-55-00-00000	**Special Programs**						
	Other Funds	233,381,414	184,957,448	184,957,448	220,883,958	-	-

Summary Cross Reference Number	Cross Reference Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
100-65-00-00000	**Local Government**						
	Other Funds	247,663,306	390,683,462	390,683,462	381,582,915	-	-
100-80-00-00000	**OWIN**						
	General Fund	-	-	2,955,362	604,471	-	-
	Other Funds	-	-	5,591,419	-	-	-
	Federal Funds	-	-	474,065	-	-	-
	All Funds	-	-	9,020,846	604,471	-	-
200-00-00-00000	**Driver and Motor Vehicles Svcs**						
	Other Funds	143,771,430	157,684,979	157,684,979	169,520,756	-	-
	Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
	All Funds	145,681,231	160,229,985	160,229,985	171,816,032	-	-
300-00-00-00000	**Motor Carrier Transportation**						
	Other Funds	52,753,031	56,095,128	56,095,128	61,493,097	-	-
	Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
	All Funds	57,067,502	61,634,819	61,634,819	67,251,512	-	-
400-10-00-00000	**Transportation Prog Dev**						
	Other Funds	148,927,705	220,012,943	220,012,943	229,894,253	-	-
	Federal Funds	184,835	204,949	204,949	226,827	-	-
	All Funds	149,112,540	220,217,892	220,217,892	230,121,080	-	-

Summary Cross Reference Number	Cross Reference Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
400-11-00-00000	**Public Transit**						
	General Fund	-	10,000,000	7,700,000	-	-	-
	Other Funds	17,659,818	51,918,094	54,218,094	33,341,334	-	-
	Federal Funds	40,327,375	47,782,192	47,782,192	48,931,396	-	-
	All Funds	57,987,193	109,700,286	109,700,286	82,272,730	-	-
400-12-00-00000	**Rail**						
	General Fund	4,504,713	-	-	-	-	-
	Other Funds	22,983,963	279,415,349	279,415,349	27,974,486	-	-
	Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-
	All Funds	27,488,676	295,722,252	295,722,252	44,368,840	-	-
400-13-00-00000	**Transportation Safety**						
	Other Funds	10,912,212	13,699,375	14,399,375	15,888,932	-	-
	Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
	All Funds	25,986,864	28,756,786	31,456,786	34,047,539	-	-
500-00-00-00000	**Debt Service**						
	General Fund	-	-	8,999,171	69,977,056	-	-
	Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
	Other Funds	195,672,483	303,986,550	303,986,550	365,121,042	-	-
	Federal Funds	-	-	1	21,621,528	-	-
	All Funds	242,231,922	389,431,653	398,430,825	540,611,047	-	-

Summary Cross Reference Number	Cross Reference Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
700-00-00-00000	**Central Services**						
	Other Funds	155,238,913	257,112,309	257,112,309	199,545,005	-	-
	Federal Funds	29,952	30,797	30,797	19,722	-	-
	All Funds	155,268,865	257,143,106	257,143,106	199,564,727	-	-
TOTAL AGENCY							
	General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
	Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
	Other Funds	3,000,635,602	3,887,374,866	4,082,430,276	3,755,640,534	-	-
	Federal Funds	61,841,086	87,466,949	89,941,015	113,406,125	-	-
	All Funds	3,113,540,840	4,070,286,918	4,277,470,927	4,023,519,607	-	-

Revenue

Revenue Forecast

ODOT's budget is based on the official revenue forecast, which is updated every six months. Each update considers the new economic data and assumptions impacting transportation revenue. The ODOT revenue forecast model consists of about 150 variables. Most of the econometric equations used in the forecast have a high degree of proven usefulness and accuracy. The input to the model comes from three sources; 1) actual data, 2) Official State of Oregon forecast by Department of Administrative Services (DAS), and 3) national variables forecast produced by DRI McGraw-Hill.

ODOT's forecast is published semiannually in a public document titled, "Summary of Transportation Economic and Revenue Forecast." The forecast is prepared by Financial Services of ODOT. This budget is based on December, 2009 forecast.

Other Funds

Primary sources of state revenues for the Oregon Department of Transportation are:

- Motor Fuels Taxes—Motor fuel and aviation fuel taxes.
- Weight-mile Tax—Graduated tax based on vehicle weight and miles traveled on public roads.
- Driver and Vehicle Licenses and Fees—Driver license fees, vehicle registrations, titling fees for passenger vehicles, buses, trailers, motorcycles, etc. This category contains a large number of fees for various areas from snowmobile titling to specialty license plates.
- Transportation Licenses and Fees—Truck registrations and Sno-Park permits.
- The Other Funds revenue sources identified above include fees collected for the following dedicated uses and are transferred to the appropriate agency or program unit after the collection costs are deducted.

- Safety and Training Funds:
  - Student Driver Training Fund—funded by a $6 fee required to obtain a driver license. Funds public-offered ODOT approved driver education through Community Colleges, Educational Service Districts, and High Schools.
  - Motorcycle Safety Fund—Funded by $38 of the original or $28 of the renewal motorcycle endorsement fee. Funds statewide motorcycle training classes and public information and educational materials.
- Winter Recreational Fund (Sno-Park)—Funds collected for Sno-Park permits are used to pay for snow removal from designated winter recreation area parking locations, enforce permit requirements, and develop and maintain winter parking areas.
- Snowmobile Fund—Snowmobile registration fees used to finance the cost of an enforcement and education program.
- Recreational Vehicle Fund—Funds collected for recreational vehicles license and trip permit fees are transferred to Oregon Park and Recreation Department.
- Marine Fuel—Fuels Tax for gasoline used in boats is transferred to the Marine Board.
- Aviation and Jet Fuels Tax—Fuels tax revenue for jet and aviation gas fuel is transferred to the Department of Aviation.
- ATV Fuel—Fuels Tax for All Terrain Vehicles is transferred to Oregon Parks and Recreation Department.
- Specialty License Plates—Funds collected are transferred to the appropriate agency (Veteran's Affairs, Watershed Enhancement Board, Park and Recreation, etc.) or program.
- Special County and City Fuels Tax collected for numerous cities and counties.

Federal Funds

- Federal Highway Administration Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU initially authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009, but has been extended until a new act is developed. The majority of these funds are budgeted as Other Funds for accounting purposes.
- National Highway Traffic Safety Administration—for traffic safety programs.
- Federal Railroad Administration—High-speed Rail and Local Freight Assistance. Project-specific funds used for engineering, design, construction, equipment purchases, and contracts.
- Federal Transit Administration (FTA)—Fund the administration of the grant program and grants within the Public Transit Division for the Small Urban System, Senior and Disabled Capital Assistance, and Transit Planning grant programs.
- Motor Carrier Safety Assistance Program (MCSAP)—Motor Carrier Division's Commercial Vehicle Safety Plan.

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of | **Agency Number: 73000**
2011-13 Biennium | **Cross Reference Number: 73000-000-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Lottery Funds						
Interest Income	1,198,636	3	3	-	-	-
Tsfr From Administrative Svcs	45,360,803	84,922,176	84,922,176	83,891,421	-	-
Total Lottery Funds	**$46,559,439**	**$84,922,179**	**$84,922,179**	**$83,891,421**	**-**	**-**
Other Funds						
Gross Receipts Business Taxes/Fees	3,945,380	4,500,000	4,500,000	3,500,000	-	-
Motor Fuels Taxes	842,983,041	980,287,979	980,287,979	1,105,855,826	-	-
Weight-Mile Taxes	449,214,083	630,233,795	630,233,795	610,756,359	-	-
Other Taxes	97,163	-	-	-	-	-
Business Lic and Fees	7,461,698	6,918,698	6,918,698	5,259,642	-	-
Non-business Lic. and Fees	39,393	396,601	396,601	387,872	-	-
Vehicle Licenses	385,422,899	564,625,314	564,625,314	604,702,401	-	-
Drivers Licenses	68,177,426	72,972,973	72,972,973	71,882,076	-	-
Transportation Lic and Fees	46,388,291	72,796,536	72,796,536	96,613,799	-	-
Federal Revenues	848,287,487	928,115,578	928,815,578	874,289,339	-	-
Charges for Services	9,082,098	8,663,857	8,663,857	6,166,198	-	-
Admin and Service Charges	914,904	1,276,072	1,276,072	1,243,369	-	-
Fines and Forfeitures	9,547,959	2,829,634	2,829,634	2,502,343	-	-
Rents and Royalties	5,856,373	2,045,210	2,045,210	1,156,019	-	-
Lottery Bonds	402,507,561	102,295,649	102,295,649	-	-	-
Revenue Bonds	352,205,646	611,000,000	611,000,000	600,000,000	-	-
Cert of Participation	-	-	186,463,991	100,785,000	-	-
Interest Income	46,228,815	46,114,079	46,114,079	19,497,501	-	-
Sales Income	32,784,245	23,997,773	23,997,773	17,922,305	-	-
Donations	45,054	5,000	5,000	-	-	-

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-000-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Grants (Non-Fed)	-	-	5,591,419	-	-	-
Loan Repayments	1,455,833	-	-	-	-	-
Other Revenues	37,627,146	3,966,672	3,966,672	8,285,225	-	-
Loan Proceeds	400,000	-	-	-	-	-
Transfer In - Intrafund	2,700,761,539	2,899,800,882	2,902,100,882	2,967,306,366	-	-
Transfer In - Indirect Cost	-	708,911	708,911	-	-	-
Transfer In Other	74,475,644	130,241,137	130,241,137	111,800,000	-	-
Tsfr From Administrative Svcs	3,820,992	-	-	-	-	-
Tsfr From Revenue, Dept of	8,290,110	7,543,519	7,543,519	8,082,436	-	-
Tsfr From Military Dept, Or	922,238	-	-	-	-	-
Tsfr From Marine Bd, Or State	2,367	3,900	3,900	-	-	-
Tsfr From Police, Dept of State	-	-	-	2,766,370	-	-
Tsfr From Energy, Dept of	-	1,710,000	1,710,000	-	-	-
Tsfr From Environmental Quality	-	178,602	178,602	182,888	-	-
Tsfr From Forestry, Dept of	11,653	-	-	-	-	-
Tsfr From Parks and Rec Dept	528,290	787,816	787,816	703,771	-	-
Tsfr From Land Conservation Dev	546,481	561,782	561,782	575,265	-	-
Transfer Out - Intrafund	(2,700,547,571)	(2,899,788,441)	(2,902,088,441)	(2,967,306,366)	-	-
Transfer Out - Indirect Cost	-	(210,688)	(210,688)	-	-	-
Transfer to Other	(89,920)	(8,726,412)	(8,726,412)	(6,934,539)	-	-
Transfer to Cities	(226,381,565)	(303,049,016)	(303,049,016)	(333,052,677)	-	-
Transfer to Counties	(329,750,155)	(451,585,298)	(451,585,298)	(494,918,977)	-	-
Tsfr To Administrative Svcs	(774)	-	-	-	-	-
Tsfr To Aviation, Dept of	(4,429,255)	(5,473,197)	(5,473,197)	(4,828,953)	-	-

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of — **Agency Number: 73000**
2011-13 Biennium — **Cross Reference Number: 73000-000-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Tsfr To Governor, Office of the	(59,976)	(188,000)	(188,000)	(130,000)	-	-
Tsfr To Econ/Comm Dev Dept	(661,644)	(1,169,897)	(1,169,897)	(1,198,084)	-	-
Tsfr To Marine Bd, Or State	(10,881,691)	(11,000,508)	(11,000,508)	(10,107,652)	-	-
Tsfr To Veterans' Affairs	(65,421)	(41,449)	(41,449)	(90,915)	-	-
Tsfr To Environmental Quality	-	(514,000)	(514,000)	-	-	-
Tsfr To Consumer/Bus Svcs	(637,955)	-	-	-	-	-
Tsfr To Education, Dept of	(92,987)	(92,987)	(92,987)	(92,987)	-	-
Tsfr To Parks and Rec Dept	(49,613,949)	(48,855,223)	(48,855,223)	(52,283,126)	-	-
Tsfr To Land Conservation Dev	-	-	(482,581)	-	-	-
Tsfr To Watershd Enhance Bd	(603,224)	(576,694)	(576,694)	(469,773)	-	-
Tsfr To Public Utility Comm	(227)	-	-	-	-	-
Total Other Funds	**$3,016,215,495**	**$3,373,306,159**	**$3,565,578,988**	**$3,350,808,321**	**-**	**-**
Federal Funds						
Federal Funds	61,841,086	87,153,501	89,627,566	91,784,597	-	-
Transfer Out - Indirect Cost	-	(498,223)	(498,223)	-	-	-
Total Federal Funds	**$61,841,086**	**$86,655,278**	**$89,129,343**	**$91,784,597**	**-**	**-**
Nonlimited Other Funds						
Federal Revenues	31,908	-	-	-	-	-
Charges for Services	211,000	-	-	-	-	-
Refunding Bonds	7,067,508	-	-	-	-	-
Interest Income	3,176,881	-	-	-	-	-
Loan Repayments	2,531,261	10,163,632	10,163,632	7,972,361	-	-
Loan Proceeds	5,400,000	-	-	-	-	-

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-000-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Nonlimited Other Funds						
Transfer Out - Intrafund	(213,968)	(12,441)	(12,441)	-	-	-
Total Nonlimited Other Funds	**$18,204,590**	**$10,151,191**	**$10,151,191**	**$7,972,361**	**-**	**-**
Nonlimited Federal Funds						
Federal Funds	-	-	1	21,621,528	-	-
Total Nonlimited Federal Funds	**-**	**-**	**$1**	**$21,621,528**	**-**	**-**

Description	*2007-09 Actuals*	*2009-11 Leg Adopted Budget*	*2009-11 Leg Approved Budget*	*2011-13 Agency Request Budget*	*2011-13 Governor's Rec. Budget*	*2011-13 Leg Adopted Budget*
BEGINNING BALANCE						
0025 Beginning Balance						
Lottery Funds	-	(49,248)	-	(522,924)	-	-
Other Funds	775,720,516	581,132,166	793,677,728	286,977,631	-	-
Federal Funds	-	-	-	(811,671)	-	-
All Funds	775,720,516	581,082,918	793,677,728	285,643,036	-	-
0030 Beginning Balance Adjustment						
Lottery Funds	-	572,172	-	522,924	-	-
Other Funds	(15,827,271)	183,569,413	-	270,546,124	-	-
Federal Funds	-	811,671	-	811,671	-	-
All Funds	(15,827,271)	184,953,256	-	271,880,719	-	-
TOTAL BEGINNING BALANCE						
Lottery Funds	-	522,924	-	-	-	-
Other Funds	759,893,245	764,701,579	793,677,728	557,523,755	-	-
Federal Funds	-	811,671	-	-	-	-
TOTAL BEGINNING BALANCE	**$759,893,245**	**$766,036,174**	**$793,677,728**	**$557,523,755**	**-**	**-**
REVENUE CATEGORIES						
GENERAL FUND APPROPRIATION						
0050 General Fund Appropriation						
General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
TAXES						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
0115 Gross Receipts Business Taxes/Fees						
Other Funds	3,945,380	4,500,000	4,500,000	3,500,000	-	-
0175 Motor Fuels Taxes						
Other Funds	842,983,041	980,287,979	980,287,979	1,105,855,826	-	-
0180 Weight-Mile Taxes						
Other Funds	449,214,083	630,233,795	630,233,795	610,756,359	-	-
0195 Other Taxes						
Other Funds	97,163	-	-	-	-	-
TOTAL TAXES						
Other Funds	1,296,239,667	1,615,021,774	1,615,021,774	1,720,112,185	-	-
LICENSES AND FEES						
0205 Business Lic and Fees						
Other Funds	7,461,698	6,918,698	6,918,698	5,259,642	-	-
0210 Non-business Lic. and Fees						
Other Funds	39,393	396,601	396,601	387,872	-	-
0260 Vehicle Licenses						
Other Funds	385,422,899	564,625,314	564,625,314	604,702,401	-	-
0265 Drivers Licenses						
Other Funds	68,177,426	72,972,973	72,972,973	71,882,076	-	-
0270 Transportation Lic and Fees						
Other Funds	46,388,291	72,796,536	72,796,536	96,613,799	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL LICENSES AND FEES						
Other Funds	507,489,707	717,710,122	717,710,122	778,845,790	-	-
FEDERAL FUNDS AS OTHER FUNDS						
0355 Federal Revenues						
Other Funds	848,319,395	928,115,578	928,815,578	874,289,339	-	-
CHARGES FOR SERVICES						
0410 Charges for Services						
Other Funds	9,293,098	8,663,857	8,663,857	6,166,198	-	-
0415 Admin and Service Charges						
Other Funds	914,904	1,276,072	1,276,072	1,243,369	-	-
TOTAL CHARGES FOR SERVICES						
Other Funds	10,208,002	9,939,929	9,939,929	7,409,567	-	-
FINES, RENTS AND ROYALTIES						
0505 Fines and Forfeitures						
Other Funds	9,547,959	2,829,634	2,829,634	2,502,343	-	-
0510 Rents and Royalties						
Other Funds	5,856,373	2,045,210	2,045,210	1,156,019	-	-
TOTAL FINES, RENTS AND ROYALTIES						
Other Funds	15,404,332	4,874,844	4,874,844	3,658,362	-	-
BOND SALES						
0565 Lottery Bonds						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	402,507,561	102,295,649	102,295,649	-	-	-
0570 Revenue Bonds						
Other Funds	352,205,646	611,000,000	611,000,000	600,000,000	-	-
0575 Refunding Bonds						
Other Funds	7,067,508	-	-	-	-	-
0580 Cert of Participation						
Other Funds	-	-	186,463,991	100,785,000	-	-
TOTAL BOND SALES						
Other Funds	761,780,715	713,295,649	899,759,640	700,785,000	-	-
INTEREST EARNINGS						
0605 Interest Income						
Lottery Funds	1,198,636	3	3	-	-	-
Other Funds	49,405,696	46,114,079	46,114,079	19,497,501	-	-
All Funds	50,604,332	46,114,082	46,114,082	19,497,501	-	-
SALES INCOME						
0705 Sales Income						
Other Funds	32,784,245	23,997,773	23,997,773	17,922,305	-	-
DONATIONS AND CONTRIBUTIONS						
0905 Donations						
Other Funds	45,054	5,000	5,000	-	-	-
0910 Grants (Non-Fed)						

Description	*2007-09 Actuals*	*2009-11 Leg Adopted Budget*	*2009-11 Leg Approved Budget*	*2011-13 Agency Request Budget*	*2011-13 Governor's Rec. Budget*	*2011-13 Leg Adopted Budget*
Other Funds	-	-	5,591,419	-	-	-
TOTAL DONATIONS AND CONTRIBUTIONS						
Other Funds	45,054	5,000	5,596,419	-	-	-
LOAN REPAYMENT						
0925 Loan Repayments						
Other Funds	3,987,094	10,163,632	10,163,632	7,972,361	-	-
OTHER						
0975 Other Revenues						
Other Funds	37,627,146	3,966,672	3,966,672	8,285,225	-	-
0980 Loan Proceeds						
Other Funds	5,800,000	-	-	-	-	-
TOTAL OTHER						
Other Funds	43,427,146	3,966,672	3,966,672	8,285,225	-	-
FEDERAL FUNDS REVENUE						
0995 Federal Funds						
Federal Funds	61,841,086	87,153,501	89,627,567	113,406,125	-	-
TRANSFERS IN						
1010 Transfer In - Intrafund						
Other Funds	2,700,761,539	2,899,800,882	2,902,100,882	2,967,306,366	-	-
1020 Transfer In - Indirect Cost						
Other Funds	-	708,911	708,911	-	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
1050 Transfer In Other						
Other Funds	74,475,644	130,241,137	130,241,137	111,800,000	-	-
1107 Tsfr From Administrative Svcs						
Lottery Funds	45,360,803	84,922,176	84,922,176	83,891,421	-	-
Other Funds	3,820,992	-	-	-	-	-
All Funds	49,181,795	84,922,176	84,922,176	83,891,421	-	-
1150 Tsfr From Revenue, Dept of						
Other Funds	8,290,110	7,543,519	7,543,519	8,082,436	-	-
1248 Tsfr From Military Dept, Or						
Other Funds	922,238	-	-	-	-	-
1250 Tsfr From Marine Bd, Or State						
Other Funds	2,367	3,900	3,900	-	-	-
1257 Tsfr From Police, Dept of State						
Other Funds	-	-	-	2,766,370	-	-
1330 Tsfr From Energy, Dept of						
Other Funds	-	1,710,000	1,710,000	-	-	-
1340 Tsfr From Environmental Quality						
Other Funds	-	178,602	178,602	182,888	-	-
1629 Tsfr From Forestry, Dept of						
Other Funds	11,653	-	-	-	-	-
1634 Tsfr From Parks and Rec Dept						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	528,290	787,816	787,816	703,771	-	-
1660 Tsfr From Land Conservation Dev						
Other Funds	546,481	561,782	561,782	575,265	-	-
TOTAL TRANSFERS IN						
Lottery Funds	45,360,803	84,922,176	84,922,176	83,891,421	-	-
Other Funds	2,789,359,314	3,041,536,549	3,043,836,549	3,091,417,096	-	-
TOTAL TRANSFERS IN	**$2,834,720,117**	**$3,126,458,725**	**$3,128,758,725**	**$3,175,308,517**	**-**	**-**
TOTAL REVENUES						
General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
Lottery Funds	46,559,439	84,922,179	84,922,179	83,891,421	-	-
Other Funds	6,358,450,367	7,114,741,601	7,309,797,011	7,230,194,731	-	-
Federal Funds	61,841,086	87,153,501	89,627,567	113,406,125	-	-
TOTAL REVENUES	**$6,471,355,605**	**$7,296,817,281**	**$7,504,001,290**	**$7,498,073,804**	**-**	**-**
TRANSFERS OUT						
2010 Transfer Out - Intrafund						
Other Funds	(2,700,761,539)	(2,899,800,882)	(2,902,100,882)	(2,967,306,366)	-	-
2020 Transfer Out - Indirect Cost						
Other Funds	-	(210,688)	(210,688)	-	-	-
Federal Funds	-	(498,223)	(498,223)	-	-	-
All Funds	-	(708,911)	(708,911)	-	-	-
2050 Transfer to Other						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	(89,920)	(8,726,412)	(8,726,412)	(6,934,539)	-	-
2070 Transfer to Cities						
Other Funds	(226,381,565)	(303,049,016)	(303,049,016)	(333,052,677)	-	-
2080 Transfer to Counties						
Other Funds	(329,750,155)	(451,585,298)	(451,585,298)	(494,918,977)	-	-
2107 Tsfr To Administrative Svcs						
Other Funds	(774)	-	-	-	-	-
2109 Tsfr To Aviation, Dept of						
Other Funds	(4,429,255)	(5,473,197)	(5,473,197)	(4,828,953)	-	-
2121 Tsfr To Governor, Office of the						
Other Funds	(59,976)	(188,000)	(188,000)	(130,000)	-	-
2123 Tsfr To Econ/Comm Dev Dept						
Other Funds	(661,644)	(1,169,897)	(1,169,897)	(1,198,084)	-	-
2250 Tsfr To Marine Bd, Or State						
Other Funds	(10,881,691)	(11,000,508)	(11,000,508)	(10,107,652)	-	-
2274 Tsfr To Veterans' Affairs						
Other Funds	(65,421)	(41,449)	(41,449)	(90,915)	-	-
2340 Tsfr To Environmental Quality						
Other Funds	-	(514,000)	(514,000)	-	-	-
2440 Tsfr To Consumer/Bus Svcs						
Other Funds	(637,955)	-	-	-	-	-

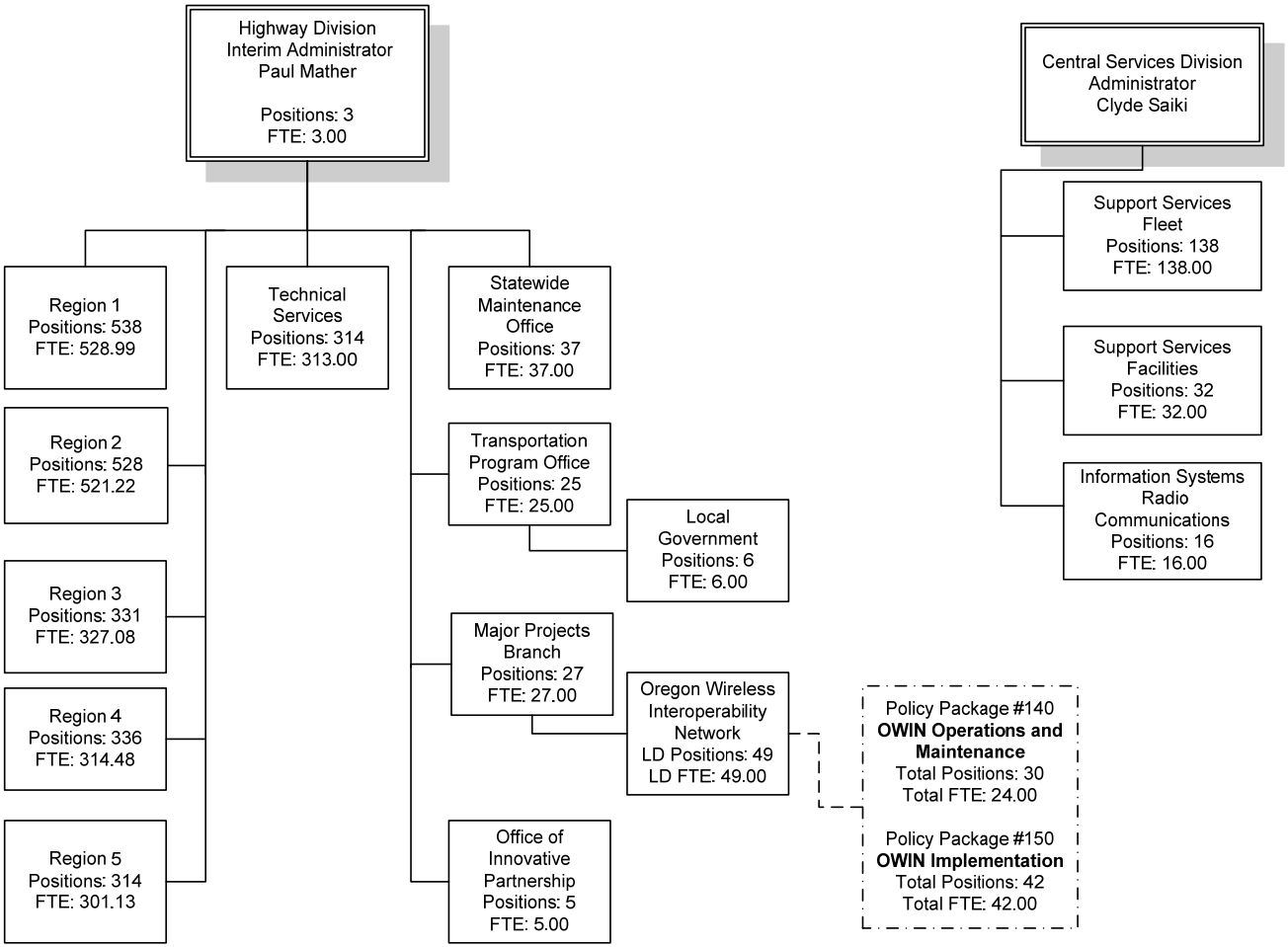
Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
2581 Tsfr To Education, Dept of						
Other Funds	(92,987)	(92,987)	(92,987)	(92,987)	-	-
2634 Tsfr To Parks and Rec Dept						
Other Funds	(49,613,949)	(48,855,223)	(48,855,223)	(52,283,126)	-	-
2660 Tsfr To Land Conservation Dev						
Other Funds	-	-	(482,581)	-	-	-
2691 Tsfr To Watershd Enhance Bd						
Other Funds	(603,224)	(576,694)	(576,694)	(469,773)	-	-
2860 Tsfr To Public Utility Comm						
Other Funds	(227)	-	-	-	-	-
TOTAL TRANSFERS OUT						
Other Funds	(3,324,030,282)	(3,731,284,251)	(3,734,066,832)	(3,871,414,049)	-	-
Federal Funds	-	(498,223)	(498,223)	-	-	-
TOTAL TRANSFERS OUT	**($3,324,030,282)**	**($3,731,782,474)**	**($3,734,565,055)**	**($3,871,414,049)**	**-**	**-**
AVAILABLE REVENUES						
General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
Lottery Funds	46,559,439	85,445,103	84,922,179	83,891,421	-	-
Other Funds	3,794,313,330	4,148,158,929	4,369,407,907	3,916,304,437	-	-
Federal Funds	61,841,086	87,466,949	89,129,344	113,406,125	-	-
TOTAL AVAILABLE REVENUES	**$3,907,218,568**	**$4,331,070,981**	**$4,563,113,963**	**$4,184,183,510**	**-**	**-**
EXPENDITURES						

Description	*2007-09 Actuals*	*2009-11 Leg Adopted Budget*	*2009-11 Leg Approved Budget*	*2011-13 Agency Request Budget*	*2011-13 Governor's Rec. Budget*	*2011-13 Leg Adopted Budget*
General Fund	4,504,713	10,000,000	19,654,533	70,581,527	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	3,000,635,602	3,887,374,866	4,082,430,276	3,755,640,534	-	-
Federal Funds	61,841,086	87,466,949	89,941,015	113,406,125	-	-
TOTAL EXPENDITURES	**$3,113,540,840**	**$4,070,286,918**	**$4,277,470,927**	**$4,023,519,607**	**-**	**-**
ENDING BALANCE						
Lottery Funds	-	-	(522,924)	-	-	-
Other Funds	793,677,728	260,784,063	286,977,631	160,663,903	-	-
Federal Funds	-	-	(811,671)	-	-	-
TOTAL ENDING BALANCE	**$793,677,728**	**$260,784,063**	**$285,643,036**	**$160,663,903**	**-**	**-**

Highway Division

Positions: 2,650
OWIN LD Positions: 49
Total with Packages: 2,771

FTE: 2,594.90
OWIN LD FTE: 49.00
Total with Packages: 2,660.90



Highway Division

ODOT operates and maintains approximately 8,000 miles of highways throughout Oregon. The highway system is as diverse as the state itself. It ranges from six-lane, limited-access freeways with metered entrances in the Portland area, to a graveled state highway in central Oregon. Oregon's economy and industries—including agriculture, timber, tourism, and technology—all depend on a sound highway system.

Oregon has more than 87,000 miles of roads owned by federal, state, county and city governments. State highways comprise less than 10 percent of total road miles, but carry 58 percent of the traffic and more than 20.7 billion vehicle miles a year. More people are driving more cars more miles than ever before, but are doing so on the same highways, streets and roads. Despite a 14 percent increase in driving during the past ten years, Oregon's arterial and collector mileage grew only 2 percent. About 73 percent of commuters drive alone to and from work. Congestion is worsening, especially on urban freeways.

A strong economy needs good highways. State highways link producers, shippers, markets and transportation facilities. A total of 3,753 miles of highway are designated as rural and urban National Highway System routes and play an essential role in the state economy. They give access to airport freight services, ports and many other kinds of transportation facilities.

Commercial trucks rely on state highways for both short- and long-haul freight movements. Annually, trucks travel more than two billion miles on Oregon Highways. According to a Federal Highway Administration (FHWA) report, trucks moved an estimated 225 million tons of goods to, from and within Oregon in 2002. This same report estimates that by 2035, trucks will move some 560 million tons of freight on Oregon roads. (Source: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/state_info/faf2/or.htm)

Many state highways, especially heavily traveled routes and urban-area highways, are built to support alternative modes of travel. Special features include bicycle and walking paths, transit stops, bus pullouts and shelters and park-and-ride lots. Intercity buses, transit buses and vans, car pools, motorcycles, bicycles and pedestrians also use highways. Electric, gas, telephone, and other utility lines use highway right-of-way.

Activities and Programs

The Highway Division consists of two major program areas: Maintenance and Construction. The statutory limitations are shown within these program areas.

Maintenance Programs
Highway Maintenance Program including the Emergency Relief Program

Construction Programs
Statewide Transportation Improvement Program (STIP):

- Preservation Program
- Bridge Program
- Modernization Program
- Highway Safety and Operations Program

Local Government Program

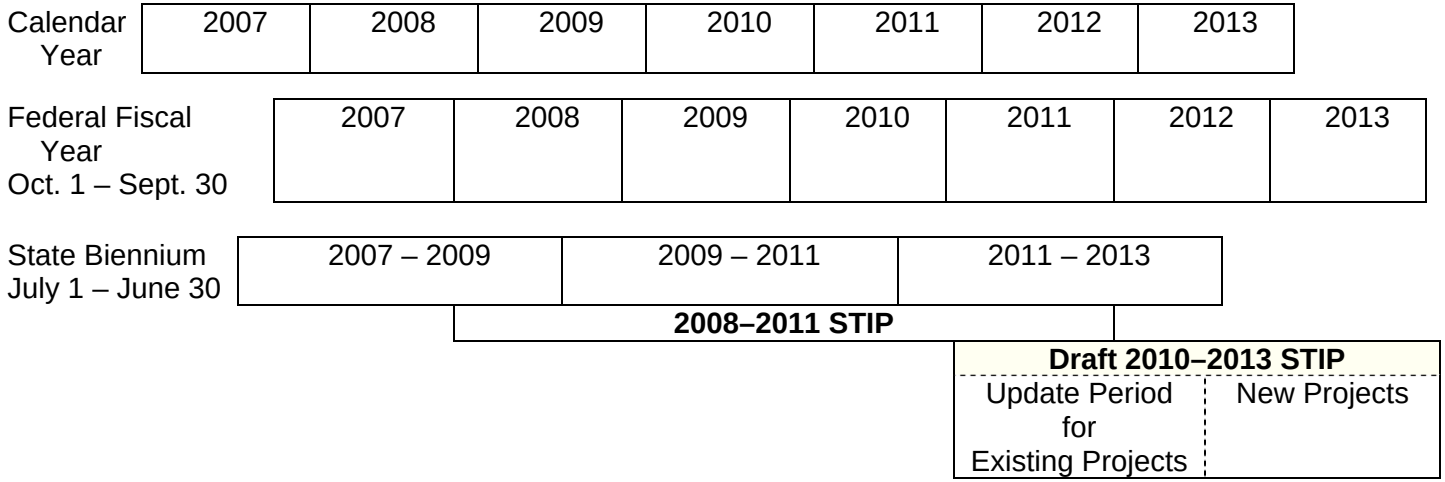
Special Programs

Please reference the separate budget narratives for detailed program information on all the above listed areas except the Statewide Transportation Improvement Program (STIP), which is included herein.

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is the state's transportation preservation and capital improvement program. It identifies transportation projects using federal, state and local government transportation funds. It includes projects of regional significance (projects with high public interest or air-quality impacts), regardless of funding source, and projects in the National Parks, National Forests and Indian Reservations. The STIP encompasses a four-year construction period based on a federal fiscal year; it is updated every two years. Typically, the first two years of the STIP contain the updated projects from the previous two years. The last two years includes the new projects that are scheduled to begin in those years.

The currently approved program covers the period of 2008–2011. It includes project commitments from the 2006–2009 STIP for 2008 and 2009. The draft of the 2010–2013 STIP is anticipated to be approved by the end of October 2010.



STIP projects are developed in accordance with the goals, policies and guidance set forth in the Oregon Transportation Plan, ODOT's overall policy document directing transportation investments for the state.

Project Delivery

Highway construction involves detailed planning and engineering, often spanning several years, before construction begins. Each project in the STIP passes through several phases, which are defined below. These phases are shown as elements under the four highway construction programs: Preservation, Bridge, Modernization and Highway Safety and Operations.

Preliminary Engineering Phase

Preliminary Engineering includes all work necessary to prepare a project for contract bidding. Initial work may include environmental research and analysis, surveying of physical features, geotechnical exploration, pavement analysis and traffic analysis. Project leaders in charge of preliminary engineering are located in region field offices. Private-sector engineering and environmental consultants also participate. This work includes obtaining necessary permits followed by preparation of contract specifications. Community outreach is an important part of preliminary engineering. ODOT asks for input from citizens directly affected by projects.

Right-of-Way Phase

Right-of-way includes all work necessary to secure property for road construction. Steps in the right-of-way process include:

- Written creation of maps and legal descriptions
- Value determination of all of the identified rights-of-way
- Formal offers to purchase property from the landowners
- Good-faith negotiations to arrive at any needed settlements
- Payments to property owners or deposits into court and all closing and escrow work
- Relocation of displaced people and personal property
- Condemnation proceedings (when negotiated settlements are unsuccessful)
- Title clearance certification that the state has lawfully purchased the property rights
- Possession of the property
- Removal of necessary buildings and mitigation of hazardous-materials contamination

Construction Phase

Construction Engineering

Construction Engineering includes all work necessary to construct or build the project to its designed specifications, using appropriate construction methods and practices, while providing a safe environment for both the traveling public and workers throughout the duration of the project. During construction, it is the responsibility of the project manager and other staff to ensure that the work that occurred in the development phase materializes into reality and meets the expectations of the stakeholders.

The construction engineering phase includes costs ODOT pays during project construction. This includes project management, inspection, materials testing, surveying, construction design calculations, technical support and office support. Project managers and regional and Salem-based Technical Services staff also are involved with aspects of the project during the construction phase. Project leaders, inspectors and other support staff continue the outreach efforts during this phase of the project with the community, homeowners, businesses and the traveling public. Private-sector engineering consultants also participate.

Contract Payments
Contract Payments are payments to contractors for work performed on ODOT construction projects. Generally, all state highway projects are built by private contractors and are awarded by ODOT through a competitive bidding process.

Project Selection Process

State projects in the STIP are identified and prioritized using planning processes described in the 2005 federal transportation funding act, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Efficiency Act – Legacy for Users) and developed pursuant to Section 17 of House Bill 2001 from the 2009 Legislative Session.

Project identification and prioritization are based primarily on system conditions or needs. Conditions are monitored using management systems. ODOT's management systems objectively and technically identify and rank conditions and needs across the state. ODOT uses management systems for pavement, bridge and safety programs as well as Transportation System Plans or, in the absence of Transportation System Plans, comprehensive plans. Also, all modernization projects must be consistent with the Oregon Highway Plan Policy on Major Improvements, where applicable.

ODOT regions use the project lists developed through these systems and apply localized knowledge supplemented with input from Area Commissions on Transportation, local government partners, regional partnerships, councils of government, tribal governments, metropolitan planning organizations, advisory commissions, transportation stakeholders and the public. This process results in the specific projects and their relative prioritization in the STIP.

All projects are scheduled for construction or implementation according to their priority and funding availability. Recognizing that a project may be unavoidably delayed or that actual funds from state and federal sources may be less than originally forecast, projects in a STIP can be moved from one year to another within the first three years of the program without a formal amendment.
For local government projects, all federally funded projects and any transportation project that is on a facility which serves regional transportation needs in the STIP are identified and prioritized using system management data and public involvement at the local government level, ODOT is included in the process (as directed by federal law). The federal planning requirements [23 CFR 1410.216(b)] state that:

- Metropolitan Planning Organizations shall be involved on a cooperation basis for portions of the STIP affecting metropolitan planning areas.

- Indian tribal governments and the Secretary of the Interior shall be involved on a consultation basis for portions of the STIP affecting areas of the state under the jurisdiction of an Indian tribal government.
- Federal land managing agencies shall be involved on a consultation basis for portions of the program affecting areas of the state under their jurisdiction.
- Affected local officials with responsibility for transportation shall be involved on a consultation basis for the portion of the STIP in non-metropolitan areas of the state.

The STIP is updated every two years. Before final approval, it undergoes a public review process whereby comments are transferred to the Oregon Transportation Commission (OTC) and ODOT management. Programs and projects funded in the STIP reflect these public involvement efforts.

Issues and Trends

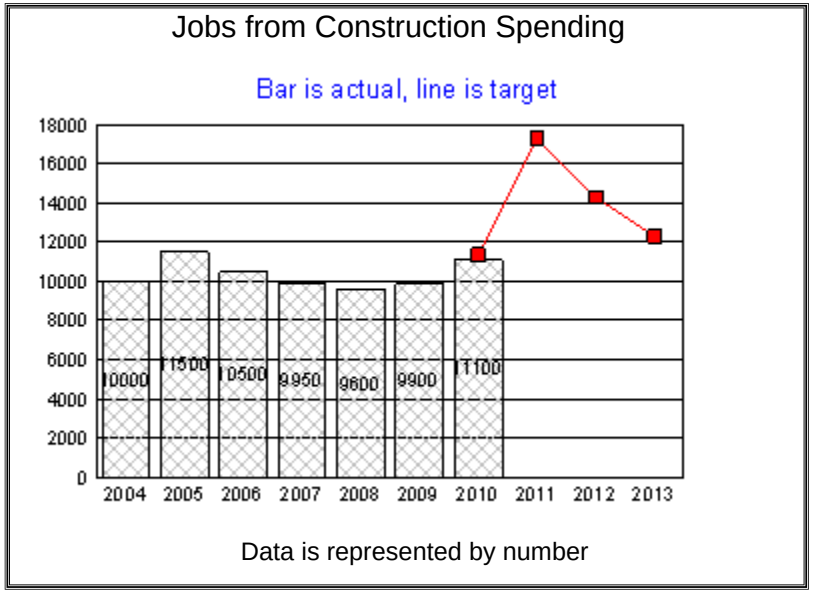
- The highway infrastructure, including pavements, bridges, and traffic control systems, continues to age, and as it does, it requires more maintenance and a larger share of ODOT's revenue each year. With an aging infrastructure, it becomes more difficult to keep pace with growing costs through efficiency gains.
- Oregon is expected to grow by 1.2 million people by 2020. Seventy-two percent of this growth will occur in the Willamette Valley (Portland to Eugene). Growth places additional stress on highways and bridges.
- Increased vehicle travel causes safety concerns for drivers, highway employees and contractors in work zones.
- Growing demand for driveway access to state highways creates congestion, slows traffic and increases safety concerns for both vehicles and pedestrians.
- Oregon's population is aging. Ensuring mobility for older citizens requires creative solutions, such as innovative traffic control devices (e.g., more visible pavement markings, traffic signal displays, signing, etc.).
- Strategies must be found to help Oregon meet long-term highway revenue needs.
- Environmental concerns require changes to practices, additional work and increase in costs to accomplish traditional activities. Without additional resources, less can be accomplished while addressing environmental concerns.

2011–2013 Expected Results: Performance Measures

KPM #14	JOBS FROM CONSTRUCTION SPENDING Number of jobs sustained by annual construction project expenditures	Measure since 2003
Goal	ODOT Goal #3: ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon, and Oregon Benchmark #4 Net Job Growth	
Data source	ODOT Transportation Program Office, Highway Division, provides actual (and for targets - projected) construction-related spending data. ODOT Financial & Economics Analysis Section, Central Services Division, uses a widely recognized regional economic impact modeling tool to estimate a jobs-impact factor. The current jobs impact factor is about 11.5 jobs per one million dollars of construction-related spending (2010 dollars). Annual construction-related spending (actual or projected) is multiplied by the jobs impact factor to project the total number of short-term jobs sustained statewide. In order to keep the measure on a consistent year-to-year basis, adjustments are made for inflation.	
Owner	Financial Services Section, Central Services Division, ODOT, Dave Kavanaugh, 503-378-2880	

1. OUR STRATEGY

Major increases in funding for transportation projects approved in the Oregon Transportation Investment Acts (OTIA I, II, and III) and the recent Jobs and Transportation Act legislation target, among other things, stimulate the economy in the near-term by increasing the number of jobs sustained. In addition, there is the implicit connection from the vital investment in long-lived highway and bridge infrastructure that is as a key component of long-run economic growth. This measure provides information on the economic impact of ODOT's construction program by estimating the number of jobs sustained in the short-term by annual construction project expenditures. Job impacts in the short-term from transportation construction spending stem from a number of elements in our economy. First, there is the work created by actual preliminary engineering, right-of-way and construction activity. Secondly, there are ripple effects created throughout the economy by the purchases of supplies, materials, and services. Finally, the spending by workers and



small business owners serves to further increase demand for consumer/household goods and services. All of these elements combine to assess the probable job effects in the short-term.

2. ABOUT THE TARGETS

Previously, targets were established by the Transportation Program Office Manager (2005 and 2006 targets). Beginning with the 2006 report and for state fiscal year 2007 and beyond, targets are short-term job estimates based on forecast outlays for projects currently programmed in the State Transportation Improvement Program (STIP). “Actual” figures are also short-term job estimates and are the result of the programmatic spending that actually occurred during the state fiscal year, coupled with the application of the multipliers from the regional economic impact model. The actual results for FY10 reveal that the total number of jobs supported by Agency project spending was approximately 11,100. The target for fiscal year 2013 is preliminary at this juncture, inasmuch as projected spending for construction projects has not been fully ascertained.

3. HOW WE ARE DOING?

ODOT construction programs succeeded in supporting about 9,900 jobs in 2009. This was above the targeted jobs estimate made at that time because projected construction-related spending for transportation projects in 2008 occurred at a rate somewhat above that which was anticipated when the target was established. For FY2010, the results were approximately 11,100 jobs, very nearly the same as targeted in the prior year’s report of 11,350. Actual data for FY2011 is yet to be realized and will be available in the Fall of 2010.

4. HOW WE COMPARE

The measure is not currently used by other states.

5. FACTORS AFFECTING RESULTS

- Available financial resources to implement transportation projects.
- General economic conditions in the state of Oregon.
- Inflation: the purchasing power of a construction dollar decreases over time; as a result the economic stimulus supported by the same dollar amount of spending also decreases with time.

6. WHAT NEEDS TO BE DONE

The department must ensure that highways are designed and constructed on time. Delays in contracting projects would postpone impacts on jobs and the economy. In addition, increased funding is needed to offset the impacts of decreased purchasing power in order to keep the employment numbers level.

7. ABOUT THE DATA

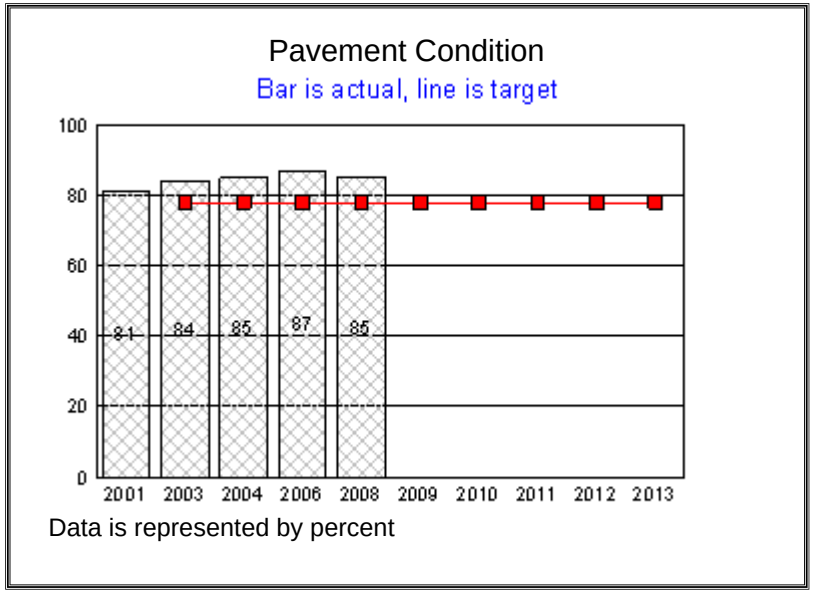
This measure is provided at the state level only and for Oregon fiscal years. The measure always presents estimated and projected jobs impacts. The measure identifies jobs sustained by contractor payments occurring within specific fiscal years. This differs from total budgets for current projects under contract. A widely recognized regional economic impact modeling tool is used to estimate a jobs impact factor, on a biennial basis. The results are expressed in combined full-time and part-time jobs supported. A conversion of full-time and part-time jobs to estimated full-time equivalents (FTE) is accomplished through analysis of covered employment data on hours of work statewide by employment sector provided by the Oregon Employment Department. For intervening years when the model is not updated and for projected years, construction-related spending is adjusted for inflation. Since the payments are to private construction contractors, the jobs impact reflects virtually all private industry employment.

KPM #15	**PAVEMENT CONDITION** **Percent of pavement centerline miles rated "fair" or better out of total centerline miles on the state highway system.**	**Measure since 2001**
Goal	ODOT Goal #2: Preservation -- Preserve and maintain transportation infrastructure	
Oregon Context	OREGON BENCHMARK #72A: PERCENT OF STATE CENTERLINE MILES IN "FAIR" OR BETTER CONDITION	
Data source	Pavement Services Unit, Highway Division, ODOT	
Owner	Pavement Services Unit, Highway Division, ODOT, Elizabeth Hunt, 503-986-3115	

1. **OUR STRATEGY**

The strategy of the ODOT pavement preservation program is to keep highways in the best condition possible, at the lowest cost, by taking a preventive approach to maintenance.

The most cost-effective approach is to resurface highways while they are still in "fair" or "good" condition, which extends pavement life at a reduced resurfacing cost.



2. **ABOUT THE TARGETS**

A higher, or increasing, percentage of pavement (centerline) miles in good condition is desired. A higher percentage translates to smoother roads and lower repair costs.

Funding allocations to the pavement program are set to maintain pavement conditions at a target of 78% "fair" or better over the long term. Currently, pavement conditions are above target but forecast to drop back towards the 78% long term target by 2015.

3. HOW WE ARE DOING

Pavement conditions on the state highway system are on the decline, with some portions of the system declining more steeply than others. The statewide overall “fair-or-better” mileage for 2008 dropped 2% from than the 2006 measure. The percentage of highways in “good” to “very good” condition dropped 11% since 2006 while the percentage of “fair” pavement in the inventory nearly doubled from 15% to 24%. Although this shift from “good” to “fair” pavement is not reflected in the “fair” or better measure, a large number of highways will decline to “poor” condition in a few years as resurfacing needs outpace available funding.

4. HOW WE COMPARE

No standardized system exists for classifying pavement condition of all highways nationwide. Each state uses a unique procedure for classifying pavement defects and assessing structural and functional pavement conditions. However, pavement smoothness, which is one indicator of pavement condition, is collected by all states using standardized procedures. A smoothness comparison between Oregon and the neighboring states of California, Idaho, Washington, and Nevada based on 2008 reported data shows that Oregon’s Interstate pavements are in better condition than the surrounding states, while Oregon’s remaining highways are mid-pack compared with the neighboring states but better than the nationwide average.

5. FACTORS AFFECTING RESULTS

The cost fluctuation for pavement materials in recent years has had a major impact on the cost of highway resurfacing projects. Due to price spikes in 2007-08, some projects were cut from the program and others were shortened. More recently those costs have come down with the overall decline in construction, but material costs are expected to fluctuate again in the future. Lower than anticipated federal revenues have also resulted in major funding reductions to the Preservation program, which is the primary program for resurfacing work. Other factors having an impact on the program are standards, mobility, and access management requirements. Often, paving work is conducted in conjunction with other enhancements which can impact project costs and timelines.

6. WHAT NEEDS TO BE DONE

The resurfacing mileage is not keeping pace with the rate of pavement deterioration, and is currently less than one-half the mileage needed to maintain pavement conditions over the long-term. Increased funding is required to hold pavement conditions steady on important routes throughout the state. The funding shortfall is most acute in urban areas. The Department has taken several steps to help offset some of the declines, including programming over $100 million in Preservation projects with ARRA funds, constructing more

low-cost chip seal treatments under the Maintenance program, and implementing a 1R paving program which optimizes preservation investment in the pavement surface.

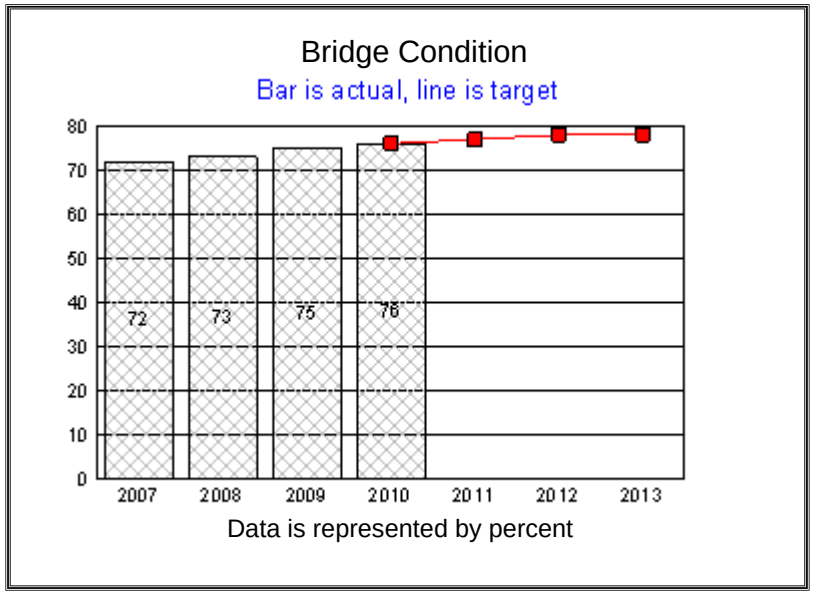
7. **ABOUT THE DATA**

Pavement smoothness is a key element of the motoring public's experience when traveling the highway system and the pavement condition is a primary factor in determining the optimum time to program a maintenance treatment or resurfacing to maintain or restore smoothness. Pavement conditions are measured via a combination of automated equipment and visual assessment, and rigorous checks are made on the data to ensure integrity. Oregon has measured pavement conditions on the state highway system since 1976. Pavement conditions are measured and reported on the entire State Highway system every two calendar years, on the even year (2004, 2006, etc.). Measurements are taken in the summer and fall and reported at the end of calendar year. The Department's Pavement Condition Report provides detailed pavement condition data and statistical summaries across various parts of the highway system and is available on line at http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/pms_reports.shtml

KPM #16	BRIDGE CONDITION Percent of ODOT bridges that are not deficient	Measure since 1998 Rev. 2010
Goal	ODOT Goal #2: Preservation -- Preserve and maintain transportation infrastructure	
Oregon Context	OREGON BENCHMARK #72(b) (i) PERCENT OF STATE BRIDGES IN "FAIR" OR BETTER CONDITION	
Data source	Bridge Engineering Section, Highway Division, ODOT	
Owner	Bridge Engineering Section, Highway Division, ODOT, Bruce Johnson, 503-986-3344	

1. OUR STRATEGY

ODOT has adopted a bridge preservation strategy designed to keep state highway bridges in the best condition at the lowest lifecycle cost. The program, based on the Bridge Management System, consists of four major components: freight mobility needs; deterioration needs; bridge safety; and serviceability needs. ODOT has targeted these areas giving priority to National Highway System (NHS) routes in the process of selecting projects for the Statewide Transportation Improvement Program (STIP) and the OTIA III bridge repair and replacement program. Additionally, we have received special federal funding that has allowed us to move ahead in addressing needs on the most critical routes, considering route hierarchy.



2. ABOUT THE TARGETS

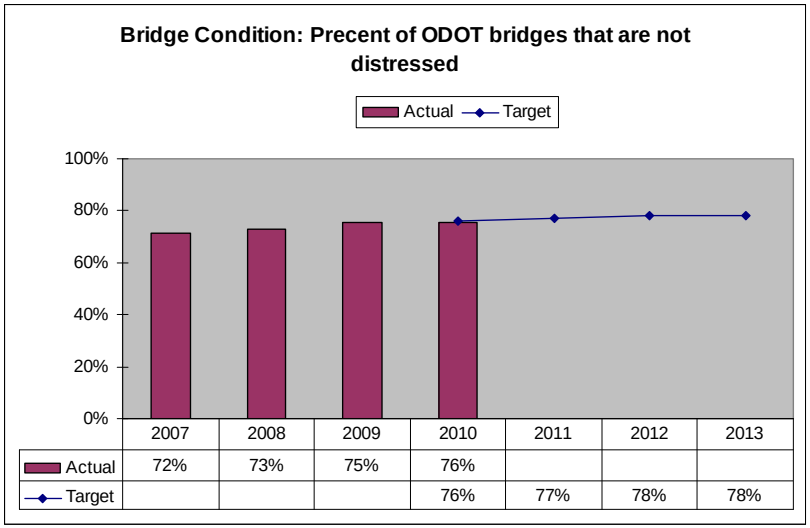
ODOT's goal is to manage overall bridge conditions to achieve a certain level of non-distressed bridges based on route hierarchy. A higher percentage of bridges with "not distressed" ratings are desired with priority given to NHS routes. Bridges "not distressed" means that the bridges have not been rated as Structurally Deficient based on criteria established by the Federal Highway Administration (FHWA), or have other needs defined by ODOT. A distressed bridge is defined as a bridge with an identified freight mobility, deterioration, safety or serviceability need. The Minneapolis bridge collapse has heightened the awareness of bridge conditions nationwide. Yearly we re-examine our bridge conditions and compare our results with those in the rest of the nation. Current bridge condition goals are: NHS – 90% not distressed, and Non-NHS Routes – 85% not

distressed. These goals were set in recognition of the anticipated result of addressing all structural deficiencies, while leaving many lower priority conditions “as is”.

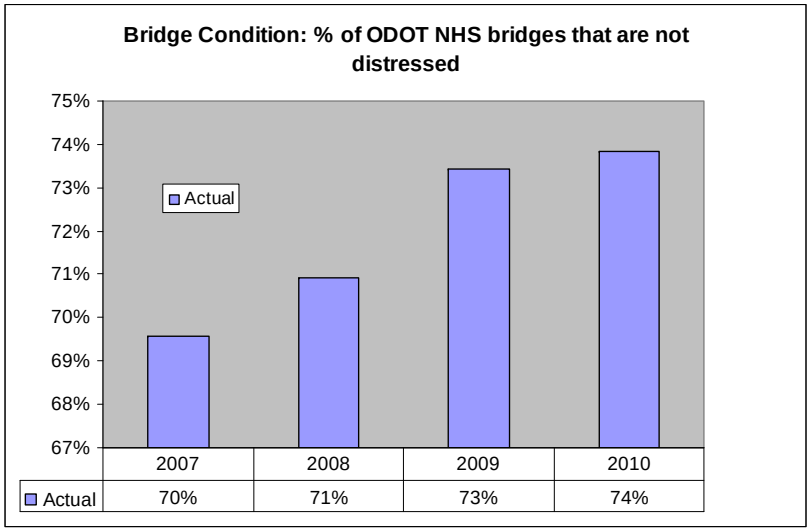
3. **HOW WE ARE DOING**

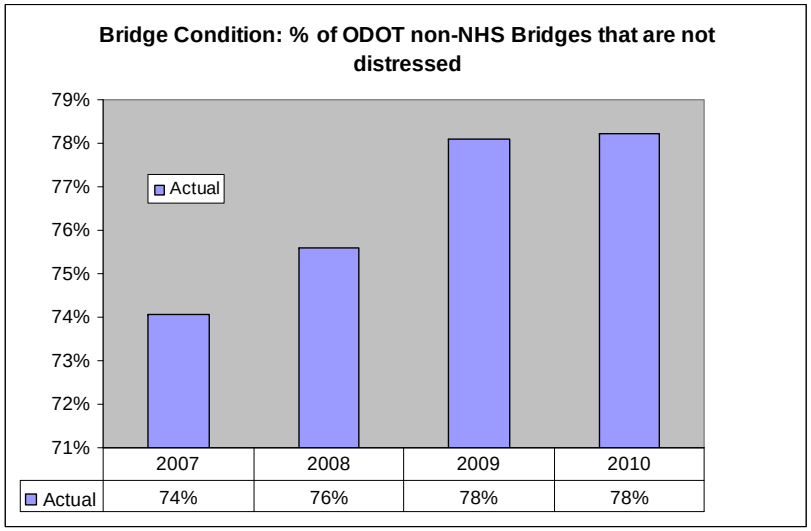
ODOT has moved extremely quickly in getting bridge repair and replacement projects on high priority freight corridors, including I-5, underway. As a result of planned bridge construction through 2012, including OTIA III and special federal funding, we anticipate significantly fewer bridges will be distressed by 2013. In 2010, the overall percentage of bridges rated “not distressed” was 76%. The upward trend in condition shown is expected to continue through approximately 2014, at current levels of funding. After that, bridge conditions are expected to begin to decline gradually and then at an increasing rate.

Disaggregated data for each of the highway systems for which we maintain condition goals are as follows:



	2007	2008	2009	2010	2011	2012	2013
Actual	72%	73%	75%	76%			
Target				76%	77%	78%	78%





4. HOW WE COMPARE

Each state reports bridge condition for bridges included in the National Bridge Inventory (NBI), using standard criteria which are established by the FHWA. The FHWA does not report data based on ownership, but does report data for all NBI bridges within states and for all National Highway System bridges within states. Nearly all Oregon NHS bridges are owned by ODOT. These bridges represent approximately half of the ODOT inventory, and include those bridges on the higher level systems, including all of the Interstate. FHWA defines deficient bridges as those that meet the criteria for Structurally Deficient or Functionally Obsolete bridges. Oregon has a rate of 75% of not deficient bridges on the NHS. Based on 2009 data from FHWA, the national average of NHS bridges "not deficient" is 80%. Oregon falls considerably below the average today. The FHWA data on condition of bridges on the NHS provides the best consistent, reliable comparison of bridge condition currently available.

5. FACTORS AFFECTING RESULTS

Factors affecting this year's condition rating include the increasing demands on Oregon's bridges, and the age of those bridges (many of which are nearing the end of their service life). OTIA III will continue to replace bridges at a rate greater than any other time since the construction of the Interstate and will improve the condition of the transportation infrastructure on the main freight routes and the NHS;

however, it still does not keep pace with the anticipated rate of deterioration. As OTIA III projects are completed, more aging bridges will fall into the categories of needing repair or replacement.

In addition to 654 “distressed” bridges there are 153 more bridges one point away (on a scale of 10) of becoming Structurally Deficient (distressed). The vast majority of these “cusp” bridges are not currently programmed for repair or replacement. At current levels of funding, it can be expected that many of these bridges will become distressed bridges within the next ten years. The 25-year OTIA III bond payback period further constrains future funding capacity to repair and replace bridges at the rate they are likely to decline. Federal funding levels have also declined. Lastly, in order to “stretch” bridge construction dollars, more bridges are being repaired and fewer bridges are being replaced. This has the effect of postponing, but not eliminating the costs associated with an older population of bridges.

6. **WHAT NEEDS TO BE DONE**

Maintain the existing bridge inventory through repair and rehabilitation. Continue managing the Bridge Program by making strategic selection of projects in the four major program components: A. The important freight corridors of the NHS continue to be a high priority to avoid load restrictions, which affect both commerce and economic development. B. Structurally Deficient bridges and bridges with other structural deficiencies continue to be a high priority of the Bridge Program. C. High priority safety concerns such as under capacity bridge rails and scour critical bridges subject to wash-out during floods need to be addressed in the Bridge Program. Critical routes are being identified and prioritized for seismic retrofit and should be addressed in the Bridge Program as soon as practical. D. High value structures, such as major river crossings and movable bridges, have high costs associated with the rehabilitation necessary to keep them in serviceable condition, but even higher costs if neglected repairs lead to bridge replacement sooner than would otherwise be required.

7. **ABOUT THE DATA**

For purposes of data collection and reporting, a snapshot of the bridge inventory is taken each April. The data for 2010 came from a snapshot which coincides with the 2010 NBI Submittal. It contains data required to be reported annually to FHWA. The NBI Submittal snapshot provides a convenient and consistent reference point each year.

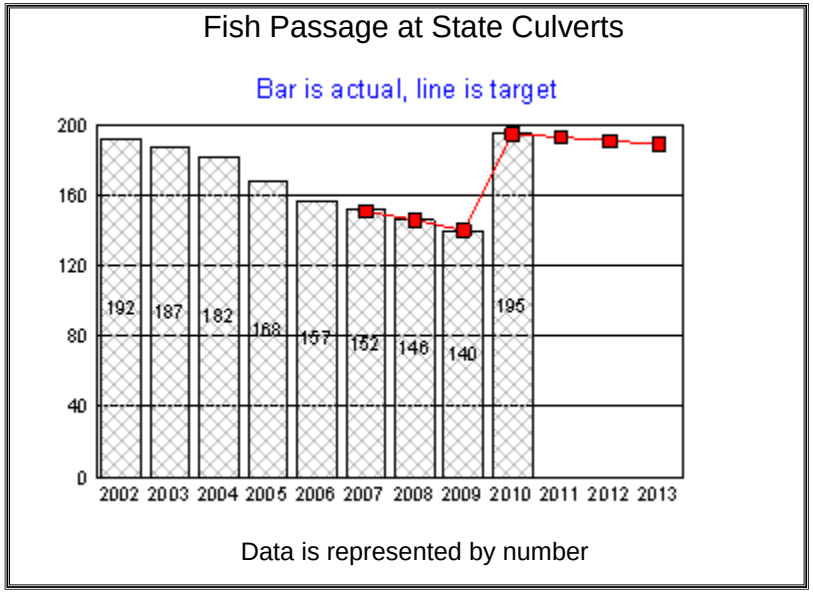
This KPM was modified in 2010 from “deficient” bridges following the federal definition and included Structurally Deficient and Functionally Obsolete bridges, to “distressed” bridges which are a composite of the structurally deficient measure and other Oregon specific criteria including freight mobility, deterioration, safety and serviceability needs. The distressed bridge measure more precisely identifies the condition of bridges with respect to the types of projects that are proposed for ODOT bridges in good repair. The factors

and the criteria for the distressed bridge measure allows refinements for more precisely targeting condition based needs than was previously available. This will result in a more focused, measurable and responsive approach to performance management of ODOT bridges.

KPM #17	FISH PASSAGE AT STATE CULVERTS Number of high priority ODOT culverts remaining to be retrofitted or replaced to improve fish passage	Measure since: 2005
Goal	ODOT Goal #4: Sustainability/Environment -- Sustain the environment and communities	
Oregon Context	OREGON BENCHMARK #85: PROMOTE NATIVE FISH RECOVERY	
Data source	ODOT, Statewide Culvert Inventory for Priority Culverts Data, Oregon Department of Fish & Wildlife (ODFW), Highway Division, ODOT (Fish Passage Program)	
Owner	Geo-Environmental Services Section, Highway Division, ODOT, Ken Cannon, Fish Passage Coordinator, 503-986-3518	

1. OUR STRATEGY

The primary goal of this program is to support *THE OREGON PLAN FOR SALMON AND WATERSHEDS* by replacing or retrofitting culverts for fish passage in the most aggressive, cost effective, and efficient means as practicable with limited program funds. A secondary goal of the program is to partner with other state and federal agencies, local governments, as well as public and private stakeholders to develop an informed work force on the needs and requirements of native fisheries.



2. ABOUT THE TARGETS

Different program targets have been used to gage performance for this KPM. These targets have included: minimum number projects per year and number of miles of stream habitat opened up per year. While these targets have been effective at tracking performance, in 2005 we changed the *target* and *actual* for future reporting cycles. Also, starting in FY2010 culvert numbers were adjusted to reflect ODFW's most recent culvert inventory. The *targets* reflect the remaining balance of high priority culverts (i.e. actuals) that need repair from the previous year minus the number of culverts planned for completion during the target year.

Program *targets* are determined based on available annual funding levels. The *actuals* represent the total number of statewide high priority culverts owned and managed by ODOT that remain to be replaced or retrofitted.

3. HOW WE ARE DOING

During FY 2009-2010 ODOT completed 8 fish passage projects, opening or improving access to 7.4 miles of stream for native migratory fish. From 1997 through 2010 the ODOT Fish Passage program has repaired or replaced a total of 134 fish passage impaired culverts. Out of those 134 projects, 51 have replaced culverts or replaced culverts with a bridge, and 83 projects have retrofitted culverts with weirs or baffles and repaired stream channels below culverts. The ODOT Fish Passage program has opened or improved access to 433.4 miles of stream habitat to native migratory fish since 1997. This represents a significant amount of habitat, demonstrating that ODOT projects are a major contributor in restoring salmon to their historic habitat.

ODOT is working to repair as many high priority fish passage culverts as the program funds will allow. However, in coming years (FY 2011-2015) the Salmon Program funds will be divided between fish passage and storm water retrofit projects. With reduced funding available for fish passage, the rate of retrofitting or replacing culverts will slow. Rather than completing 5-6 projects per year as we have in the past the target has been reduced to 2-3 as reflected in the table above.

The current funding for the Salmon Program is: $4.1 million for FY 2010 (100% fish passage), $4.2 million for FY 2011 ($2.1M for fish passage, $2.1M for storm water retrofits), $4.4M for FY 2012 ($2.3M for fish passage, $2.1M for storm water retrofits), and $4.5M for 2013 ($2.4M for fish passage, $2.1M for storm water retrofits).

4. HOW WE COMPARE

We have not queried neighboring states with regard to their fish passage programs.

5. FACTORS AFFECTING RESULTS

The long term goal of this program is to continue to support the Oregon Plan for Salmon and Watersheds through repairing or replacing culverts that do not meet state fish passage criteria. This goal is being accomplished, but the rate at which projects are being delivered has diminished since the start of the program. Many factors contribute to the ability to deliver fish passage projects including but not limited to: increased construction, right of way and project development costs, and reduced funding. Recent changes to state and federal fish passage design criteria now require using larger culverts at stream crossings; larger structures add significant costs to projects. These scenarios continue to drain program funds and diminish the overall program’s performance and rate of culvert repair.

6. WHAT NEEDS TO BE DONE

Increased funding is necessary to maintain the trend of improving fish passage at ODOT owned culverts. ODOT's Geo-Environmental Section is currently exploring all avenues to administer this program more efficiently. We are evaluating creative ODOT and Regulatory Agency partnerships and streamlining initiatives for construction permits (e.g. programmatic permits with NMFS, USFWS and ODFW). These initiatives will create project certainty and result in more efficient program administration. Monitoring and reporting are critical to tracking the success of individual projects and should be improved. It is equally important to continue to remain current with industry standards, evolving fish passage design and program management techniques. Intra- and inter- agency outreach and coordination should also continue.

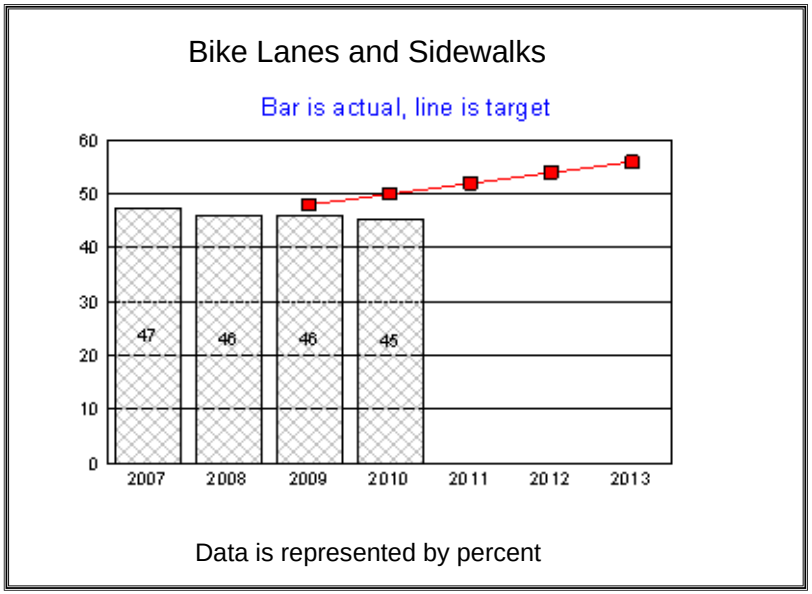
7. ABOUT THE DATA

The Oregon Department of Fish and Wildlife manages the statewide fish passage culvert inventory list which identifies passage impediments at highway-stream crossings. The ODFW culvert priority list is updated regularly based on projects completed, changes in habitat condition, and new culvert survey data. Recent updates to the inventory list have resulted in an increased number of high priority culverts. ODOT continues to work collaboratively with ODFW to ensure that projects that are selected for funding will accomplish the best benefit for fish and meet transportation needs.

KPM #18	BIKE LANES AND SIDEWALKS Percent of urban state highway miles with bike lanes and sidewalks	Measure since 2005
Goal	ODOT Goal #4: Sustainability/Environment -- Sustain the environment and communities	
Oregon Context	OREGON BENCHMARK #72: ROAD CONDITION,	
Data source	Bicylce/Pedestrian Program, Highway Division, ODOT	
Owner	Bicycle/Pedestrian Program, Highway Division, ODOT, Sheila Lyons, 503-986-3554	

1. OUR STRATEGY

This measure reports the performance of ODOT in meeting community needs for bike lanes and sidewalks. This has been a priority in Oregon for many years. Oregon Revised Statutes have established a Governor appointed Oregon Bicycle and Pedestrian Advisory Committee, requires bike lanes and sidewalks be provided as a part of road construction projects, and have mandated that a minimum one percent of the state highway fund be used for bike and pedestrian facilities. The measure was revised in 2006 to more adequately reflect the goals of the program and establish targets to drive better outcomes for bike lanes and sidewalks. While rideable and walkable shoulders exist on many rural highways, this performance measure is focused on completing the sidewalk and bicycle system in cities and urban areas. Actual community needs for bike lanes and sidewalks have been evaluated and existing state highways, except for freeways, have been inventoried.



2. ABOUT THE TARGETS

Targets are based on total roadside miles in cities and urban areas that have been determined to need bicycle facilities and/or sidewalks. Urban areas are those areas with populations over 5,000 determined to have a population density that meets the federal definition for the area bordering the highway. Small incorporated cities with populations under 5,000 are also included. Sidewalks must be present, five feet or more in width and in fair or better physical condition. Bicycle facilities are defined as a marked and striped bike

lane five or more feet in width or a paved shoulder that is five feet or more in width or a travel lane that is shared by both bicyclists and motor vehicles where the posted speed is 25 MPH or less or a multi-use path within the right of way. Bicycle facilities are considered necessary for 100 percent of state highway roadside miles in cities and urban areas. Sidewalks are commonly necessary for less mileage with a statewide need of 57 percent of state highway roadside miles in cities and urban areas. Couplets, (where a state highway separates into two distinct roads within towns and cities) also affect needs and mileage because sidewalks are usually appropriate for both sides of both roadways whereas bicycle facilities are only needed on one side of each roadway. Total miles needed for each type of facility are added together and compared to the total urban roadside mileage. This establishes a long term target of 78 percent of urban roadside mileage to complete the sidewalk and bicycle system. The Oregon Transportation Plan assumes that bicycle and pedestrian facilities will provide needed transportation options for moving around communities by 2030. Total miles of existing bike lanes and sidewalks were compared to the total urban roadside mileage to determine the current percentage of the system that is complete. Currently 45 percent of the urban roadside mileage has bicycle facilities and/or sidewalks. Annual targets of 2 percent a year have been established to complete the sidewalk and bicycle system by 2030.

3. **HOW WE ARE DOING**

The program is considered a success based on positive feedback from communities that have received technical assistance and other efforts to monitor program outcomes. Sidewalks and bicycle facilities on urban state highways were 45 percent complete in 2010. This is slightly down from the 2008 KPM of 46 percent due to adjustments in the highway system mileage. Current efforts will continue in the provision of technical assistance and the dispersal of grant monies to increase appropriate availability of bicycle and pedestrian facilities. ODOT staff has worked hard to define a meaningful new measure for this program with improved data quality and availability. A two year effort to inventory and assess all highways in urban areas and small cities statewide was completed in 2008. To date, 100 percent of the urban areas and small cities have been inventoried and assessed. The performance measure was based upon complete data for all state highways in cities and urban areas across the state. This information will be used to reevaluate program emphasis and strategies as well as to monitor progress made toward measure targets and program goals.

4. **HOW WE COMPARE**

There are no known standards or measures, either national or from neighboring states, with which to compare our progress in this area.

5. FACTORS AFFECTING RESULTS

Results may fluctuate somewhat as the boundaries of small cities and urbanized areas change, development occurs and with increases or decreases in the highway mileage.

6. WHAT NEEDS TO BE DONE

The sidewalk and bicycle system on state highways in urban areas needs to be completed. Current funding levels are inadequate to complete the system by the 2030 Oregon Transportation Plan target date. Inventory data will be used to prioritized sidewalk and bicycle facility infill.

Performance measure progress will be monitored and compared to annual measure targets and program goals. Staff will also work to identify the best methods and cycles to update program data on a regular basis. The effort to update data will ensure this information will continue to assist in decision making concerning program direction, emphasis and funding priorities.

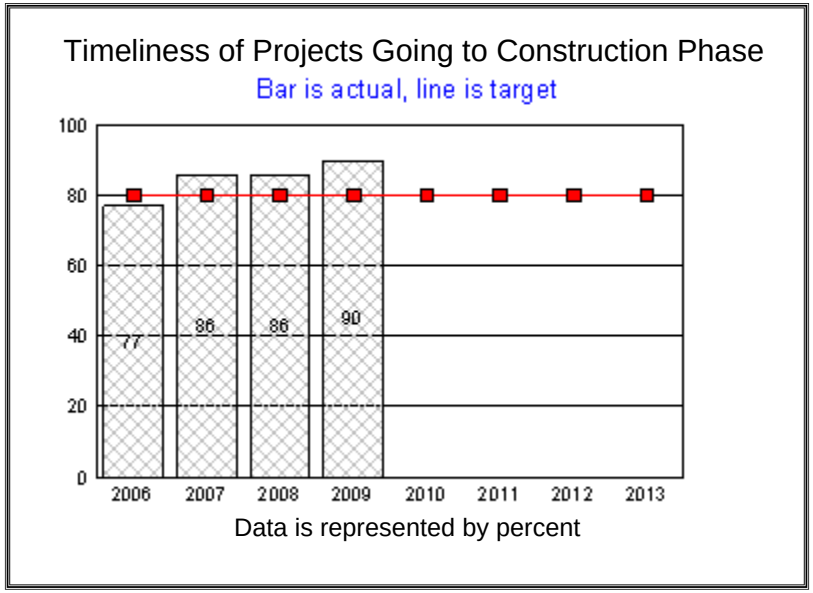
7. ABOUT THE DATA

Data was collected using the highway video log and the findings were validated in the field. This report is based on data from 100 percent of the statewide urban areas and small cities. Now that the statewide inventory is complete, subsequent annual reporting cycles will be based on a federal fiscal year because the summer seasons will be the optimum time for field validation.

KPM #19	TIMELINESS OF PROJECTS GOING TO CONSTRUCTION PHASE Percent of projects going to construction phase within 90 days of target date.	Measure since: 2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon and Oregon Benchmark #4 Net Job Growth	
Data source	The project's target bid let date is obtained from the Project Control System (PCS) and the actual Notice to Proceed (NTP) date from the Trns.port LAS module.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	

1. OUR STRATEGY

The goal is to develop efficient, complete and attainable project development schedules, and then aggressively manage all milestones, ensuring all milestone deliverables are complete and on time. The Agency is currently standardizing the process of project development. The Agency already has in place a 12 month lock-in schedule for projects to get to the bid/let date. Projects which bid-let within 90 days of this targeted bid-let date or earlier are considered on time. There are also specifications that occur after bid opening such as: the Bidder must hold to his/her bid for 30 days from bid opening; the Bidder after receiving the contract booklet, has 15 calendar days to return a signed contract along with insurance certificates and bonds; ODOT has 7 calendar days, after receiving signed contract and correct insurance and bonds, to execute the contract; and ODOT has 5 calendar days after executing the contract to issue Notice to Proceed. These specifications add up to a shall not exceed 57 days from bid opening to Notice to Proceed. Currently the average amount of days is 35. Upon contract execution and issuance of Notice to Proceed, the project moves from the procurement phase to the construction phase.



2. ABOUT THE TARGETS

An initial goal of 80% on-budget has been set for this measure, with an upward data trend being desirable.

3. HOW WE ARE DOING

ODOT has been improving in this measure every year, and is now achieving 92% NTP on time delivery.

4. HOW WE COMPARE

Due to differing methodologies and definitions, there is no direct correlation with other state's measures.

5. FACTORS AFFECTING RESULTS

Items which can cause late projects include:

- **During the Project Development Process:** ** Additions made to the scope of work to be performed. * Unanticipated archeological or environmental impacts. * Permit issues.*
- **During the Procurement Process:** ** Balancing bid let dates to improve bid pricing. * Contractor timeliness in returning documents. * Re-bid of rejected proposals*

6. WHAT NEEDS TO BE DONE

Based on these initial five years of data, ODOT is on target. Assuming a continued pattern of exceeding the target, ODOT may consider extending the design forecast period to a longer period of time.

7. ABOUT THE DATA

In the past, the project design phase has been tracked for timeliness by itself. In contrast, this measure examines the timeliness of both project design and procurement phases. **Design:** When a project is provided to contractors to bid on (referred to as bid-let), the project has completed the design phase. The timeliness of the design phase is measured by "locking-in" a baseline date when the project is 12 months from its expected bid-let date. This baseline becomes the target bid-let date. Projects which bid-let within 90 days of this targeted bid/let date or earlier are considered on time for design. **Procurement:** When a Notice to Proceed (NTP) is issued for a project, the procurement phase has been completed and the construction phase begins. Projects are allowed 57 days to reach NTP after they have been bid-let. **Metric Definition:** Timeliness of both the design and procurement phases are examined in this metric by

examining the projects which received a NTP in a given year to determine what percentage reached NTP before their target bid-let date + 147 days. (Actual NTP < (target bid let date + 90 window + 57 days for NTP = on time)

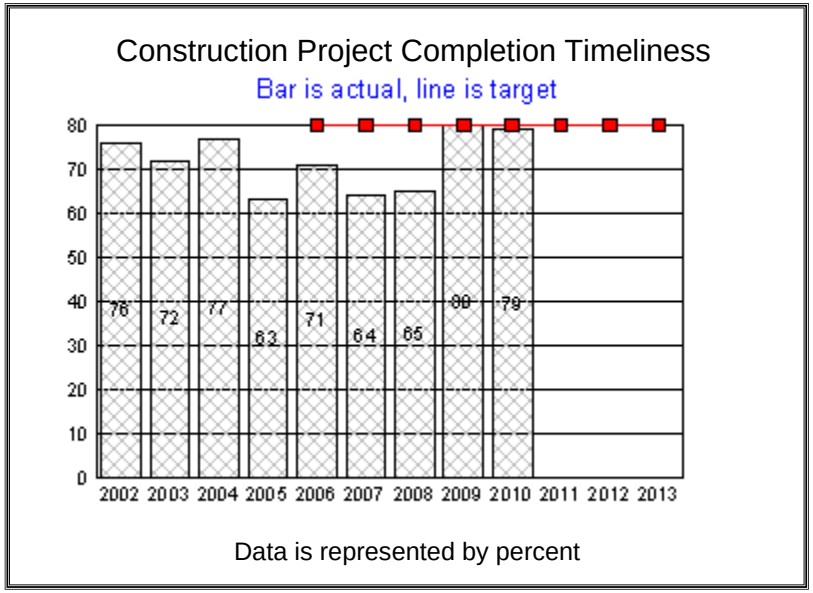
Other information about this metric:

- **Reporting cycle:** Oregon State Fiscal Year
- Projects which otherwise would be considered late have the potential of going unreported if they have been split or combined with other projects.
- Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS.
- Locally administered projects and projects let through ODOT Central Services are not included.

KPM #20	**CONSTRUCTION PROJECT COMPLETION TIMELINESS** **Percent of projects with the construction phase completed within 90 days of original contract completion date.**	**Measure since: 2006**
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark #1 Employment in Rural Oregon and Oregon Benchmark #4 Net Job Growth	
Data source	Contractor Payment System for contract specified completion date and actual completion date. Data is reported by State Fiscal Year.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	

1. OUR STRATEGY

The goal is to ensure development of viable and efficient construction schedules which minimize freight and traveler impact and then aggressively manage adherence to the final construction schedule. Project Construction Schedules are created during development of the project prior to bidding. This information becomes the basis for the project special provisions which contractually define completion, either by specific ending dates, or allowable construction days. All contracts also require the contractor to develop project construction schedules. The Project Manager who oversees the work of the Contractor during construction monitors adherence to schedules throughout the life of the project. Contracts have financial consequences, via liquidated damages, for failure to be completed on time. Some contracts have financial incentives for the contractor to finish early. These are contracts where there is a significant quantifiable cost benefit to the traveling public to minimize road closure time.



2. ABOUT THE TARGETS

An initial goal of 80% on-time has been set for this measure, with upward data trend being desirable.

3. **HOW WE ARE DOING**

The current on time delivery of 79% for State Fiscal Year 2010 is close to the 80% goal, but past years of below target performance show the need for continued attention.

4. **HOW WE COMPARE**

Accurate comparisons between Oregon's on time delivery to other state's on time delivery may not be possible due to differences in contracting methods, the types of projects compared, and differences in measurement methodologies and definitions. Metrics from some states with similar, though not identical, metrics include: Washington State shows 91% on time average for the 2003 – June 30 2006 time period. Virginia shows 27% on time for 2003, 35% for 2004, and 75% for 2005.

5. **FACTORS AFFECTING RESULTS**

Data entry and processing times can delay data by over a month in some cases, so projects which recently completed may not be captured in this report. In other instances the construction completion notice may be rescinded if a problem is found or if additional work is needed. The % on-time as reported in 2009 was 80%, but is now seen to have been 78%. This was caused by data entry lag on one project and rescinded project completion dates on two other projects. The project completion dates were rescinded in order to add more work to the projects:

Cont #	Key #	Section Name	Original Completion Date:	New Completion Date:	Reason
C13384	13539	I-5: Whiteaker Ave-London Rd-Bund A04	6/26/2009	3/19/2010	Rescinded Completion Date
C13471	15203	US97 Reroute Phase 1, Unit 3(Redmond)		6/25/2009	Data Delay
C13369	15379	OR213: S Conway Dr - S Monte Carlo Way	8/21/2008	2/28/2009	Rescinded Completion Date

6. WHAT NEEDS TO BE DONE

Continued monitoring and evaluation of on time completion is needed. On time completion is monitored internally on a quarterly basis.

7. ABOUT THE DATA

When projects are awarded to a contractor, the construction contract specifies a date for construction to be completed. This date is known internally as the 2nd note date. This measure reports on time delivery by examining the projects which reached 2nd note in a given year, and calculating percent of projects reaching 2nd note no greater than 90 days after contract specified 2nd note date.

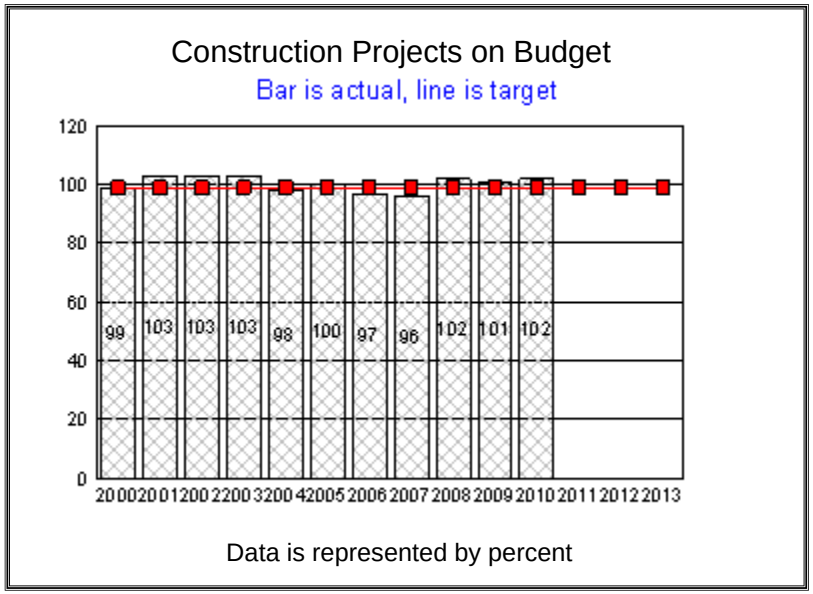
Other information about this metric:

- **Reporting cycle:** Oregon State Fiscal Year
- Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS.
- Locally administered projects and projects let through Central Services are not included.

KPM #21	CONSTRUCTION PROJECTS ON BUDGET Percent of Original Construction Authorization Spent.	Measure since: 2009
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Transportation Services - Improve how ODOT delivers transportation services; Efficiency - Improve efficiency to better serve customers of Driver and Motor Vehicle Services, Motor Carrier Transportation and other ODOT services; Road Condition - Percent of roads and bridges in fair or better condition.	
Data source	Contractor Payment System (CPS) for Original Authorization and construction expenditures.	
Owner	Highway Program Office, Highway Division, ODOT, John Turner, 503-986-3176	

1. OUR STRATEGY

ODOT's Goal is to more accurately estimate costs early in project development and then manage costs (paying special attention to the tendency of complex projects to increase in scope) throughout the life of the project. In support of this goal, changes to the programmed construction cost require Program Manager approval (e.g. Bridge or Area Manager). ODOT also makes use of continuous improvement in estimating skills – both scoping estimating (parametric estimating for different project types and elements, accounting for inflation and commodity issues) and final engineering estimating. ODOT also utilizes a robust construction Quality Control / Quality Assurance program coupled with a very structured statewide contract administration program to ensure effective Project Management throughout the construction phase of the project. This project budget metric supports these goals and strategies by allowing ODOT to evaluate their overall effectiveness.



2. ABOUT THE TARGETS

ODOT's goal is to spend under 99% of the amount authorized.

3. **HOW WE ARE DOING**

On average, project construction expenses have come in at 100% of their original authorization over the last 11 years. The last 3 years ODOT has seen a slight increase in construction expenditures. ODOT is looking at this measure quarterly and the increase in amount spent is being monitored.

4. **HOW WE COMPARE**

Due to differing methodologies and definitions, there is no direct correlation with other states' measures.

5. **FACTORS AFFECTING RESULTS**

All factors are examined when project budgets are established, but world trends such as higher than expected inflation, steel, oil, and asphalt prices contribute to cost increases. Unanticipated geological features, archeological finds, or environmental impacts may also contribute to cost increases.

6. **WHAT NEEDS TO BE DONE**

Continued monitoring to insure ODOT's construction expenses remain under the authorized amount.

7. **ABOUT THE DATA**

Formula: For projects which final payment has been issued in the given year, the amount spent is divided by the original contract authorization.

Other information about this metric:

- **Reporting cycle:** Oregon State Fiscal Year
- Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS.
- Locally administered projects and projects let through Central Services are not included.
- ODOT has reported data for this measure (not as a KPM) in the past using Calendar Year. Data is now shown in State Fiscal Year.

Budget Highlights

Summary of Changes

Highway Division growth from 2007–2009 actuals to 2009–2011 estimates through 2011–2013 Legislatively Adopted Budget is related to the construction program, specifically for contractor and consultant payments for the design and construction of projects funded with OTIA and Jobs and Transportation Act (JTA) bond proceeds.

Policy Packages included in the Agency Request Budget

Highway's 2011-2013 Agency Request Budget includes the following Policy Option Packages:

#140	**OWIN Operations and Maintenance**	**$7,684,362**	**0 Positions**	**0.00 FTE**

This Policy Option Package will provide funds to operate and maintain the Oregon Wireless Interoperability Network (OWIN).

#150	**OWIN Construction**	**$118,687,889**	**42 LD Positions**	**0.00 FTE**

This Policy Option Package requests the additional funds necessary for construction of the OWIN project.

Revenue Sources

There are three main revenue sources for the Highway programs, State, Federal and Local. The majority of the Federal funds available for the Highway program are Federal Highway Administration funds (FHWA). The State funds come from a mixture of fuel tax receipts, weight mile taxes, vehicle registration and other dedicated funds. The Local funds are for projects that Cities and Counties fund from their revenues. They pay ODOT to complete part of all of the project work or contribute to a state project.

Highway Division

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Rest Area Vending	Construction	$387,872		
Other	Federal as Other (FHWA TEA-21)	Construction	$803,464,480	Highway Fund Projects identified in the STIP	Ranges from 7.78% to 20% depending upon project type.
Other	Federal as Other for Maintenance	Maintenance	$17,000,000		
Other	Services to Outside Parties	Construction	$5,696,298	Recovers cost of service	
Other	Highway Property Rental		$1,031,019	Highway Fund	
Other	OTIA Bond Proceeds	Construction	$600,000,000	Bridge, Preservation, and Modernization	
Other	Interest Income		$19,042,501	Highway Fund	
Other	Property & Equipment Sales Income		$11,582,296	Highway Fund	
Other	Other Highway Income		$8,233,167	Highway Fund	
Other	Transfer-In (Vehicle Registration)	DMV	$135,322,095	Highway Fund	
Other	Transfer-In (Weight Mile Tax)	Motor Carrier	$325,379,490	Highway Fund	
Other	Transfer-In (Motor Fuels Tax)	Fuels Tax	$585,973,947	Highway Fund	
Other	Local Participation on Construction Projects	Construction	$111,800,000	Highway Fund	
Other	Transfer-In from Parks & Recreation		$703,771	Snowmobile Fund	
Other	Transfer-Out Transportation Program Development	TPD	($89,368,228)		
Other	Transfer-Out Rail Grade Crossing Program	Rail	($1,400,000)	Grade Crossing Projects	
Other	Transfer-Out Transportation Safety	Safety	($781,951)		
Other	Transfer-Out Central Services	Central Services	($109,596,182)		
Other	Transfer-Out Debt Service	Debt Service	($146,634,860)	Debt Service Payments	
Other	Transfer-Out Transit	Transit	($12,905,698)		
Other	Transfer-Out Capital Improvements	Cap. Improve.	($3,338,023)	Capital Improvements	
Other	Transfer-Out Parks and Recreation	Maintenance	($4,639,265)		

Summary of Proposed Legislation

02 Highway - 2009 House Bill 2001 Technical Corrections

Problem: Two issues related to HB 2001 (2009) have been identified:

1. Section 64 provided a general project description to identify each project and allocated a specific amount to the project. This is statutory language. The project descriptions and allocations cannot be changed except by a bill passed at a regular or special legislative session to amend HB 2001.

2. HB 2001 repealed the sunset date for the Road User Fee Task Force (RUFTF). The language requiring RUFTF to propose options to the 72nd Legislative Assembly (2003) for the design of a revenue system to replace the current system is still in law. The RUFTF proposed options for a new revenue system as required.

Solution:

1. LC 509 proposes to change the process to recognize when a section 64 project may be completed for less than the amount allocated for it and would allow the Oregon Transportation Commission (OTC) to use the money to add a phase or extension to that project or to supplement the allocation for another project listed in section 64. The department will report when a phase is added or an allocation is supplemented for project listed in section 64 using money that will not be used by another project listed in that section.

   This approach would increase flexibility for management of the overall program of section 64 projects, but would maintain ODOT's accountability to the legislature for completion of those projects. The OTC could authorize a phase/extension of a project if/when there is a low bid or supplement an allocation from accumulated savings if there is a high bid. Cancelling a project in the section 64 list or adding a project to the list would be considered during a legislative session.
2. The concept will also remove the out-of-date reporting requirements for RUFTF (subsection (8)) from ORS 184.843.

07 Highway - Multilane Roundabout: Modifications to ORS 811.292

Problem: Roundabouts have been shown to be a safer alternative to stop-sign or traffic signal control, particularly at high-speed intersections. Current statutory language in ORS 811.292 hinders consideration of multilane roundabouts as a viable alternative for

intersection traffic control where significant commercial vehicle volumes can be expected. Law enforcement officers will not issue citations or find fault in crashes between large trucks and cars due to the off-tracking of the trailers because the statutory language in ORS 811.292 does not make overtaking or passing of another motor vehicle in a roundabout illegal. Subsequently many licensed motor carriers in the State of Oregon have reported losing cases in civil court simply on the basis of being the larger vehicle causing damage to a smaller vehicle. It is likely that the trucking industry will not support additional installations of multilane roundabouts on state highways until this issue is resolved.

Solution: This concept revises the "rules of the road" to make overtaking, passing or driving alongside a commercial motor vehicle in multilane roundabouts a traffic offense. The current statutory language (ORS 811.292) does not address this issue.

08 – Highway – Bicycle Signals: Modifications to ORS 810.200, 511.260, 811.360

Problem: The lack of statutory language addressing appropriate responses to bicycle signals hinders further implementation of this type of traffic control at complex intersections where high volumes of bicyclists need to be accommodated in a separate phase from motor vehicle and pedestrian traffic to enhance safety.

Solution: This concept defines how bicyclists and drivers are to respond to green, yellow and red bicycle signals. These are a new type of traffic signal specifically for bicycles. The concept provides a basis for law enforcement officers to determine if there has been a violation.

09 – Highway – U-Turns at Signalized Intersections: Modifications to ORS 811.365

Problem: In Oregon, U-turns are prohibited at all signalized intersections unless they are specifically permitted. An engineering investigation must be done to determine if U-turns may be allowed at the intersection. Oregon's law for U-turns at signalized intersections differs from almost every other state in the U.S. In most other states, U-turns are permitted at all signalized intersections unless they are specifically prohibited for safety and operational concerns.

Oregon's unique U-turn law has led to significant confusion and misunderstanding between drivers and law enforcement attempting to enforce the law. Additionally, instead of placing the responsibility on drivers to judge whether or not they can safely complete a U-turn at

a signalized intersection, Oregon's law places the burden on road authorities to judge whether or not drivers can safely make this turning maneuver at each and every signalized intersection.

Solution: This concept would allow drivers to make a U-turn at signalized intersections, except when signs are posted that prohibit a U-turn. The concept will bring Oregon in line with neighboring states and will result in reduced work load and cost savings from the reduction in engineering investigations and sign installations related to U-turns at signalized intersections.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	166,843	-	-	-	166,843
Overtime Payments	-	-	297,942	-	-	-	297,942
Shift Differential	-	-	9,862	-	-	-	9,862
All Other Differential	-	-	52,991	-	-	-	52,991
Public Employees' Retire Cont	-	-	51,990	-	-	-	51,990
Pension Bond Contribution	-	-	1,296,984	-	-	-	1,296,984
Social Security Taxes	-	-	40,364	-	-	-	40,364
Unemployment Assessments	-	-	15,516	-	-	-	15,516
Mass Transit Tax	-	-	(257,361)	-	-	-	(257,361)
Vacancy Savings	-	-	1,524,412	-	-	-	1,524,412
Total Personal Services	**-**	**-**	**$3,199,543**	**-**	**-**	**-**	**$3,199,543**
Total Expenditures							
Total Expenditures	-	-	3,199,543	-	-	-	3,199,543
Total Expenditures	**-**	**-**	**$3,199,543**	**-**	**-**	**-**	**$3,199,543**
Ending Balance							
Ending Balance	-	-	(3,199,543)	-	-	-	(3,199,543)
Total Ending Balance	**-**	**-**	**($3,199,543)**	**-**	**-**	**-**	**($3,199,543)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: Highway**
Pkg: 021 - Phase-in **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	48,713,006	-	-	-	48,713,006
Total Services & Supplies	**-**	**-**	**$48,713,006**	**-**	**-**	**-**	**$48,713,006**
Total Expenditures							
Total Expenditures	-	-	48,713,006	-	-	-	48,713,006
Total Expenditures	**-**	**-**	**$48,713,006**	**-**	**-**	**-**	**$48,713,006**
Ending Balance							
Ending Balance	-	-	(48,713,006)	-	-	-	(48,713,006)
Total Ending Balance	**-**	**-**	**($48,713,006)**	**-**	**-**	**-**	**($48,713,006)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	(1,557,452)	-	-	-	-	-	(1,557,452)
Total Revenues	**($1,557,452)**	**-**	**-**	**-**	**-**	**-**	**($1,557,452)**
Services & Supplies							
Agency Program Related S and S	(1,557,452)	-	(158,327,078)	-	-	-	(159,884,530)
Other COP Costs	-	-	(3,910,300)	-	-	-	(3,910,300)
Total Services & Supplies	**($1,557,452)**	**-**	**($162,237,378)**	**-**	**-**	**-**	**($163,794,830)**
Capital Outlay							
Technical Equipment	-	-	(1,681,119)	(474,065)	-	-	(2,155,184)
Total Capital Outlay	**-**	**-**	**($1,681,119)**	**($474,065)**	**-**	**-**	**($2,155,184)**
Total Expenditures							
Total Expenditures	(1,557,452)	-	(163,918,497)	(474,065)	-	-	(165,950,014)
Total Expenditures	**($1,557,452)**	**-**	**($163,918,497)**	**($474,065)**	**-**	**-**	**($165,950,014)**
Ending Balance							
Ending Balance	-	-	163,918,497	474,065	-	-	164,392,562
Total Ending Balance	**-**	**-**	**$163,918,497**	**$474,065**	**-**	**-**	**$164,392,562**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	121,207	-	-	-	121,207
Out of State Travel	-	-	5,817	-	-	-	5,817
Employee Training	-	-	84,875	-	-	-	84,875
Office Expenses	-	-	137,367	-	-	-	137,367
Telecommunications	-	-	130,374	-	-	-	130,374
State Gov. Service Charges	-	-	5,846,325	-	-	-	5,846,325
Data Processing	-	-	21,981	-	-	-	21,981
Publicity and Publications	-	-	21,068	-	-	-	21,068
Professional Services	-	-	2,986,641	-	-	-	2,986,641
IT Professional Services	-	-	185,987	-	-	-	185,987
Attorney General	-	-	291,380	-	-	-	291,380
Employee Recruitment and Develop	-	-	59,437	-	-	-	59,437
Dues and Subscriptions	-	-	4,581	-	-	-	4,581
Facilities Rental and Taxes	-	-	207,809	-	-	-	207,809
Fuels and Utilities	-	-	310,755	-	-	-	310,755
Facilities Maintenance	-	-	270,130	-	-	-	270,130
Agency Program Related S and S	-	-	39,252,158	-	-	-	39,252,158
Intra-agency Charges	-	-	581,583	-	-	-	581,583
Other Services and Supplies	-	-	528,526	-	-	-	528,526
Expendable Prop 250 - 5000	-	-	4,334	-	-	-	4,334
IT Expendable Property	-	-	87,146	-	-	-	87,146
Total Services & Supplies	**-**	**-**	**$51,139,481**	**-**	**-**	**-**	**$51,139,481**
Capital Outlay							
Office Furniture and Fixtures	-	-	2,944	-	-	-	2,944

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**
Pkg: 031 - Standard Inflation | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Telecommunications Equipment	-	-	12,173	-	-	-	12,173
Technical Equipment	-	-	54,087	-	-	-	54,087
Industrial and Heavy Equipment	-	-	12,638	-	-	-	12,638
Automotive and Aircraft	-	-	470,588	-	-	-	470,588
Data Processing Software	-	-	5,960	-	-	-	5,960
Data Processing Hardware	-	-	3,423	-	-	-	3,423
Other Capital Outlay	-	-	46,739	-	-	-	46,739
Total Capital Outlay	**-**	**-**	**$608,552**	**-**	**-**	**-**	**$608,552**
Special Payments							
Dist to Cities	-	-	589,626	-	-	-	589,626
Dist to Counties	-	-	681,644	-	-	-	681,644
Dist to Other Gov Unit	-	-	55,135	-	-	-	55,135
Dist to Non-Gov Units	-	-	56,012	-	-	-	56,012
Other Special Payments	-	-	126,184	-	-	-	126,184
Total Special Payments	**-**	**-**	**$1,508,601**	**-**	**-**	**-**	**$1,508,601**
Total Expenditures							
Total Expenditures	-	-	53,256,634	-	-	-	53,256,634
Total Expenditures	**-**	**-**	**$53,256,634**	**-**	**-**	**-**	**$53,256,634**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(53,256,634)	-	-	-	(53,256,634)
Total Ending Balance	**-**	**-**	**($53,256,634)**	**-**	**-**	**-**	**($53,256,634)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	142,429	-	-	-	142,429
Total Services & Supplies	**-**	**-**	**$142,429**	**-**	**-**	**-**	**$142,429**
Total Expenditures							
Total Expenditures	-	-	142,429	-	-	-	142,429
Total Expenditures	**-**	**-**	**$142,429**	**-**	**-**	**-**	**$142,429**
Ending Balance							
Ending Balance	-	-	(142,429)	-	-	-	(142,429)
Total Ending Balance	**-**	**-**	**($142,429)**	**-**	**-**	**-**	**($142,429)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	(70,680)	-	-	-	(70,680)
Empl. Rel. Bd. Assessments	-	-	(41)	-	-	-	(41)
Public Employees' Retire Cont	-	-	(10,185)	-	-	-	(10,185)
Social Security Taxes	-	-	(5,407)	-	-	-	(5,407)
Worker's Comp. Assess. (WCD)	-	-	(59)	-	-	-	(59)
Flexible Benefits	-	-	(30,096)	-	-	-	(30,096)
Total Personal Services	**-**	**-**	**($116,468)**	**-**	**-**	**-**	**($116,468)**
Services & Supplies							
Professional Services	-	-	139,542,662	-	-	-	139,542,662
IT Professional Services	-	-	(1,126,882)	-	-	-	(1,126,882)
Attorney General	-	-	400,000	-	-	-	400,000
Facilities Rental and Taxes	-	-	1,422,905	-	-	-	1,422,905
Agency Program Related S and S	-	-	(140,765,021)	-	-	-	(140,765,021)
Total Services & Supplies	**-**	**-**	**($526,336)**	**-**	**-**	**-**	**($526,336)**
Special Payments							
Spc Pmt to Environmental Quality	-	-	526,336	-	-	-	526,336
Total Special Payments	**-**	**-**	**$526,336**	**-**	**-**	**-**	**$526,336**
Total Expenditures							
Total Expenditures	-	-	(116,468)	-	-	-	(116,468)
Total Expenditures	**-**	**-**	**($116,468)**	**-**	**-**	**-**	**($116,468)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	116,468	-	-	-	116,468
Total Ending Balance	**-**	**-**	**$116,468**	**-**	**-**	**-**	**$116,468**
Total Positions							
Total Positions							(1)
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**(1)**
Total FTE							
Total FTE							(1.00)
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**(1.00)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 140 - OWIN Operations and Maintenance | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Transfer In - Intrafund	-	-	4,917,992	-	-	-	4,917,992
Tsfr From Police, Dept of State	-	-	2,766,370	-	-	-	2,766,370
Total Revenues	**-**	**-**	**$7,684,362**	**-**	**-**	**-**	**$7,684,362**
Transfers Out							
Transfer Out - Intrafund	-	-	(4,917,992)	-	-	-	(4,917,992)
Total Transfers Out	**-**	**-**	**($4,917,992)**	**-**	**-**	**-**	**($4,917,992)**
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	2,463,774	-	-	-	2,463,774
Empl. Rel. Bd. Assessments	-	-	982	-	-	-	982
Public Employees' Retire Cont	-	-	355,027	-	-	-	355,027
Social Security Taxes	-	-	188,479	-	-	-	188,479
Worker's Comp. Assess. (WCD)	-	-	1,414	-	-	-	1,414
Flexible Benefits	-	-	722,304	-	-	-	722,304
Total Personal Services	**-**	**-**	**$3,731,980**	**-**	**-**	**-**	**$3,731,980**
Services & Supplies							
Instate Travel	-	-	120,000	-	-	-	120,000
Out of State Travel	-	-	80,000	-	-	-	80,000
Employee Training	-	-	60,000	-	-	-	60,000
Office Expenses	-	-	3,000	-	-	-	3,000
Professional Services	-	-	200,000	-	-	-	200,000
Facilities Rental and Taxes	-	-	500,000	-	-	-	500,000

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 140 - OWIN Operations and Maintenance | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	15,000	-	-	-	15,000
Agency Program Related S and S	-	-	383,382	-	-	-	383,382
IT Expendable Property	-	-	75,000	-	-	-	75,000
Total Services & Supplies	**-**	**-**	**$1,436,382**	**-**	**-**	**-**	**$1,436,382**
Capital Outlay							
Telecommunications Equipment	-	-	2,516,000	-	-	-	2,516,000
Total Capital Outlay	**-**	**-**	**$2,516,000**	**-**	**-**	**-**	**$2,516,000**
Total Expenditures							
Total Expenditures	-	-	7,684,362	-	-	-	7,684,362
Total Expenditures	**-**	**-**	**$7,684,362**	**-**	**-**	**-**	**$7,684,362**
Ending Balance							
Ending Balance	-	-	(4,917,992)	-	-	-	(4,917,992)
Total Ending Balance	**-**	**-**	**($4,917,992)**	**-**	**-**	**-**	**($4,917,992)**
Total Positions							
Total Positions							30
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**30**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: Highway**

Pkg: 140 - OWIN Operations and Maintenance **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total FTE							
Total FTE							24.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**24.00**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**
Pkg: 150 - OWIN Construction | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	604,471	-	-	-	-	-	604,471
Total Revenues	**$604,471**	**-**	**-**	**-**	**-**	**-**	**$604,471**
Personal Services							
Class/Unclass Sal. and Per Diem	408,720	-	-	-	-	-	408,720
Empl. Rel. Bd. Assessments	123	-	-	-	-	-	123
Public Employees' Retire Cont	58,896	-	-	-	-	-	58,896
Social Security Taxes	31,267	-	-	-	-	-	31,267
Worker's Comp. Assess. (WCD)	177	-	-	-	-	-	177
Flexible Benefits	90,288	-	-	-	-	-	90,288
Total Personal Services	**$589,471**	**-**	**-**	**-**	**-**	**-**	**$589,471**
Services & Supplies							
Employee Training	5,000	-	-	-	-	-	5,000
Office Expenses	5,000	-	-	-	-	-	5,000
Agency Program Related S and S	5,000	-	-	-	-	-	5,000
Total Services & Supplies	**$15,000**	**-**	**-**	**-**	**-**	**-**	**$15,000**
Total Expenditures							
Total Expenditures	604,471	-	-	-	-	-	604,471
Total Expenditures	**$604,471**	**-**	**-**	**-**	**-**	**-**	**$604,471**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 150 - OWIN Construction

Cross Reference Name: Highway
Cross Reference Number: 73000-100-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Positions							
Total Positions							3
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**3**
Total FTE							
Total FTE							3.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**3.00**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 230 - CDL Federal Compliance | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(673,534)	-	-	-	(673,534)
Total Transfers Out	**-**	**-**	**($673,534)**	**-**	**-**	**-**	**($673,534)**
Ending Balance							
Ending Balance	-	-	(673,534)	-	-	-	(673,534)
Total Ending Balance	**-**	**-**	**($673,534)**	**-**	**-**	**-**	**($673,534)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway**

Pkg: 260 - Transportation Demand Management | **Cross Reference Number: 73000-100-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(306,408)	-	-	-	(306,408)
Total Transfers Out	**-**	**-**	**($306,408)**	**-**	**-**	**-**	**($306,408)**
Ending Balance							
Ending Balance	-	-	(306,408)	-	-	-	(306,408)
Total Ending Balance	**-**	**-**	**($306,408)**	**-**	**-**	**-**	**($306,408)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Business Lic and Fees	556,807	-	-	-	-	-
Non-business Lic. and Fees	-	396,601	396,601	387,872	-	-
Federal Revenues	844,878,183	874,920,119	874,920,119	820,464,480	-	-
Charges for Services	7,773,769	8,193,957	8,193,957	5,696,298	-	-
Fines and Forfeitures	29,030	-	-	-	-	-
Rents and Royalties	5,646,577	1,845,210	1,845,210	1,031,019	-	-
Revenue Bonds	352,205,646	535,000,000	535,000,000	600,000,000	-	-
Interest Income	36,097,938	45,444,079	45,444,079	19,042,501	-	-
Sales Income	27,050,327	13,523,159	13,523,159	11,582,296	-	-
Grants (Non-Fed)	-	-	5,591,419	-	-	-
Loan Repayments	1,455,833	-	-	-	-	-
Other Revenues	34,511,747	3,885,741	3,885,741	8,233,167	-	-
Transfer In - Intrafund	2,189,238,270	2,324,401,785	2,324,401,785	2,267,694,141	-	-
Transfer In Other	74,475,644	130,241,137	130,241,137	111,800,000	-	-
Tsfr From Military Dept, Or	922,238	-	-	-	-	-
Tsfr From Marine Bd, Or State	2,367	3,900	3,900	-	-	-
Tsfr From Police, Dept of State	-	-	-	2,766,370	-	-
Tsfr From Energy, Dept of	-	1,710,000	1,710,000	-	-	-
Tsfr From Forestry, Dept of	11,653	-	-	-	-	-
Tsfr From Parks and Rec Dept	528,290	787,816	787,816	703,771	-	-
Tsfr From Land Conservation Dev	546,481	-	-	-	-	-
Transfer Out - Intrafund	(1,141,230,420)	(1,443,842,315)	(1,443,842,315)	(1,585,717,085)	-	-
Transfer to Other	-	(7,800,000)	(7,800,000)	-	-	-
Transfer to Cities	(214,101,521)	(48,895,213)	(48,895,213)	-	-	-

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Transfer to Counties	(311,159,668)	(73,342,819)	(73,342,819)	-	-	-
Tsfr To Governor, Office of the	(59,976)	-	-	-	-	-
Tsfr To Econ/Comm Dev Dept	-	(585,896)	(585,896)	-	-	-
Tsfr To Environmental Quality	-	(514,000)	(514,000)	-	-	-
Tsfr To Consumer/Bus Svcs	(637,955)	-	-	-	-	-
Tsfr To Parks and Rec Dept	(4,878,308)	(4,530,532)	(4,530,532)	(4,639,265)	-	-
Total Other Funds	**$1,903,862,952**	**$2,360,842,729**	**$2,366,434,148**	**$2,259,045,565**	**-**	**-**
Federal Funds						
Federal Funds	-	-	474,065	-	-	-
Total Federal Funds	**-**	**-**	**$474,065**	**-**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
General Fund	-	-	1,397,910	-	-	-
Other Funds	425,655,868	422,679,267	422,679,267	472,675,095	-	-
All Funds	425,655,868	422,679,267	424,077,177	472,675,095	-	-
SERVICES & SUPPLIES						
General Fund	-	-	1,557,452	1,557,452	-	-
Other Funds	1,671,417,204	2,015,138,107	2,019,048,407	2,019,048,407	-	-
All Funds	1,671,417,204	2,015,138,107	2,020,605,859	2,020,605,859	-	-
CAPITAL OUTLAY						
Other Funds	28,301,198	25,356,404	27,037,523	27,037,523	-	-
Federal Funds	-	-	474,065	474,065	-	-
All Funds	28,301,198	25,356,404	27,511,588	27,511,588	-	-
SPECIAL PAYMENTS						
Other Funds	93,335,409	62,858,358	62,858,358	62,858,358	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
General Fund	-	-	2,955,362	1,557,452	-	-
Other Funds	2,218,709,679	2,526,032,136	2,531,623,555	2,581,619,383	-	-
Federal Funds	-	-	474,065	474,065	-	-
All Funds	2,218,709,679	2,526,032,136	2,535,052,982	2,583,650,900	-	-
AUTHORIZED POSITIONS	2,638	2,665	2,665	2,651	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED FTE	2,580.41	2,610.69	2,610.69	2,595.90	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	3,199,543	-	-
021 PHASE-IN						
SERVICES & SUPPLIES						
Other Funds	-	-	-	48,713,006	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
General Fund	-	-	-	(1,557,452)	-	-
Other Funds	-	-	-	(162,237,378)	-	-
All Funds	-	-	-	(163,794,830)	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	(1,681,119)	-	-
Federal Funds	-	-	-	(474,065)	-	-
All Funds	-	-	-	(2,155,184)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	51,139,481	-	-
CAPITAL OUTLAY						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	608,552	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	1,508,601	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	142,429	-	-
060 TECHNICAL ADJUSTMENTS						
PERSONAL SERVICES						
Other Funds	-	-	-	(116,468)	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	(526,336)	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	526,336	-	-
AUTHORIZED POSITIONS	-	-	-	(1)	-	-
AUTHORIZED FTE	-	-	-	(1.00)	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
General Fund	-	-	-	(1,557,452)	-	-
Other Funds	-	-	-	(58,723,353)	-	-
Federal Funds	-	-	-	(474,065)	-	-
All Funds	-	-	-	(60,754,870)	-	-
AUTHORIZED POSITIONS	-	-	-	(1)	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED FTE	-	-	-	(1.00)	-	-
LIMITED BUDGET (Current Service Level)						
General Fund	-	-	2,955,362	-	-	-
Other Funds	2,218,709,679	2,526,032,136	2,531,623,555	2,522,896,030	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	2,218,709,679	2,526,032,136	2,535,052,982	2,522,896,030	-	-
AUTHORIZED POSITIONS	2,638	2,665	2,665	2,650	-	-
AUTHORIZED FTE	2,580.41	2,610.69	2,610.69	2,594.90	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 2						
140 OWIN OPERATIONS AND MAINTENANCE						
PERSONAL SERVICES						
Other Funds	-	-	-	3,731,980	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,436,382	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	2,516,000	-	-
AUTHORIZED POSITIONS	-	-	-	30	-	-
AUTHORIZED FTE	-	-	-	24.00	-	-
PRIORITY 3						
150 OWIN CONSTRUCTION						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
PERSONAL SERVICES						
General Fund	-	-	-	589,471	-	-
SERVICES & SUPPLIES						
General Fund	-	-	-	15,000	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-
TOTAL LIMITED BUDGET (Policy Packages)						
General Fund	-	-	-	604,471	-	-
Other Funds	-	-	-	7,684,362	-	-
All Funds	-	-	-	8,288,833	-	-
AUTHORIZED POSITIONS	-	-	-	33	-	-
AUTHORIZED FTE	-	-	-	27.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
General Fund	-	-	2,955,362	604,471	-	-
Other Funds	2,218,709,679	2,526,032,136	2,531,623,555	2,530,580,392	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	2,218,709,679	2,526,032,136	2,535,052,982	2,531,184,863	-	-
AUTHORIZED POSITIONS	2,638	2,665	2,665	2,683	-	-
AUTHORIZED FTE	2,580.41	2,610.69	2,610.69	2,621.90	-	-
OPERATING BUDGET						
General Fund	-	-	2,955,362	604,471	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	2,218,709,679	2,526,032,136	2,531,623,555	2,530,580,392	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	2,218,709,679	2,526,032,136	2,535,052,982	2,531,184,863	-	-
AUTHORIZED POSITIONS	2,638	2,665	2,665	2,683	-	-
AUTHORIZED FTE	2,580.41	2,610.69	2,610.69	2,621.90	-	-
TOTAL BUDGET						
General Fund	-	-	2,955,362	604,471	-	-
Other Funds	2,218,709,679	2,526,032,136	2,531,623,555	2,530,580,392	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	2,218,709,679	2,526,032,136	2,535,052,982	2,531,184,863	-	-
AUTHORIZED POSITIONS	2,638	2,665	2,665	2,683	-	-
AUTHORIZED FTE	2,580.41	2,610.69	2,610.69	2,621.90	-	-

Maintenance Program

Positions: 1,369 FTE: 1,324.80

Highway maintenance includes the routine daily activities of maintaining, preserving, repairing or restoring existing highways to keep them safe and usable for travelers. Highway maintenance may include replacing what is necessary to keep highways safe (such as signs, pavement markings, and traffic signal components), but generally does not include road reconstruction. There are two types of general highway maintenance functions: reactive and proactive.

Reactive
If it breaks, fix it. These activities usually fix an existing problem or concern. This type of highway maintenance is incident-driven.

Proactive
Spend now to save later. These activities include inspection, upkeep, preservation or restoration to prevent problems or damage to highways or other highway-related infrastructure and to reduce life cycle costs. This type of highway maintenance considers the amount of the benefit versus the cost.

Maintaining the buildings and equipment used by ODOT employees is also a part of highway maintenance. ODOT's maintenance offices are a visible presence in communities throughout Oregon. They serve as local points of public contact regarding questions about state highways, requests for special highway-use permits and general maintenance information.

Activities and Programs

Surface and Shoulder Repair
Surface repair activities include sealing cracks to keep water out, filling potholes, digging out and replacing small sections of pavement, and overlaying larger portions of failed pavement. Shoulder repair activities include rebuilding and smoothing shoulders to correct drop-offs from the pavement edge.

Drainage
Drainage activities remove water, a significant danger, from roads. Water that doesn't drain from the top of roads decreases traction and can cause drivers to lose control of vehicles. Water trapped under pavement can cause roads to deteriorate. Water trapped in hillsides can cause slides that block roads. Drainage includes cleaning and shaping ditches, cleaning and repairing culverts and restoring vegetation on slopes to limit erosion.

Roadside and Vegetation
Roadside and vegetation activities include sweeping debris, fixing access-control fences, removing hazardous trees and clearing roadside weeds and other vegetation that could block visibility. Additional activities include maintaining access to sidewalks and bike paths, removing litter, repairing damage due to vandalism, maintaining landscaping and rest areas, and installing sidewalk wheelchair ramps.

Snow and Ice
Keeping roads open in winter conditions involves plowing snow, sanding for increased traction and applying environmentally friendly anti-icing chemicals.

Bridge Maintenance
Bridge maintenance activities include cleaning, spot painting, patching, removing debris from bridge piers and fixing deck substructures or superstructures. This program also includes drawbridge operations.

Traffic Services
Traffic Services activities guide drivers to keep traffic moving or prevent vehicles from straying into oncoming traffic or off the road. It involves marking traffic lanes, fixing and replacing signs, repairing traffic signals and ramp meters, replacing light bulbs, cleaning and replacing sight posts, and straightening or replacing guard rails and barriers.

Extraordinary Maintenance/Damage
Maintenance crews respond as quickly as possible to unplanned incidents that close roads or restrict traffic to reopen or protect roadways from extraordinary damage. Crews also open roads blocked by storms or other natural events not large enough to be included in emergency maintenance.

Emergency Relief
Highways may suffer serious damage from natural disasters such as floods and earthquakes or from catastrophic failure, such as bridge collapse. The Emergency Relief program provides for repair and restoration of highway facilities to pre-disaster conditions. All repair work is classified as emergency and permanent. Emergency repairs are those activities during and immediately after a disaster to restore essential traffic, minimize damage or protect remaining facilities. State forces, with additional support from outside contractors, perform this work. Permanent repairs restore the highway to its pre-existing condition and are primarily contracted.

Congress created an emergency fund to repair or rebuild highways, roads, and trails that suffer serious damage from natural disasters such as earthquakes and floods. The Federal Highway Administration Emergency Relief program supplements state resources to help pay for significant, unusual expenses on federal aid highways and roads on federal lands resulting from natural disasters or catastrophic failures. Most of Oregon's state highways are on the federal-aid system. Application for these funds requires a declaration of emergency by the governor. Damage must generally exceed $700,000 for a single event.

Facilities
ODOT manages statewide department maintenance offices, region and central office buildings, shops, yards and storage sites. Facilities services include statewide Americans with Disabilities Act program management, lease negotiations and coordination, office space planning and allocation, and building maintenance, repair and improvements.

Fleet Services and Supply Operations
Fleet Services purchases and repairs the fleet equipment used for all of ODOT. Fleet Equipment is budgeted within the limitation where it is used. Most of ODOT's fleet resides within the Maintenance limitation and is used for the Maintenance activities described previously. Supply Operations includes manufacturing highway signs, warehousing forms and supplies and transporting new and used fleet equipment.

Radio Communications
The Communications Unit provides radio communications systems, products, maintenance and repair services for maintenance crews and construction project managers. These radio systems support the daily operations of highway maintenance and construction office crews as well as ODOT's emergency response operations. These systems have experienced substantial growth that is expected to continue.

Issues and Trends

- The highway infrastructure continues to age, requiring more maintenance. As the infrastructure ages, it becomes more difficult to keep pace with growing costs through efficiency gains.
- There is an increasing risk of extraordinary damage because of an aging highway infrastructure.
- Traffic volumes continue to increase, requiring more night time work that reduces traveler delays but increases worker risk.
- Inflation is a significant cost driver because maintenance is material dependent. Inflation is currently outstripping the gains from efficiencies, decreasing the amount of maintenance that can be accomplished.
- Environmental concerns require changes to practices and additional work to accomplish traditional activities.
- There are increased demands to mitigate environmental damages when emergency or urgent repairs are necessary.
- When there are insufficient federal funds, it can be difficult to complete repair work without adversely affecting state programs.
- The facilities infrastructure continues to age and requires more maintenance. Buildings may not withstand poor weather conditions or earthquakes. Air quality issues, appropriate accessibility issues and employees working in maintenance shops that cannot fit existing fleet equipment are a few of the challenges the agency faces.
- There are increased needs to mitigate potential environmental damage that may be present at ODOT facilities. These include containment barriers, improved well monitoring, development of secure structures for storing chemicals and other improvements.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Maintenance Program Essential Packages

Purpose

The Essential Packages represent changes made to the 2009-2011 budget that estimates the cost to continue current legislatively approved programs into the 2011-2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

030 Inflation/Price List Increases Vacancy Factor and Non-PICS Personal Services

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- This package also includes a $5,251,650 increase State Government Service Charges.

060 Technical Adjustments

- An adjustment of $425,137 was transferred from IT Related Professional Services to Program related Services & Supplies to reflect expenditures accurately.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Maintenance**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-20-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	104,538	-	-	-	104,538
Overtime Payments	-	-	149,274	-	-	-	149,274
Shift Differential	-	-	9,862	-	-	-	9,862
All Other Differential	-	-	52,991	-	-	-	52,991
Public Employees' Retire Cont	-	-	30,567	-	-	-	30,567
Pension Bond Contribution	-	-	520,090	-	-	-	520,090
Social Security Taxes	-	-	24,225	-	-	-	24,225
Unemployment Assessments	-	-	10,800	-	-	-	10,800
Mass Transit Tax	-	-	(209,099)	-	-	-	(209,099)
Vacancy Savings	-	-	208,032	-	-	-	208,032
Total Personal Services	**-**	**-**	**$901,280**	**-**	**-**	**-**	**$901,280**
Total Expenditures							
Total Expenditures	-	-	901,280	-	-	-	901,280
Total Expenditures	**-**	**-**	**$901,280**	**-**	**-**	**-**	**$901,280**
Ending Balance							
Ending Balance	-	-	(901,280)	-	-	-	(901,280)
Total Ending Balance	**-**	**-**	**($901,280)**	**-**	**-**	**-**	**($901,280)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Maintenance
Cross Reference Number: 73000-100-20-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	56,552	-	-	-	56,552
Out of State Travel	-	-	624	-	-	-	624
Employee Training	-	-	25,513	-	-	-	25,513
Office Expenses	-	-	41,658	-	-	-	41,658
Telecommunications	-	-	60,310	-	-	-	60,310
State Gov. Service Charges	-	-	5,251,650	-	-	-	5,251,650
Data Processing	-	-	2,826	-	-	-	2,826
Publicity and Publications	-	-	1,690	-	-	-	1,690
Professional Services	-	-	202,157	-	-	-	202,157
IT Professional Services	-	-	23,437	-	-	-	23,437
Attorney General	-	-	62,433	-	-	-	62,433
Employee Recruitment and Develop	-	-	35,502	-	-	-	35,502
Dues and Subscriptions	-	-	948	-	-	-	948
Facilities Rental and Taxes	-	-	46,887	-	-	-	46,887
Fuels and Utilities	-	-	269,020	-	-	-	269,020
Facilities Maintenance	-	-	212,326	-	-	-	212,326
Agency Program Related S and S	-	-	2,748,658	-	-	-	2,748,658
Intra-agency Charges	-	-	400,711	-	-	-	400,711
Other Services and Supplies	-	-	136,040	-	-	-	136,040
Expendable Prop 250 - 5000	-	-	2,089	-	-	-	2,089
IT Expendable Property	-	-	24,997	-	-	-	24,997
Total Services & Supplies	**-**	**-**	**$9,606,028**	**-**	**-**	**-**	**$9,606,028**
Capital Outlay							
Office Furniture and Fixtures	-	-	2,832	-	-	-	2,832

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Maintenance
Cross Reference Number: 73000-100-20-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Telecommunications Equipment	-	-	12,144	-	-	-	12,144
Industrial and Heavy Equipment	-	-	8,894	-	-	-	8,894
Automotive and Aircraft	-	-	459,767	-	-	-	459,767
Total Capital Outlay	**-**	**-**	**$483,637**	**-**	**-**	**-**	**$483,637**
Total Expenditures							
Total Expenditures	-	-	10,089,665	-	-	-	10,089,665
Total Expenditures	**-**	**-**	**$10,089,665**	**-**	**-**	**-**	**$10,089,665**
Ending Balance							
Ending Balance	-	-	(10,089,665)	-	-	-	(10,089,665)
Total Ending Balance	**-**	**-**	**($10,089,665)**	**-**	**-**	**-**	**($10,089,665)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Maintenance
Cross Reference Number: 73000-100-20-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	123,300	-	-	-	123,300
Total Services & Supplies	**-**	**-**	**$123,300**	**-**	**-**	**-**	**$123,300**
Total Expenditures							
Total Expenditures	-	-	123,300	-	-	-	123,300
Total Expenditures	**-**	**-**	**$123,300**	**-**	**-**	**-**	**$123,300**
Ending Balance							
Ending Balance	-	-	(123,300)	-	-	-	(123,300)
Total Ending Balance	**-**	**-**	**($123,300)**	**-**	**-**	**-**	**($123,300)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Maintenance
Cross Reference Number: 73000-100-20-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
IT Professional Services	-	-	(425,137)	-	-	-	(425,137)
Agency Program Related S and S	-	-	425,137	-	-	-	425,137
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Highway Division Policy Package #140
OWIN Operations and Maintenance

Total Package Request: $7,684,362

Purpose

To fund operations and maintenance of the Oregon Wireless Interoperability Network (OWIN). As OWIN is constructed, and parts of the new system come online, some level of operations and maintenance will be needed as well as the continued maintenance of the existing system. This is in addition to the base budget for the operations and maintenance of the current ODOT system..

Currently, ODOT is responsible for the Operation and Maintenance of the existing ODOT and the Oregon State Police (OSP) systems as well as the new OWIN system currently under construction. OSP reimburses ODOT for costs incurred in the management of the OSP system and will participate in the costs associated with the Operation &Maintenance (O&M) of the OWIN system, (estimated at 36%).

How Achieved

Based upon what we know today, the following are drivers for this request for increased funding.

- The number of sites to be maintained increases from the current 90 to an estimated 305 at full build out.
- There is an increase of over 2000 mountain top transceivers (radios) and microwave sites
- The new digital backbone will include up to 305 routers and switches, requiring a new data network resource. The monitoring of the entire system will require development of a Network Operations Center.
- During site and equipment installation technicians will provide quality assurance and acceptance testing prior to contractors being released from the sites. These technicians will perform O&M of the site after acceptance.
- Test equipment, tools, vehicles, shop supplies, training etc, will be needed to support the additional staff and new OWIN equipment.

Providing the O&M through ODOT will enable the construction project to remain focused on building the new system. OWIN has 12 approved LD FTE technician positions. This policy package would continue those positions and funding, convert from LD to full time positions and would transfer these positions from OWIN into the Wireless Group. Additional positions and equipment funding will ensure that the OWIN system is adequately maintained and operated, and the current users of the ODOT public safety legacy radio system will continue to have a reliable system until the transition to the new OWIN radio system is complete.

Staffing Impact

Number of Positions	FTE	Position Classification	Position type	Effective Date
1	1.00	OA C0104 AA OFFICE SPECIALIST 2	Permanent Full-Time	July 1, 2011
1	1.00	OA C0437 AA PROCUREMENT & CONTRACT SPEC 2	Permanent Full-Time	July 1, 2011
2	1.50	OA C4438 AA HEAVY EQUIPMENT TECHNICIAN 2	Permanent Full-Time	January 1, 2012
1	0.50	OA C4438 AA HEAVY EQUIPMENT TECHNICIAN 2	Permanent Full-Time	July 1, 2012
2	2.00	OA C1484 IA INFO SYSTEMS SPECIALIST 4	Permanent Full-Time	July 1, 2011
1	0.75	OA C1484 IA INFO SYSTEMS SPECIALIST 4	Permanent Full-Time	January 1, 2012
1	0.50	OA C1484 IA INFO SYSTEMS SPECIALIST 4	Permanent Full-Time	July 1, 2012
2	0.50	OA C1484 IA INFO SYSTEMS SPECIALIST 4	Permanent Full-Time	January 1, 2013
7	7.00	OA C1485 IA INFO SYSTEMS SPECIALIST 5	Permanent Full-Time	July 1, 2011
1	0.75	OA C1485 IA INFO SYSTEMS SPECIALIST 5	Permanent Full-Time	January 1, 2012
2	1.00	OA C1485 IA INFO SYSTEMS SPECIALIST 5	Permanent Full-Time	July 1, 2012
2	0.50	OA C1485 IA INFO SYSTEMS SPECIALIST 5	Permanent Full-Time	January 1, 2013
4	4.00	OA C1487 IA INFO SYSTEMS SPECIALIST 7	Permanent Full-Time	July 1, 2011
1	1.00	OA C1488 IA INFO SYSTEMS SPECIALIST 8	Permanent Full-Time	July 1, 2011
1	1.00	E C3149 AA Professional Engineer 2	Permanent Full-Time	July 1, 2011
1	1.00	X7004 IS PEM C	Permanent Full-Time	July 1, 2011
Total: 30	24.00			

Revenue Sources

Funding will come from two primary sources. OSP will pay ODOT approximately 36% of the O&M costs. (This equates to $2,766,370.) The Highway fund will pay for the remaining portion of the costs.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Maintenance**

Pkg: 140 - OWIN Operations and Maintenance | **Cross Reference Number: 73000-100-20-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Transfer In - Intrafund	-	-	4,917,992	-	-	-	4,917,992
Tsfr From Police, Dept of State	-	-	2,766,370	-	-	-	2,766,370
Total Revenues	**-**	**-**	**$7,684,362**	**-**	**-**	**-**	**$7,684,362**
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	2,463,774	-	-	-	2,463,774
Empl. Rel. Bd. Assessments	-	-	982	-	-	-	982
Public Employees' Retire Cont	-	-	355,027	-	-	-	355,027
Social Security Taxes	-	-	188,479	-	-	-	188,479
Worker's Comp. Assess. (WCD)	-	-	1,414	-	-	-	1,414
Flexible Benefits	-	-	722,304	-	-	-	722,304
Total Personal Services	**-**	**-**	**$3,731,980**	**-**	**-**	**-**	**$3,731,980**
Services & Supplies							
Instate Travel	-	-	120,000	-	-	-	120,000
Out of State Travel	-	-	80,000	-	-	-	80,000
Employee Training	-	-	60,000	-	-	-	60,000
Office Expenses	-	-	3,000	-	-	-	3,000
Professional Services	-	-	200,000	-	-	-	200,000
Facilities Rental and Taxes	-	-	500,000	-	-	-	500,000
Fuels and Utilities	-	-	15,000	-	-	-	15,000
Agency Program Related S and S	-	-	383,382	-	-	-	383,382

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Maintenance**

Pkg: 140 - OWIN Operations and Maintenance | **Cross Reference Number: 73000-100-20-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
IT Expendable Property	-	-	75,000	-	-	-	75,000
Total Services & Supplies	**-**	**-**	**$1,436,382**	**-**	**-**	**-**	**$1,436,382**
Capital Outlay							
Telecommunications Equipment	-	-	2,516,000	-	-	-	2,516,000
Total Capital Outlay	**-**	**-**	**$2,516,000**	**-**	**-**	**-**	**$2,516,000**
Total Expenditures							
Total Expenditures	-	-	7,684,362	-	-	-	7,684,362
Total Expenditures	**-**	**-**	**$7,684,362**	**-**	**-**	**-**	**$7,684,362**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Positions							
Total Positions							30
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**30**
Total FTE							
Total FTE							24.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**24.00**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
9913001 OA	C0104 AA	OFFICE SPECIALIST 2	1	1.00	24.00	02	2,284.00		54,816 42,289			54,816 42,289
9913002 OA	C0437 AA	PROCUREMENT & CONTRACT SPEC 2	1	1.00	24.00	02	3,903.00		93,672 50,860			93,672 50,860
9913003 OA	C4438 AA	HEAVY EQUIPMENT TECHNICIAN 2	1	.75	18.00	02	4,495.00		80,910 40,496			80,910 40,496
9913004 OA	C4438 AA	HEAVY EQUIPMENT TECHNICIAN 2	1	.75	18.00	02	4,495.00		80,910 40,496			80,910 40,496
9913005 OA	C4438 AA	HEAVY EQUIPMENT TECHNICIAN 2	1	.50	12.00	02	4,495.00		53,940 26,996			53,940 26,996
9913006 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	1.00	24.00	02	3,702.00		88,848 49,796			88,848 49,796
9913007 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	1.00	24.00	02	3,702.00		88,848 49,796			88,848 49,796
9913008 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	.75	18.00	02	3,702.00		66,636 37,347			66,636 37,347
9913019 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	.50	12.00	02	3,702.00		44,424 24,897			44,424 24,897
9913020 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	.25	6.00	02	3,702.00		22,212 12,449			22,212 12,449
9913026 OA	C1484 IA	INFO SYSTEMS SPECIALIST 4	1	.25	6.00	02	3,702.00		22,212 12,449			22,212 12,449
9913027 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913028 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913029 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913030 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913031 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	.50	12.00	02	4,135.00		49,620 26,043			49,620 26,043

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
9913032 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913033 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913034 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913035 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	.75	18.00	02	4,135.00		74,430 39,066			74,430 39,066
9913036 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	.50	12.00	02	4,135.00		49,620 26,043			49,620 26,043
9913037 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	.25	6.00	02	4,135.00		24,810 13,022			24,810 13,022
9913038 OA	C1485 IA	INFO SYSTEMS SPECIALIST 5	1	.25	6.00	02	4,135.00		24,810 13,022			24,810 13,022
9913039 OA	C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913040 OA	C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913041 OA	C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913042 OA	C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913043 OA	C1488 IA	INFO SYSTEMS SPECIALIST 8	1	1.00	24.00	02	5,333.00		127,992 58,431			127,992 58,431
9913044 MMS	X7004 IA	PRINCIPAL EXECUTIVE/MANAGER C	1	1.00	24.00	02	4,906.00		117,744 56,170			117,744 56,170
9913045 E	C3149 AA	PROFESSIONAL ENGINEER 2	1	1.00	24.00	02	5,530.00		132,720 59,474			132,720 59,474
		TOTAL PICS SALARY							2,463,774			2,463,774
		TOTAL PICS OPE							1,268,206			1,268,206
		TOTAL PICS PERSONAL SERVICES =	30	24.00	576.00				3,731,980			3,731,980

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-20-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	52,297,332	12,000,000	12,000,000	17,000,000	-	-
Transfer In - Intrafund	340,925,691	392,285,944	392,285,944	423,475,138	-	-
Transfer In Other	-	-	-	2,168,077	-	-
Tsfr From Police, Dept of State	-	-	-	2,766,370	-	-
Tsfr To Parks and Rec Dept	(4,878,308)	(4,530,532)	(4,530,532)	(4,639,265)	-	-
Total Other Funds	**$388,344,715**	**$399,755,412**	**$399,755,412**	**$440,770,320**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	189,326,878	191,244,888	191,244,888	213,461,189	-	-
SERVICES & SUPPLIES						
Other Funds	176,532,010	188,358,979	188,358,979	188,358,979	-	-
CAPITAL OUTLAY						
Other Funds	24,078,855	20,151,545	20,151,545	20,151,545	-	-
SPECIAL PAYMENTS						
Other Funds	631,966	-	-	-	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	390,569,709	399,755,412	399,755,412	421,971,713	-	-
AUTHORIZED POSITIONS	1,354	1,364	1,364	1,369	-	-
AUTHORIZED FTE	1,309.18	1,325.35	1,325.35	1,324.80	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	901,280	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	9,606,028	-	-
CAPITAL OUTLAY						

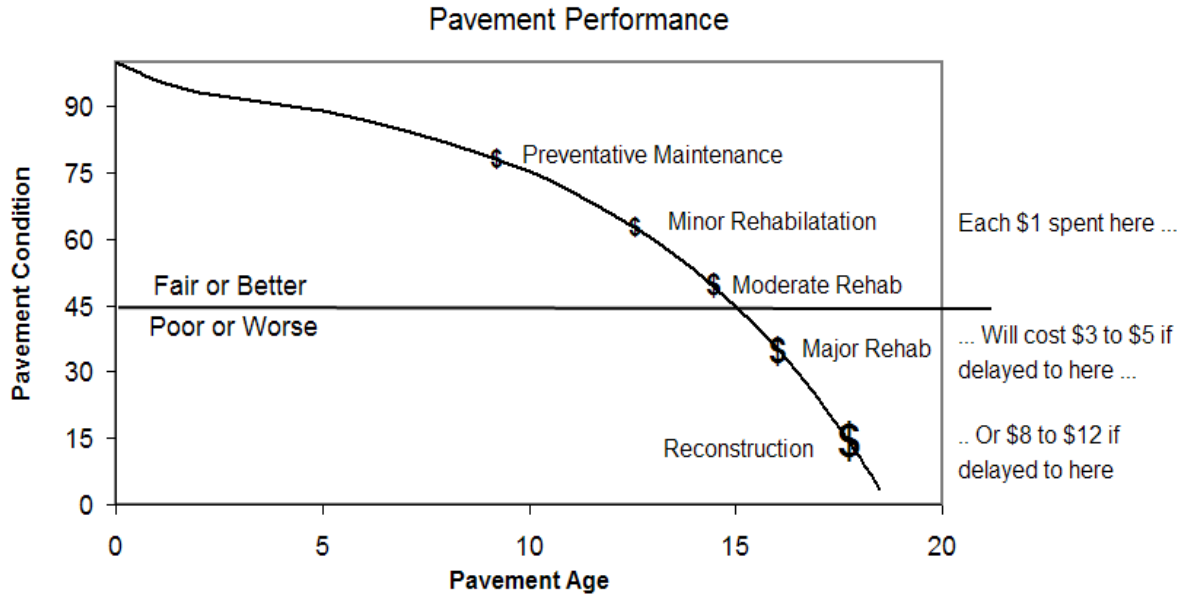
Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	483,637	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	123,300	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	11,114,245	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	390,569,709	399,755,412	399,755,412	433,085,958	-	-
AUTHORIZED POSITIONS	1,354	1,364	1,364	1,369	-	-
AUTHORIZED FTE	1,309.18	1,325.35	1,325.35	1,324.80	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 2						
140 OWIN OPERATIONS AND MAINTENANCE						
PERSONAL SERVICES						
Other Funds	-	-	-	3,731,980	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,436,382	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	2,516,000	-	-
AUTHORIZED POSITIONS	-	-	-	30	-	-
AUTHORIZED FTE	-	-	-	24.00	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL LIMITED BUDGET (Policy Packages)						
Other Funds	-	-	-	7,684,362	-	-
AUTHORIZED POSITIONS	-	-	-	30	-	-
AUTHORIZED FTE	-	-	-	24.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	390,569,709	399,755,412	399,755,412	440,770,320	-	-
AUTHORIZED POSITIONS	1,354	1,364	1,364	1,399	-	-
AUTHORIZED FTE	1,309.18	1,325.35	1,325.35	1,348.80	-	-
OPERATING BUDGET						
Other Funds	390,569,709	399,755,412	399,755,412	440,770,320	-	-
AUTHORIZED POSITIONS	1,354	1,364	1,364	1,399	-	-
AUTHORIZED FTE	1,309.18	1,325.35	1,325.35	1,348.80	-	-
TOTAL BUDGET						
Other Funds	390,569,709	399,755,412	399,755,412	440,770,320	-	-
AUTHORIZED POSITIONS	1,354	1,364	1,364	1,399	-	-
AUTHORIZED FTE	1,309.18	1,325.35	1,325.35	1,348.80	-	-

Preservation Program

Positions: 146 FTE: 146.00

The Pavement Preservation Program maintains a statewide Pavement Management System (PMS) that monitors and forecasts pavement conditions on state highways. Pavements are load carrying structures which degrade over time due to the combined action of traffic and environment and must be resurfaced or rehabilitated at periodic intervals to keep them serviceable and to preserve the structure. Pavement preservation projects, such as asphalt overlays, rehabilitate existing surfaces and extend the useful life of a road without increasing its capacity. ODOT has adopted a pavement preservation strategy designed to maintain highways in the best condition at the lowest lifecycle cost. The program focuses on taking preventive measures to add useful life to a road before the pavement fails and complete replacement (eg. reconstruction) becomes necessary at much higher cost. A graph of pavement condition versus pavement age and the expected costs to address deficiencies is shown below.



Maintenance of roadway pavements in fair or better condition costs significantly less than rehabilitating or reconstructing those in poor condition.

Funding allocations to the pavement program are set to maintain an average statewide highway pavement condition rating of 78 percent “fair or better” over the long term. Condition goals are highest for the highways that carry the largest freight and traffic volumes. The program sets priority by highway class established in the *Oregon Highway Plan* with the highest priority given to interstate routes, followed by statewide level routes, then regional and district routes.

Currently, pavement conditions are above target but are forecast to drop below the target within a few years and to continue to decline. Conditions are presently above target levels because the Department has primarily focused on routes with the lowest resurfacing costs. The program must now focus on routes which require thicker paving and more costly upgrades. Inflating material and construction costs and more stringent design standards for safety, mobility and accessibility have also increased project costs. In order to address safety features systematically and provide timely pavement treatments, the Department has initiated a new design standard for single lift overlay or inlay resurfacing projects that eliminates the requirement to upgrade all non-standard roadside features on paving projects. This new standard will optimize the paving dollars while freeing up funds to address non-standard roadside safety features, on a priority basis, across the network. Due to anticipated federal revenue shortfalls, Preservation Program funding levels for 2010-2013 were cut by 28%. Larger funding cuts are anticipated for 2014-2015.

Pavement Condition: Good

Pavement Condition: Poor

Recent Preservation Projects

Chip seal work on I-84 in eastern Oregon

Nighttime paving on I-405 in Portland

Issues and Trends

- At current funding levels, pavement conditions are projected to decline below target levels within a few years and will continue to decline.
- Preservation investments have favored lower cost per mile resurfacing projects. Highways in very poor condition, which need extensive rehabilitation or which require costly upgrades to meet current standards, are typically too expensive to compete for limited preservation funds. Many of these highways are on routes with high traffic volumes.
- Poor pavement surfaces—very rough texture, potholes, ruts, low friction areas, worn out striping, decrease safety.
- Inability to resurface at the optimal time results in more costly treatments in the future.
- Preservation projects are subject to price fluctuations of oil, cement, and aggregates. In recent years, the price of these commodities has outpaced inflation, resulting in substantially higher costs. As a result, some projects have had to be shortened or cancelled, resulting in fewer miles being paved and more miles in poor and very poor condition.
- The average age of the pavement system is advancing, which means that more of the system is nearing the end of its service life. Older pavement becomes more susceptible to damage by traffic and weather effects, particularly during the winter season, leading to higher maintenance costs.
- As pavement conditions continue to decline, funding will have to be shifted away from “proactive” maintenance to “reactive” maintenance, which is more costly in the long run.

2011–2013 Expected Results: Performance Measures

Please see the Highway Division section for performance measure information.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Preservation Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program – ($58,888,486)

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.

060 Technical Adjustments

- An adjustment of $8,275,808 was transferred from Program related Services & Supplies to Professional Services to reflect expenditures accurately.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Preservation**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-25-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Overtime Payments	-	-	53,737	-	-	-	53,737
Public Employees' Retire Cont	-	-	7,744	-	-	-	7,744
Pension Bond Contribution	-	-	(270,021)	-	-	-	(270,021)
Social Security Taxes	-	-	4,111	-	-	-	4,111
Mass Transit Tax	-	-	(4,456)	-	-	-	(4,456)
Vacancy Savings	-	-	134,075	-	-	-	134,075
Total Personal Services	**-**	**-**	**($74,810)**	**-**	**-**	**-**	**($74,810)**
Total Expenditures							
Total Expenditures	-	-	(74,810)	-	-	-	(74,810)
Total Expenditures	**-**	**-**	**($74,810)**	**-**	**-**	**-**	**($74,810)**
Ending Balance							
Ending Balance	-	-	74,810	-	-	-	74,810
Total Ending Balance	**-**	**-**	**$74,810**	**-**	**-**	**-**	**$74,810**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Preservation**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-25-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	(58,888,486)	-	-	-	(58,888,486)
Total Services & Supplies	**-**	**-**	**($58,888,486)**	**-**	**-**	**-**	**($58,888,486)**
Total Expenditures							
Total Expenditures	-	-	(58,888,486)	-	-	-	(58,888,486)
Total Expenditures	**-**	**-**	**($58,888,486)**	**-**	**-**	**-**	**($58,888,486)**
Ending Balance							
Ending Balance	-	-	58,888,486	-	-	-	58,888,486
Total Ending Balance	**-**	**-**	**$58,888,486**	**-**	**-**	**-**	**$58,888,486**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Preservation
Cross Reference Number: 73000-100-25-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	6,664	-	-	-	6,664
Office Expenses	-	-	6,785	-	-	-	6,785
Telecommunications	-	-	813	-	-	-	813
Publicity and Publications	-	-	3,777	-	-	-	3,777
Professional Services	-	-	49,573	-	-	-	49,573
Attorney General	-	-	1,158	-	-	-	1,158
Facilities Rental and Taxes	-	-	1,198	-	-	-	1,198
Fuels and Utilities	-	-	100	-	-	-	100
Facilities Maintenance	-	-	78	-	-	-	78
Agency Program Related S and S	-	-	7,162,882	-	-	-	7,162,882
Intra-agency Charges	-	-	25,282	-	-	-	25,282
Other Services and Supplies	-	-	4,235	-	-	-	4,235
IT Expendable Property	-	-	203	-	-	-	203
Total Services & Supplies	**-**	**-**	**$7,262,748**	**-**	**-**	**-**	**$7,262,748**
Special Payments							
Dist to Other Gov Unit	-	-	64	-	-	-	64
Dist to Non-Gov Units	-	-	10,065	-	-	-	10,065
Total Special Payments	**-**	**-**	**$10,129**	**-**	**-**	**-**	**$10,129**
Total Expenditures							
Total Expenditures	-	-	7,272,877	-	-	-	7,272,877
Total Expenditures	**-**	**-**	**$7,272,877**	**-**	**-**	**-**	**$7,272,877**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Preservation
Cross Reference Number: 73000-100-25-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(7,272,877)	-	-	-	(7,272,877)
Total Ending Balance	**-**	**-**	**($7,272,877)**	**-**	**-**	**-**	**($7,272,877)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Preservation
Cross Reference Number: 73000-100-25-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	46	-	-	-	46
Total Services & Supplies	**-**	**-**	**$46**	**-**	**-**	**-**	**$46**
Total Expenditures							
Total Expenditures	-	-	46	-	-	-	46
Total Expenditures	**-**	**-**	**$46**	**-**	**-**	**-**	**$46**
Ending Balance							
Ending Balance	-	-	(46)	-	-	-	(46)
Total Ending Balance	**-**	**-**	**($46)**	**-**	**-**	**-**	**($46)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Preservation
Cross Reference Number: 73000-100-25-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	8,275,808	-	-	-	8,275,808
Agency Program Related S and S	-	-	(8,275,808)	-	-	-	(8,275,808)
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-25-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	185,261,289	259,379,216	259,379,216	173,657,072	-	-
Revenue Bonds	935,720	5,999,560	5,999,560	5,999,560	-	-
Transfer In - Intrafund	-	123,112,956	123,112,956	160,476,798	-	-
Transfer In Other	3,015,060	562,775	562,775	261,596	-	-
Total Other Funds	**$189,212,069**	**$389,054,507**	**$389,054,507**	**$340,395,026**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	24,139,474	27,633,603	27,633,603	30,664,495	-	-
SERVICES & SUPPLIES						
Other Funds	165,072,595	360,998,845	360,998,845	360,998,845	-	-
SPECIAL PAYMENTS						
Other Funds	-	422,059	422,059	422,059	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	189,212,069	389,054,507	389,054,507	392,085,399	-	-
AUTHORIZED POSITIONS	196	148	148	146	-	-
AUTHORIZED FTE	196.00	147.87	147.87	146.00	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	(74,810)	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(58,888,486)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	7,262,748	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SPECIAL PAYMENTS						
Other Funds	-	-	-	10,129	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	46	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(51,690,373)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	189,212,069	389,054,507	389,054,507	340,395,026	-	-
AUTHORIZED POSITIONS	196	148	148	146	-	-
AUTHORIZED FTE	196.00	147.87	147.87	146.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	189,212,069	389,054,507	389,054,507	340,395,026	-	-
AUTHORIZED POSITIONS	196	148	148	146	-	-
AUTHORIZED FTE	196.00	147.87	147.87	146.00	-	-
OPERATING BUDGET						
Other Funds	189,212,069	389,054,507	389,054,507	340,395,026	-	-
AUTHORIZED POSITIONS	196	148	148	146	-	-
AUTHORIZED FTE	196.00	147.87	147.87	146.00	-	-
TOTAL BUDGET						
Other Funds	189,212,069	389,054,507	389,054,507	340,395,026	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	196	148	148	146	-	-
AUTHORIZED FTE	196.00	147.87	147.87	146.00	-	-

Bridge Program

Positions: 153 FTE: 153.00

The Bridge program preserves more than 2,600 bridges, tunnels and large culverts on the state highway system and maintains the National Bridge Inventory (NBI). Candidate projects that will rebuild or extend the service life of an existing bridge (including replacement) are identified through the use of the Bridge Management System (BMS). The Bridge Management System is also used to store inventory and condition data and to analyze and predict performance measurement goals, system conditions and needs. Routine bridge inspections are performed every two years and provide much of the information for the BMS. The BMS is used to develop programs for the Statewide Transportation Improvement Program (STIP) and the Major Bridge Maintenance program. Although OTIA III bridge projects have been identified through a separate process, inventory and condition information for all state bridges, including OTIA III bridges, are included in the BMS.

Bridge Program Goals

The overriding goal of the Bridge Program is to protect public safety and preserve infrastructure investment by keeping bridges in the best condition possible within the limits of available funding. In the past, bridge program funding has not allowed sufficient rehabilitation projects to occur at the most cost-effective time in the lifecycle of a bridge. This resulted in a downward trend in bridge condition, except for the influx of funding in the OTIA III program, which allows conditions to hold steady through 2013.

The following goals for the Bridge Program have been identified:

Add value to Oregon by improving the performance of state bridges on the Interstate, National Highway System (NHS) and Oregon Freight System routes at critical points where people and goods are restricted or at risk because of capacity, condition or functionality issues.

Maximize investment by building bridges that require less maintenance, have a longer life expectancy and will meet standards and community expectations well into the future.

Maintain NHS bridge conditions at 80% not deficient. Maintain non-NHS bridge conditions at 75% not deficient. (This goal anticipates addressing some structural deficiencies while leaving many functional deficiencies “as is”.)

Major Bridge Program Elements and Priority Activities

Load Capacity and Structural Rehabilitation

Freight mobility has been a key driver for the bridge program with the inception of the corridor-based OTIA III program, which largely addressed the needs of “through” movements of truck freight. In addition, all freight with an origin or destination in Oregon will also travel off the major routes. Major components of this program element include selective bridge strengthening as well as ensuring adequate geometric clearances.

Bridge Safety and Security

Federal requirements and standards are intended to protect public safety and preserve the infrastructure investment. Priority activities include: upgrading substandard bridge rails to meet national safety standards; correcting potential bridge structural problems such as loss of foundation support due to streambed erosion; protecting bridge decks from degradation; protecting bridges from earthquake damage by providing seismic retrofits; and addressing other needs to restore or protect current service levels. Because these needs are often seen as “not urgent”, in times of limited funding, these projects are being deferred. Recently ODOT published the “Seismic Vulnerability of Oregon State Highway Bridges: Mitigation Strategies to Reduce Major Mobility Risks”. Limited funding has allowed ODOT to accomplish only a small part of the initial goal of seismically retrofitting state bridges constructed prior to 1990. (Bridges constructed after 1990 are much less vulnerable to damage or collapse.) As of 2009, 178 bridges out of a total 1155 seismically vulnerable bridges have received a Phase 1 seismic retrofit.

Major Bridge Preservation

There is a small number of Oregon bridges that ODOT is attempting to maintain indefinitely. These include the historic coastal bridges designed by Conde B. McCullough. These are exceptional bridges, and as a matter of policy, ODOT has chosen functional obsolescence and high maintenance costs as a fair trade-off for preserving these priceless assets. Many other large Oregon bridges are simply beyond program resources to replace. To protect bridge investments, steel and coastal concrete bridges must be protected from corrosion and the loss of capacity. Priority activities include bridge painting and use of special anti-corrosion methods and systems. Painting and cathodic protection are expensive and important components of preserving large and historic structures. In addition to preserving Oregon’s historic bridges, a significant effort will be made to meet our border bridge obligations for shared maintenance and repair costs with Washington and Idaho.

Recent Bridge Projects

Multipor Mountain Road over Hwy 26
Clackamas County

Spencer Creek Bridge, US 101
Lincoln County

Issues and Trends

Aging Bridges –The service life of a bridge, though long, is not indefinite. No series of continued repairs, no matter how well timed, can extend the life of a bridge indefinitely. Eventually, all bridges will need to be replaced. Design standards have changed over time to address the heavier, longer loads of today's freight shippers, increased traffic volumes, and the higher vehicle speeds that result in greater impact loading. More than one-third of the state's bridges are over 50 years old. This means that many are nearing the end of their design life, and they were built to standards and designs that are no longer valid for current and future traffic needs. These bridges require extensive rehabilitation and/or replacement. Because of demands on the transportation system for maintenance, preservation and modernization, many of Oregon's bridges have not been replaced on schedule. If bridge needs are not addressed in a timely manner, ODOT must consider weight restrictions to ensure public safety. These weight restrictions can make it more difficult to deliver goods to Oregon's communities and higher shipping costs and delays may result.

Conclusion of OTIA III Program – In 2003, the Oregon Legislature passed House Bill 2041 (OTIA III) authorizing Highway User Tax Bonds for highway improvement projects, including the 365 bridges identified in ODOT's "Economic and Bridge Options Report" in need of strengthening or replacement. A 2004 study by Oregon State University allowed ODOT to re-evaluate the bridges and modify the planned action in many cases. At the conclusion of OTIA III, which will occur in 2013, 150 of 365 bridges will have been replaced. There were 123 bridges repaired and 92 re-scoped to "no work needed". These 215 bridges are expected to serve adequately for a period of time, but will eventually need additional repairs or replacement. By 2013, bridge condition performance measures will have realized most of the benefits of the OTIA III investment and will have achieved the lowest level of deficient bridges that we can expect at 75% not deficient. This level, which is still below the national average of 80% not deficient, will not hold for long at current funding levels. Predicted funding levels, already low, are expected to be further reduced to offset the OTIA III bond pay back provisions. The average age of ODOT bridges is expected to continue to increase.

Cusp bridges - During the 20 Year Bridge Needs Study, a large number of bridges on the cusp of becoming structurally deficient were identified. These bridges are one point, on a 10 point bridge condition scale, from classification as structurally deficient, based on federal guidelines. We assume that absent intervention, all of these bridges are likely to become structurally deficient over a twenty year period. This is a conservative assumption and results in an average of 18 newly deficient bridges each year. Historical data reflects that this number has generally ranged from 12 to 15 bridges a year since the early 1990s. With the largest age group of bridges (Interstate Era) reaching the end of their useful life, we expect the number of newly structurally deficient bridges to rise over time, since the Bridge Program does not have an adequate and sustainable funding level.

Increases in Bridge Construction Costs and Technological Advances – Since 2002, average construction costs in Oregon for bridges on the Federal Aid Highway System have more than doubled based on square foot of bridge deck area. Individual bridges are more expensive to construct not only due to increased material and fuel costs but changes in design standards. For example, bridges that cross streams are longer than the bridges they replaced to reduce the effect of structures on migratory fish. Bridges over highways are built with increased vertical clearance to improve freight mobility. Although the effect won't impact the program for decades, in the long run new developments in high performance and corrosion resistant materials and design specifications should result in bridges with increase durability and a life span exceeding 100 years, thus reducing the frequency of replacement and a reduction in program costs. Accelerated bridge construction techniques are being developed which can greatly reduce the impact of construction activities on the traveling public by reducing the duration of "on-site" construction activities and concomitant travel delays and detours.

2011–2013 Expected Results: Performance Measures

Please see the Highway Division section for performance measure information.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Bridge Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program – ($71,647,147)

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)

060 Technical Adjustments

A net zero realignment corrected budget to reflect expenditures by decreasing Program Related Services & Supplies by ($58,083,566), increasing Professional Services by $57,621,533 and increasing Facilities Rent by $462,033.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Bridge**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-30-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Overtime Payments	-	-	28,879	-	-	-	28,879
Public Employees' Retire Cont	-	-	4,161	-	-	-	4,161
Pension Bond Contribution	-	-	156,647	-	-	-	156,647
Social Security Taxes	-	-	2,209	-	-	-	2,209
Mass Transit Tax	-	-	(461)	-	-	-	(461)
Vacancy Savings	-	-	184,576	-	-	-	184,576
Total Personal Services	**-**	**-**	**$376,011**	**-**	**-**	**-**	**$376,011**
Total Expenditures							
Total Expenditures	-	-	376,011	-	-	-	376,011
Total Expenditures	**-**	**-**	**$376,011**	**-**	**-**	**-**	**$376,011**
Ending Balance							
Ending Balance	-	-	(376,011)	-	-	-	(376,011)
Total Ending Balance	**-**	**-**	**($376,011)**	**-**	**-**	**-**	**($376,011)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Bridge**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-30-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	(71,647,147)	-	-	-	(71,647,147)
Total Services & Supplies	**-**	**-**	**($71,647,147)**	**-**	**-**	**-**	**($71,647,147)**
Total Expenditures							
Total Expenditures	-	-	(71,647,147)	-	-	-	(71,647,147)
Total Expenditures	**-**	**-**	**($71,647,147)**	**-**	**-**	**-**	**($71,647,147)**
Ending Balance							
Ending Balance	-	-	71,647,147	-	-	-	71,647,147
Total Ending Balance	**-**	**-**	**$71,647,147**	**-**	**-**	**-**	**$71,647,147**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Bridge
Cross Reference Number: 73000-100-30-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	10,544	-	-	-	10,544
Out of State Travel	-	-	69	-	-	-	69
Employee Training	-	-	966	-	-	-	966
Office Expenses	-	-	7,367	-	-	-	7,367
Telecommunications	-	-	2,248	-	-	-	2,248
Data Processing	-	-	404	-	-	-	404
Publicity and Publications	-	-	8,750	-	-	-	8,750
Professional Services	-	-	1,238,005	-	-	-	1,238,005
Attorney General	-	-	3,641	-	-	-	3,641
Employee Recruitment and Develop	-	-	542	-	-	-	542
Dues and Subscriptions	-	-	138	-	-	-	138
Facilities Rental and Taxes	-	-	1,141	-	-	-	1,141
Fuels and Utilities	-	-	549	-	-	-	549
Facilities Maintenance	-	-	54	-	-	-	54
Agency Program Related S and S	-	-	12,575,223	-	-	-	12,575,223
Intra-agency Charges	-	-	42,505	-	-	-	42,505
Other Services and Supplies	-	-	117,800	-	-	-	117,800
Expendable Prop 250 - 5000	-	-	351	-	-	-	351
IT Expendable Property	-	-	398	-	-	-	398
Total Services & Supplies	**-**	**-**	**$14,010,695**	**-**	**-**	**-**	**$14,010,695**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Bridge
Cross Reference Number: 73000-100-30-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Automotive and Aircraft	-	-	1,221	-	-	-	1,221
Total Capital Outlay	**-**	**-**	**$1,221**	**-**	**-**	**-**	**$1,221**
Special Payments							
Dist to Non-Gov Units	-	-	2,423	-	-	-	2,423
Total Special Payments	**-**	**-**	**$2,423**	**-**	**-**	**-**	**$2,423**
Total Expenditures							
Total Expenditures	-	-	14,014,339	-	-	-	14,014,339
Total Expenditures	**-**	**-**	**$14,014,339**	**-**	**-**	**-**	**$14,014,339**
Ending Balance							
Ending Balance	-	-	(14,014,339)	-	-	-	(14,014,339)
Total Ending Balance	**-**	**-**	**($14,014,339)**	**-**	**-**	**-**	**($14,014,339)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Bridge
Cross Reference Number: 73000-100-30-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	252	-	-	-	252
Total Services & Supplies	**-**	**-**	**$252**	**-**	**-**	**-**	**$252**
Total Expenditures							
Total Expenditures	-	-	252	-	-	-	252
Total Expenditures	**-**	**-**	**$252**	**-**	**-**	**-**	**$252**
Ending Balance							
Ending Balance	-	-	(252)	-	-	-	(252)
Total Ending Balance	**-**	**-**	**($252)**	**-**	**-**	**-**	**($252)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Bridge
Cross Reference Number: 73000-100-30-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	57,621,533	-	-	-	57,621,533
Facilities Rental and Taxes	-	-	462,033	-	-	-	462,033
Agency Program Related S and S	-	-	(58,083,566)	-	-	-	(58,083,566)
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-30-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	198,546,755	198,824,808	198,824,808	205,463,140	-	-
Revenue Bonds	197,263,287	114,716,594	114,716,594	114,716,594	-	-
Transfer In - Intrafund	278,523,277	350,634,815	350,634,815	285,032,182	-	-
Transfer In Other	11,896,126	2,848,886	2,848,886	12,314,980	-	-
Total Other Funds	**$686,229,445**	**$667,025,103**	**$667,025,103**	**$617,526,896**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	35,808,270	26,613,625	26,613,625	30,971,963	-	-
SERVICES & SUPPLIES						
Other Funds	650,421,175	643,659,640	643,659,640	643,659,640	-	-
CAPITAL OUTLAY						
Other Funds	-	50,874	50,874	50,874	-	-
SPECIAL PAYMENTS						
Other Funds	-	100,964	100,964	100,964	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	686,229,445	670,425,103	670,425,103	674,783,441	-	-
AUTHORIZED POSITIONS	140	150	150	153	-	-
AUTHORIZED FTE	140.00	149.37	149.37	153.00	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	376,011	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(71,647,147)	-	-
031 STANDARD INFLATION						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SERVICES & SUPPLIES						
Other Funds	-	-	-	14,010,695	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	1,221	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	2,423	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	252	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(57,256,545)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	686,229,445	670,425,103	670,425,103	617,526,896	-	-
AUTHORIZED POSITIONS	140	150	150	153	-	-
AUTHORIZED FTE	140.00	149.37	149.37	153.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	686,229,445	670,425,103	670,425,103	617,526,896	-	-
AUTHORIZED POSITIONS	140	150	150	153	-	-
AUTHORIZED FTE	140.00	149.37	149.37	153.00	-	-
OPERATING BUDGET						
Other Funds	686,229,445	670,425,103	670,425,103	617,526,896	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	140	150	150	153	-	-
AUTHORIZED FTE	140.00	149.37	149.37	153.00	-	-
TOTAL BUDGET						
Other Funds	686,229,445	670,425,103	670,425,103	617,526,896	-	-
AUTHORIZED POSITIONS	140	150	150	153	-	-
AUTHORIZED FTE	140.00	149.37	149.37	153.00	-	-

Highway Safety and Operations Program

Positions: 165 FTE: 164.08

The Highway Safety and Operations Program limitation is comprised of two separate programs which are discussed in detail below:

- Highway Safety
- Highway Operations

HIGHWAY SAFETY PROGRAM

The primary purpose of ODOT's Highway Safety Program is to identify where the most serious crashes occur on the state system and apply cost-effective measures to reduce the number of crashes. The Oregon Highway Plan states the objective in terms of a reduced traffic fatality rate. The goal is to reduce fatalities to 0.99 per 100 million vehicle miles traveled (VMT) by the year 2010. The 2008 rate was 1.13, down from 2003's rate of 1.36, which is well below 1998's rate of 1.70—the year the program was implemented.
The program consists of several parts: the new federally-funded Highway Safety Program, the High Risk Rural Road Program (HR3P), and the Safe Routes to School Program (SR2S).

Activities and Programs

Highway Safety Program (HSP)

The mission of the Highway Safety Program (HSP) is to achieve a significant reduction in traffic fatalities and serious injuries. Funds are primarily intended for infrastructure safety improvements on the state highway system.

A 2009 report to Federal Highway Administration indicates that on HSIP-funded projects, there was a reduction of crashes by about 15 percent, which is more than a 60 percent reduction in fatal crashes and a 5 percent decrease in injury crashes during the evaluation period. During that same period statewide, fatal crashes increased by 5.9 percent and injury crashes increased by 1.2 percent. Although the evaluation indicates a significant reduction in fatalities, the comparison is a simple before and after evaluation and does not take into account any other factors such as volumes and other changes during the period.

Project Safety Management System (PSMS)
ODOT's Project Safety Management System is a comprehensive data analysis and reporting system designed to improve decision-making for improved safety of Oregon's transportation system. The PSMS and associated tools give highway project leaders and designers pertinent PC-based and internet based crash, safety, roadway and traffic mitigation information to perform safety analyses and make safety investments where they will count the most using the data driven decision-making process.

The PSMS has many components/tools, in addition to the crash reporting tools provided by Transportation Data. A few are mentioned below:

- Safety Priority Index System (SPIS)
- Safety Investment Program (SIP)
- Crash reduction factors
- Benefit cost spreadsheet
- Crash summary database
- Crash graphing tool

SPIS and SIP are two primary tools used for the identification of possible safety problems. The SPIS is a method developed by ODOT for identifying potential safety problems on state highways. SPIS identifies crash history in 0.10 mile segments on state highways. SPIS scores are developed based on crash frequency (25 percent), severity (50 percent) and rate (25 percent). A prioritized list is created for each Region (the top 5 percent of statewide SPIS sites) and is provided to the Regions annually for analysis and possible corrective action.

The Safety Investment Program (SIP) is a process to selectively make safety investments during preservation projects on roadways with a history of fatal and serious injury crashes and perform minimal safety upgrades on roadway preservation projects with low fatality and severe injury crash history. Five-mile sections of the state highway system are categorized by the number of fatal and severe crashes during a three-year period.

High Risk Rural Road Program (HR3P)

The High Risk Rural Road Program (HR3P) is a sub-program of the Highway Safety Improvement Program (HSIP), a federally-funded program managed by the Oregon Department of Transportation (ODOT). Approximately $1.2 million of federal funding is available each federal fiscal year in Oregon for High Risk Rural Roads. The mission of the HR3P is to carry out safety improvement projects on rural roads, with identified safety issues, to achieve a significant reduction in traffic fatalities and serious injuries.

High Risk Rural Roads are identified as roadways functionally classified as a rural major or minor collector or as a rural local road and one of the following is true:

a. Roadway has a crash rate for fatalities and incapacitating injuries exceeding the statewide average for those functional classes of roadways; or

b. The roadway is one where future traffic volumes are projected to increase causing a projected increase in the crash rate for fatalities and incapacitating injuries exceeding the statewide average.

It is the intent of the program to primarily focus on county roads, but the funds may also be used on eligible state highways. A steering committee comprised of FHWA, ODOT, Association of Oregon Counties (AOC) and county road officials coordinates the program and project selection criteria.

Safe Routes to School Program (SRTS)

The Oregon Safe Routes to School Program's goal is to assist communities in identifying and reducing barriers and hazards to children, kindergarten through 12th grade, walking or bicycling within two miles of the school. The SRTS Program receives federal funds determined by a formula based on student enrollment in primary and middle schools. Oregon is a minimum-apportionment state, receiving about one million per year ($6 million total for 2008-2011).

The program was created by two pieces of legislation passed in 2005. The federal transportation bill, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), apportioned funds in Section 1404 for states to administer Safe Routes to School programs for kindergarten through eighth grade. The state legislation, House Bill 2742 (2005), was designed specifically to create a statewide program for designated SRTS funds, with SAFETEA-LU being one source, and for the implementation of a Safe Routes to School program. The statute ODOT to work in consultation with the Oregon Transportation Safety Committee (OTSC) in developing the Safe Routes to School Program along the guidelines set forth by SAFETEA-LU.

To assist ODOT in developing the administrative rules, the OTSC directed ODOT to form a Safe Routes to School Advisory Committee. The committee consists of nine members representing school districts, health districts, traffic safety committees, law enforcement, parent organizations and others interested in Safe Routes to School.

This program provides reimbursement funding for education, engineering and enforcement. Administrative rules adopted by ODOT require that School Districts have a Safe Routes to School Plan (as described in 2001 Oregon legislation, ORS 195.115) in place as the prerequisite for potential funding.

Highway Safety Program Issues and Trends

Significant challenges lie ahead for further improving highway safety in Oregon. Oregon's 2008 fatality rate was 1.13 deaths per 100 million vehicle miles traveled, The goal in the Oregon Transportation Plan is 0.99 by the year 2010. Although the fatality rate has continued to decline over the past decade, the annual decreases have not been as great in recent years. Without continued focused investment, there is the potential for increased fatalities as a result of expected growth in vehicle miles traveled. In addition to future needs, there is a backlog of current problems. The Safety Priority Index System (SPIS) for the 2006 to 2008 period (2009 SPIS) identifies about 630 unique high-crash locations on the state highway system in the top 10 percent. Also, during the same three-year period, over 1,600 roadway miles (about 20 percent) of the state highway system have sections that have a history of fatal and severe injury crashes with three or more fatal or serious injury crashes in a five mile segment. The challenge is to provide solutions for these areas of safety need within the available level of funding.

HIGHWAY OPERATIONS PROGRAM

The primary purpose of ODOT's Highway Operations Program is to provide strategies and tools to deal with increasing traffic volume and limited funding by relying on emerging strategies and technology-based tools to increase system efficiency, increase safety, and manage congestion. Approaches include transportation demand management, traffic management, traveler information systems and incident management. Highway Operations boosts the efficiency of existing highways as ODOT shifts toward preserving and maintaining highways.

Priority Programs and Activities

- Traffic Management
- Intelligent Transportation Systems (ITS) and Transportation System Management
- Transportation Operations Centers and Incident Management
- Transportation Demand Management
- Landslide and Rockfall Mitigation

Traffic Management
The following traffic management strategies maintain and improve the safe and efficient movement of people and goods throughout the state.

- Install and upgrade traffic control devices such as traffic signals and signing
- Install and upgrade illumination systems
- As part of an Operation project, design, revise and implement traffic signal timing, interconnection, and system coordination

Intelligent Transportation Systems (ITS) and Transportation System Management
The following innovative applications of technology improve the safety and efficiency of the transportation system:

- Installation and upgrade of variable message signs, highway advisory radio, ramp meters, and cameras
- Advanced signal management tools such as central traffic signal software and adaptive signal control software
- Implementation of weather information systems that improve winter maintenance decisions and remotely operated signs to inform motorists of chain requirements and hazardous conditions
- Development and upgrade of multi-modal traveler information systems including the TripCheck web site, 511 phone system and cable TV that enable better travel decisions about route and mode choices and peak travel periods
- Implementation of Advanced Traffic Management Systems, which include ramp metering, closed circuit television surveillance, vehicle detection systems, bus priority systems and other systems designed to monitor, respond and adapt to current traffic conditions and incidents.

- Providing software tools to gather and report on transportation system operating and performance characteristics to assist with real-time operations decision making and longer range planning and improvement strategies.

Transportation Operations Centers and Incident Management
The following Operations programs improve the safety and efficiency of the transportation system:

- Transportation operations centers, which monitor system conditions and provide communications and coordination within ODOT crews and between ODOT and other agencies. Operations centers also provide information to the public through traveler information systems and variable message signs
- Incident Management, rapid detection of and response to incidents. In conjunction with other technologies, Incident Response aids highway system efficiency and capacity by clearing incidents quickly to keep traffic moving and by keeping the public well informed about current travel conditions.

Variable Message Sign Displaying Estimate Travel Times

Traffic Systems Services Unit (TSSU)
This unit provides expertise in traffic signal testing, start-up, inspection, and maintenance. The TSSU supports the ODOT Intelligent Transportation Systems program with expert technical support for road weather information systems, closed-circuit television surveillance systems, fixed and portable variable message signs and fiber-optics data communication networks. Additional responsibilities include:

- Set minimum standards for traffic signal equipment on State Highway System
- Perform environmental testing of all traffic signal equipment used within State of Oregon
- Repair and test all state maintained control equipment modules

TSSU provides these services in support of both project delivery and maintenance to ODOT and local agencies.

Landslide and Rockfall Mitigation

Landslide and Rockfall mitigation projects reduce the effect of unstable slopes on the transportation system. The detrimental effects of landslides and rockfalls include:

- Safety and risk to the traveling public
- Reduced mobility
- Reduced serviceability and system reliability
- Increased maintenance and operations costs

Landslide and rockfall incidents cause severe injury and/or fatal accidents annually that may result in legal actions taken against the agency. However, they more commonly result in disruptions to the system that can bring about severe and unpredictable delays and detours when the roadway has been covered by debris, displaced by slide movement, or subject to high-energy rock impact.

The strategic approach to landslide and rockfall repair project selection provided by the unstable slopes asset management program is used to help select that the most significant sites from a safety and system-impact perspective. Operations projects to address landslides and rockfalls reduce their overall effect on the system while significantly reducing or eliminating risk at those selected project locations.

The Powers Landslide at Mile Post 14

Transportation Demand Management

Transportation Demand Management (TDM) encourages the use of alternative forms of transportation, rather than driving alone. The goals of TDM are to reduce vehicle miles traveled, reduce traffic congestion, improve air quality, enhance mobility and make the existing transportation system more efficient. ODOT helps pay for TDM programs in Portland, Eugene, Salem, Medford, Albany-Corvallis and Bend.

Response from the public shows strong support for continued and expanded use of Operations Program system efficiency tools. Although investment in these tools so far has been relatively modest compared to more traditional programs, the high ratio of user benefits-to-costs adds value in the form of increased system operational efficiency and safety for highway users.

Challenges

According to the Oregon Highway Plan, vehicle miles traveled on Oregon's highways system have increased 60 percent while the highway lane-miles have increased by only 5 percent in the past 15 years. Current population and highway revenue projections indicate that revenue will continue to fall short of what is needed to keep pace with increases in travel on the highway system. Without innovative solutions, congestion can be expected to increase on Oregon highways. The activities within the Operations Program are designed to enhance the safety and efficiency of our existing transportation infrastructure and are part of national strategies to effectively address transportation problems caused by funding shortfalls.

At the present time, there are about 502 "High Priority" slide and rockfall areas affecting the State Highway system. These sites pose a significant hazard to the traveling public and impact the efficiency and preservation of the transportation system. In addition to the "High Priority" sites, there are approximately 3,165 "Low" to "Medium" hazard areas in existence. At the current funding levels, sites will degrade and become more dangerous at a greater rate than projects will be able to correct sites on the system.

Operations program activities are prioritized using tools such as the regional ITS Operations and Implementation Plans. Effects on system efficiency, safety and future maintenance costs are considered in funding decisions. Slide and rockfall projects are prioritized through the Unstable Slope Management Program.

2011–2013 Expected Results

Investments in Operations activities improve efficiency by providing travel condition information to the public; signal, sign, and illumination improvements; improved incident management; and mitigation of slide and rockfall hazards. Operations activities reduce congestion and improve air quality through signal coordination, improved signal timing, ramp metering, incident management and traveler information systems. Reductions in vehicle miles traveled and one-person commutes are achieved through transportation demand management strategies and improved transit information systems. Slide and rockfall projects help to preserve the system and reduce the risk to the public from slide and rockfall hazards.

Risks

Decreased buying power for Operations activities will result in decreased transportation system efficiency and safety and increased maintenance costs.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Highway Safety-Operations Program Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program – ($9,052,276)

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)

060 Technical Adjustments

- *A net zero realignment corrected budget to reflect expenditures by transferring $6,886,807 from Program Related Services & Supplies to Professional Services.*

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway Operations**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-40-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Overtime Payments	-	-	12,733	-	-	-	12,733
Public Employees' Retire Cont	-	-	1,835	-	-	-	1,835
Pension Bond Contribution	-	-	(142,828)	-	-	-	(142,828)
Social Security Taxes	-	-	974	-	-	-	974
Mass Transit Tax	-	-	(22,095)	-	-	-	(22,095)
Vacancy Savings	-	-	256,275	-	-	-	256,275
Total Personal Services	**-**	**-**	**$106,894**	**-**	**-**	**-**	**$106,894**
Total Expenditures							
Total Expenditures	-	-	106,894	-	-	-	106,894
Total Expenditures	**-**	**-**	**$106,894**	**-**	**-**	**-**	**$106,894**
Ending Balance							
Ending Balance	-	-	(106,894)	-	-	-	(106,894)
Total Ending Balance	**-**	**-**	**($106,894)**	**-**	**-**	**-**	**($106,894)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Highway Operations**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-40-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	(9,052,276)	-	-	-	(9,052,276)
Total Services & Supplies	**-**	**-**	**($9,052,276)**	**-**	**-**	**-**	**($9,052,276)**
Total Expenditures							
Total Expenditures	-	-	(9,052,276)	-	-	-	(9,052,276)
Total Expenditures	**-**	**-**	**($9,052,276)**	**-**	**-**	**-**	**($9,052,276)**
Ending Balance							
Ending Balance	-	-	9,052,276	-	-	-	9,052,276
Total Ending Balance	**-**	**-**	**$9,052,276**	**-**	**-**	**-**	**$9,052,276**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Highway Operations
Cross Reference Number: 73000-100-40-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	4,253	-	-	-	4,253
Out of State Travel	-	-	92	-	-	-	92
Employee Training	-	-	1,761	-	-	-	1,761
Office Expenses	-	-	5,706	-	-	-	5,706
Telecommunications	-	-	9,214	-	-	-	9,214
Data Processing	-	-	138	-	-	-	138
Publicity and Publications	-	-	604	-	-	-	604
Professional Services	-	-	89,890	-	-	-	89,890
IT Professional Services	-	-	88,776	-	-	-	88,776
Attorney General	-	-	24,012	-	-	-	24,012
Employee Recruitment and Develop	-	-	395	-	-	-	395
Dues and Subscriptions	-	-	239	-	-	-	239
Facilities Rental and Taxes	-	-	38,718	-	-	-	38,718
Fuels and Utilities	-	-	971	-	-	-	971
Facilities Maintenance	-	-	6,684	-	-	-	6,684
Agency Program Related S and S	-	-	2,293,784	-	-	-	2,293,784
Intra-agency Charges	-	-	29,329	-	-	-	29,329
Other Services and Supplies	-	-	9,759	-	-	-	9,759
IT Expendable Property	-	-	1,641	-	-	-	1,641
Total Services & Supplies	**-**	**-**	**$2,605,966**	**-**	**-**	**-**	**$2,605,966**
Capital Outlay							
Automotive and Aircraft	-	-	9,600	-	-	-	9,600
Data Processing Hardware	-	-	1,554	-	-	-	1,554

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Highway Operations
Cross Reference Number: 73000-100-40-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Other Capital Outlay	-	-	801	-	-	-	801
Total Capital Outlay	**-**	**-**	**$11,955**	**-**	**-**	**-**	**$11,955**
Special Payments							
Dist to Counties	-	-	1,015	-	-	-	1,015
Dist to Non-Gov Units	-	-	641	-	-	-	641
Total Special Payments	**-**	**-**	**$1,656**	**-**	**-**	**-**	**$1,656**
Total Expenditures							
Total Expenditures	-	-	2,619,577	-	-	-	2,619,577
Total Expenditures	**-**	**-**	**$2,619,577**	**-**	**-**	**-**	**$2,619,577**
Ending Balance							
Ending Balance	-	-	(2,619,577)	-	-	-	(2,619,577)
Total Ending Balance	**-**	**-**	**($2,619,577)**	**-**	**-**	**-**	**($2,619,577)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Highway Operations
Cross Reference Number: 73000-100-40-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	445	-	-	-	445
Total Services & Supplies	**-**	**-**	**$445**	**-**	**-**	**-**	**$445**
Total Expenditures							
Total Expenditures	-	-	445	-	-	-	445
Total Expenditures	**-**	**-**	**$445**	**-**	**-**	**-**	**$445**
Ending Balance							
Ending Balance	-	-	(445)	-	-	-	(445)
Total Ending Balance	**-**	**-**	**($445)**	**-**	**-**	**-**	**($445)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Highway Operations
Cross Reference Number: 73000-100-40-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	6,886,807	-	-	-	6,886,807
Agency Program Related S and S	-	-	(6,886,807)	-	-	-	(6,886,807)
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-40-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	77,088,740	75,183,762	75,183,762	64,832,967	-	-
Transfer In - Intrafund	37,725,965	73,540,207	73,540,207	66,853,261	-	-
Transfer In Other	908,433	2,306,403	2,306,403	5,545,686	-	-
Total Other Funds	**$115,723,138**	**$151,030,372**	**$151,030,372**	**$137,231,914**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	29,633,359	28,668,432	28,668,432	29,262,438	-	-
SERVICES & SUPPLIES						
Other Funds	84,269,380	113,727,730	113,727,730	113,727,730	-	-
CAPITAL OUTLAY						
Other Funds	735,898	498,136	498,136	498,136	-	-
SPECIAL PAYMENTS						
Other Funds	1,084,501	68,970	68,970	68,970	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	115,723,138	142,963,268	142,963,268	143,557,274	-	-
AUTHORIZED POSITIONS	200	184	184	165	-	-
AUTHORIZED FTE	198.12	181.46	181.46	164.08	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	106,894	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(9,052,276)	-	-
031 STANDARD INFLATION						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SERVICES & SUPPLIES						
Other Funds	-	-	-	2,605,966	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	11,955	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	1,656	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	445	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(6,325,360)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	115,723,138	142,963,268	142,963,268	137,231,914	-	-
AUTHORIZED POSITIONS	200	184	184	165	-	-
AUTHORIZED FTE	198.12	181.46	181.46	164.08	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	115,723,138	142,963,268	142,963,268	137,231,914	-	-
AUTHORIZED POSITIONS	200	184	184	165	-	-
AUTHORIZED FTE	198.12	181.46	181.46	164.08	-	-
OPERATING BUDGET						
Other Funds	115,723,138	142,963,268	142,963,268	137,231,914	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	200	184	184	165	-	-
AUTHORIZED FTE	198.12	181.46	181.46	164.08	-	-
TOTAL BUDGET						
Other Funds	115,723,138	142,963,268	142,963,268	137,231,914	-	-
AUTHORIZED POSITIONS	200	184	184	165	-	-
AUTHORIZED FTE	198.12	181.46	181.46	164.08	-	-

Modernization Program

Positions: 135 FTE: 135.00

The Modernization Program funds capital construction projects that add capacity to the system, either by adding lanes or building new facilities such as bypasses. ORS 366.507 requires ODOT to dedicate roughly $100 million per biennium for highway modernization work but more than half of this funding has been Legislatively committed to bonding and debt service.

In recognition of the need to focus funds on preserving the state's existing infrastructure, the Oregon Transportation Commission has reduced the Modernization Program to the minimum level allowed under the law. As a result, few new modernization projects have been considered over the last several years. The exception is the $200 million Modernization Program funded through Oregon Transportation Investment Act (OTIA) in 2001 and 2002 as well as $500 million identified in 2003 (OTIA III). With the passage of the Jobs and Transportation Act (House Bill 2001), the 2009 Legislature increased funding to ODOT and directed a portion of this new funding to be spent on projects within Maintenance, Preservation, Safety and Modernization. In the same Act, the Legislature also authorized ODOT to bond for projects that mainly will be Modernization projects but will also fund projects in Preservation, Safety, Special Programs and Local Government.

Modernization projects are typically identified, selected and prioritized according to the project eligibility criteria and prioritization factors, which were developed by the Statewide Transportation Improvement Program (STIP) stakeholder committee and approved by the Oregon Transportation Commission.

Activities and Programs

- Adding traffic lanes, passing and climbing lanes
- Widening bridges to add capacity
- Rebuilding roads with major alignment improvements or major widening
- Building new road alignments or facilities, including bypasses
- Providing debt service on the various bond issuances

- Administering the Immediate Opportunity Fund (IOF) program in partnership with Oregon Business Development Department (OBDD). The program provides $3.5 million per year for eligible transportation projects that must meet modernization criteria, as well as improve livability and/or economic opportunity for Oregonians.

Issues and Trends

- To meet the 20-year need identified in the Oregon Highway Plan, about $330.3 million per year would be needed in 2004 dollars, plus annual increases for inflation. Although the influx of revenue from the Oregon Transportation Investment Act legislation and the Jobs and Transportation Act of 2009 (JTA) will assist in meeting this need in the short term, the funding level is far below what is needed to meet the challenges from Oregon's growing population. Under current funding sources combined (Minimum Mod, federal earmarks and state funds) still fall short of the annual need. A major modernization project can cost upwards of $100 million or more. Inadequate funding requires phasing the work over several years, which results in longer traffic disruptions and higher costs. Recent increases in construction costs have further eroded the ability to meet the growing needs of the state.

- Modernization projects improve safety, relieve congestion and allow more efficient movement of people and goods across the state. These improvements increase livability and economic opportunities for Oregon residents and businesses. Lack of funding for the Modernization Program directly results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs. These results, in turn, negatively impact air quality, livability, economic health and other associated transportation issues.

- ODOT will continue to provide state matching funds for the department's federal earmarked modernization projects. Other state modernization projects will be contracted to the minimum funding level legislated by ORS 366.507. Oregon Transportation Investment Act funds and the Jobs and Transportation Act funds will allow the contracting of additional modernization projects.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Modernization Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program — ($32,614,803).

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)

060 Technical Adjustments

- A net zero realignment corrected budget to reflect expenditures by transferring $10,685,957 from Program Related Services & Supplies to Professional Services.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Modernization**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-45-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Overtime Payments	-	-	43,674	-	-	-	43,674
Public Employees' Retire Cont	-	-	6,293	-	-	-	6,293
Pension Bond Contribution	-	-	116,063	-	-	-	116,063
Social Security Taxes	-	-	3,341	-	-	-	3,341
Mass Transit Tax	-	-	(3,281)	-	-	-	(3,281)
Vacancy Savings	-	-	160,424	-	-	-	160,424
Total Personal Services	**-**	**-**	**$326,514**	**-**	**-**	**-**	**$326,514**
Total Expenditures							
Total Expenditures	-	-	326,514	-	-	-	326,514
Total Expenditures	**-**	**-**	**$326,514**	**-**	**-**	**-**	**$326,514**
Ending Balance							
Ending Balance	-	-	(326,514)	-	-	-	(326,514)
Total Ending Balance	**-**	**-**	**($326,514)**	**-**	**-**	**-**	**($326,514)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 021 - Phase-in

Cross Reference Name: Modernization
Cross Reference Number: 73000-100-45-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	32,614,803	-	-	-	32,614,803
Total Services & Supplies	**-**	**-**	**$32,614,803**	**-**	**-**	**-**	**$32,614,803**
Total Expenditures							
Total Expenditures	-	-	32,614,803	-	-	-	32,614,803
Total Expenditures	**-**	**-**	**$32,614,803**	**-**	**-**	**-**	**$32,614,803**
Ending Balance							
Ending Balance	-	-	(32,614,803)	-	-	-	(32,614,803)
Total Ending Balance	**-**	**-**	**($32,614,803)**	**-**	**-**	**-**	**($32,614,803)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Modernization
Cross Reference Number: 73000-100-45-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	7,283	-	-	-	7,283
Out of State Travel	-	-	124	-	-	-	124
Employee Training	-	-	36	-	-	-	36
Office Expenses	-	-	5,688	-	-	-	5,688
Telecommunications	-	-	438	-	-	-	438
Publicity and Publications	-	-	2,965	-	-	-	2,965
Professional Services	-	-	1,023,723	-	-	-	1,023,723
Attorney General	-	-	47,090	-	-	-	47,090
Facilities Rental and Taxes	-	-	4,450	-	-	-	4,450
Fuels and Utilities	-	-	1,889	-	-	-	1,889
Facilities Maintenance	-	-	5,151	-	-	-	5,151
Agency Program Related S and S	-	-	6,872,675	-	-	-	6,872,675
Intra-agency Charges	-	-	21,907	-	-	-	21,907
Other Services and Supplies	-	-	27,023	-	-	-	27,023
IT Expendable Property	-	-	213	-	-	-	213
Total Services & Supplies	**-**	**-**	**$8,020,655**	**-**	**-**	**-**	**$8,020,655**
Total Expenditures							
Total Expenditures	-	-	8,020,655	-	-	-	8,020,655
Total Expenditures	**-**	**-**	**$8,020,655**	**-**	**-**	**-**	**$8,020,655**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Modernization
Cross Reference Number: 73000-100-45-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(8,020,655)	-	-	-	(8,020,655)
Total Ending Balance	**-**	**-**	**($8,020,655)**	**-**	**-**	**-**	**($8,020,655)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Modernization
Cross Reference Number: 73000-100-45-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	866	-	-	-	866
Total Services & Supplies	**-**	**-**	**$866**	**-**	**-**	**-**	**$866**
Total Expenditures							
Total Expenditures	-	-	866	-	-	-	866
Total Expenditures	**-**	**-**	**$866**	**-**	**-**	**-**	**$866**
Ending Balance							
Ending Balance	-	-	(866)	-	-	-	(866)
Total Ending Balance	**-**	**-**	**($866)**	**-**	**-**	**-**	**($866)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Modernization
Cross Reference Number: 73000-100-45-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	10,685,957	-	-	-	10,685,957
Agency Program Related S and S	-	-	(10,685,957)	-	-	-	(10,685,957)
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-45-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	208,731,551	117,632,033	117,632,033	219,236,358	-	-
Revenue Bonds	132,271,849	51,280,855	51,280,855	51,280,855	-	-
Transfer In - Intrafund	1,742,204	173,305,044	173,305,044	100,064,312	-	-
Transfer In Other	13,184,994	5,975,004	5,975,004	21,607,838	-	-
Total Other Funds	**$355,930,598**	**$348,192,936**	**$348,192,936**	**$392,189,363**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	27,734,966	25,164,778	25,164,778	28,198,367	-	-
SERVICES & SUPPLIES						
Other Funds	324,720,227	323,028,158	323,028,158	323,028,158	-	-
SPECIAL PAYMENTS						
Other Funds	3,475,405	-	-	-	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	355,930,598	348,192,936	348,192,936	351,226,525	-	-
AUTHORIZED POSITIONS	128	137	137	135	-	-
AUTHORIZED FTE	128.00	136.75	136.75	135.00	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	326,514	-	-
021 PHASE-IN						
SERVICES & SUPPLIES						
Other Funds	-	-	-	32,614,803	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	8,020,655	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	866	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	40,962,838	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	355,930,598	348,192,936	348,192,936	392,189,363	-	-
AUTHORIZED POSITIONS	128	137	137	135	-	-
AUTHORIZED FTE	128.00	136.75	136.75	135.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	355,930,598	348,192,936	348,192,936	392,189,363	-	-
AUTHORIZED POSITIONS	128	137	137	135	-	-
AUTHORIZED FTE	128.00	136.75	136.75	135.00	-	-
OPERATING BUDGET						
Other Funds	355,930,598	348,192,936	348,192,936	392,189,363	-	-
AUTHORIZED POSITIONS	128	137	137	135	-	-
AUTHORIZED FTE	128.00	136.75	136.75	135.00	-	-
TOTAL BUDGET						
Other Funds	355,930,598	348,192,936	348,192,936	392,189,363	-	-
AUTHORIZED POSITIONS	128	137	137	135	-	-
AUTHORIZED FTE	128.00	136.75	136.75	135.00	-	-

Special Programs

Positions: 642 FTE: 632.02

The Special Programs limitation is composed of construction projects and construction project support. These construction projects don't fit the general construction limitation categories and usually fall under special rules or program areas. The construction project support is mainly composed of the necessary administrative, indirect and program support for the construction portion of the Highway Division.

The following are the construction project areas:

Pedestrian and Bicycle

State law (ORS 366.514) requires ODOT, cities, and counties to spend reasonable amounts of their share of the State Highway Fund (but not less than 1 percent) on footpaths and bicycle trails. To fulfill this requirement, ODOT generally provides appropriate sidewalks and bikeways when modernizing a roadway. The most common way to accommodate bicyclists is on paved highway shoulders, which are sometimes marked as bike lanes in urban areas. ODOT also constructs stand-alone pedestrian and/or bicycle improvement projects, such as:

- Filling in missing gaps in the sidewalk network
- Creating islands and curb extensions to make pedestrian crossing easier and safer
- Performing Americans with Disabilities Act upgrades
- Providing minor shoulder widening or re-striping bicycle lanes

ODOT also has a local assistance grant program for these types of improvements. In this program, local governments apply for funding for projects in their community. ODOT and local governments share the costs of these projects.

Salmon and Watersheds

ODOT has programmed approximately $4 million dollars per year to fund the Fish Passage (Salmon) Program, which repairs or replaces priority culverts that do not currently provide fish passage. This program supports the department's commitment to The Oregon Plan for Salmon and Watersheds.

A recent settlement agreement with the Northwest Environmental Defense Council has required that $2 million dollars be redirected from the Salmon Program and programmed to retrofit storm water treatment facilities for highways for a five-year period beginning in 2011. While these redirected funds will not directly address fish passage impediments, water quality improvements will have beneficial effects to salmon.

ODOT continues to pioneer efforts to incorporate fish passage into highway construction and maintenance activities, including improvements to habitat around in-water structures and more fish-friendly stream bank repairs. Through this program, the department is learning how to better apply the technology available for fish passage and habitat. The design of hydraulic drainage facilities (cross ditches, culverts, and bridges) must balance hydraulic needs and the needs of fish, while serving the needs and safety of the motoring public.

Forest Highway Program

The Forest Highways Program provides federal funding for transportation projects on roads that are located within or provide access to national forests. The Federal Highway Administration administers the program and generally is responsible for the development and construction of projects. Projects to be funded in Oregon are selected by a committee comprised of representatives from the Federal Highway Administration, U.S. Forest Service, ODOT and Oregon counties.

Jurisdictional Exchange

ODOT has identified over 1,000 miles of state highways that primarily serve local purposes. These include urban arterials serving mostly local travel, urban streets that are parallel to highway bypasses, and roads that function similar to county roads. Through negotiated agreements, ODOT will seek to transfer jurisdiction of these highways to local governments. The agreements may include the cost to maintain or improve the highway based on road condition at the time of transfer.

Winter Recreation Parking

The 1977 Legislature created the Sno-Park program to pay for snow removal from designated winter recreation parking locations. Revenue for this program comes from selling Sno-Park parking permits, and may be used for snow removal in designated parking areas and enforcing the parking permit requirement. Remaining funds may also be used to develop and maintain winter parking areas or may be carried over to the next year.

Snowmobile Facilities

The Snowmobile Program develops and maintains snowmobile facilities. Revenues come from registration fees and fuel taxes attributed to snowmobile use. This program also receives at least 10 percent of the money attributed to Class I ATVs (motorized off-highway recreational vehicles).

ODOT administers the Snowmobile Program through an agreement with the Oregon State Snowmobile Association. Program funds may be used only for development and maintenance of snowmobile facilities, including buying land, enforcement of registration, operation and equipment requirements.

The following sections describe the construction projects support programs:

Transportation System Management

The function of the Traffic Engineering and Operations unit provides statewide standards, policies and guidelines for all traffic control devices including traffic signals, illumination, signing, pavement markings, and intelligent transportation system features. This unit also oversees all traffic engineering design, provides technical analysis for traffic operation improvements on all state highways, administers the federal Highway Safety Improvement Program, manages ODOT's Project Safety Management System including safety programs and priority lists, manages speed zoning for all public roads, monitors traffic speeds, tests traffic systems equipment, and operates and maintains statewide traffic signal and other control equipment.

Region Traffic Units oversee design for all Region projects containing traffic engineering elements including signing, striping and signals and also provide expertise in traffic investigations, signal timing, operations and vehicle detection systems.

System Management / Asset Management

System / Asset Management provides an active role in the effective and efficient management of the statewide highway system. Those charged with system/asset management share responsibility for:

- Strategic management of statewide assets such as culverts, roadside features, bridges and pavement, as well as management of operational issues and system performance
- Technical guidance and support for project delivery
- Technical quality assurance using audits
- Technical readiness of Headquarters and Region Technical Center staff to perform requested work
- Technical assistance and best practices for transportation program.

System / Asset Management work performed by Technical Services staff can be grouped into four key areas.

1. Program Management
   - Develop a long-term comprehensive strategic approaches to management of the highway infrastructure
   - Inventory all management systems and databases and develop methods for up-to-date reporting and easy data retrieval
   - Integrate programs appropriately
   - Prioritize, fund, champion, and implement strategic enhancements
   - Develop overall methodology and link electronic files and document management systems
   - Provide programmatic recommendations that inform project selection/decision making

2. Performance Management
   - Establish performance measures which focus on system asset management and tie together with Region's responsibilities for project delivery
   - Ensure compatibility and direct links to overall Highway and ODOT Performance measures

3. Quality Assurance/Continuous Improvement
   - Design, develop and coordinate a comprehensive Quality Assurance (QA) plan for transportation projects
   - Identify audit elements, scheduling and reporting functions
   - Track, analyze, synthesize, and report on QA findings
   - Enact or coordinate corrective and enhancement actions to improve quality
   - Use best industry practices to ensure effective transportation solutions
   - Develop technical strategies to continually improve project delivery process and practices

4. Technical Staff Development
   - Develop long-term comprehensive strategic approaches to technical staff recruitment, development and retention
   - Identify and catalogue technical skills required in Headquarters and Region Technical Centers

- Develop technical generalist skills as appropriate within Headquarters and Region Technical Centers
- Identify, develop, teach and/or coordinate core, advanced and career progression related technical training
- Develop, implement, monitor and refine technical policies and standards
- Standardize and integrate technical manuals, policies and guidelines to ensure clear practices and operational guidelines
- Ensure that ODOT has acceptable levels of technical proficiency to deliver the strategic transportation plan

Indirect Costs

All non-direct costs that are not administrative are indirect. Examples include:

- Office expenses
- Facilities costs (building rent, repairs, etc.)
- Training and education
- Work planning and other supervisory activities
- Clerical support
- Service contracts
- Computer entry of payroll, utility, vendor payments
- Crew team meetings
- Safety meetings
- Small increments of time spent working on individual projects or services
- Project Indirect.

Highway crews perform “direct” work on specific projects, but it is not always cost effective to charge these costs to direct expenditure accounts. Therefore, these costs are “project indirect” by definition. They are indirect costs, but captured separately from normal support and administrative indirect costs for identification, analysis and future consideration of accounting classification. For example, if an employee works on four projects in a half-hour period, it may not be cost-effective to charge time to the various projects. Examples include:

- Quality assurance/quality control for construction projects

- Federal-aid specialist administration of the local federal aid program (budgeted within the Local Government limitation)
- Acquiring Federal authorization for project work

Administrative Costs
Administrative costs are necessary for the management, supervision and administrative control of the agency. ODOT administrative costs include all costs associated with the following organizational units:

- Executive Deputy Director for Highway and related support staff
- Division and Region Managers and one level below (District Managers, Area Managers, Section Managers, etc.), and related support staff
- Certain non-job related time is charged to the branch administrative expenditure accounts including union contract negotiations and clerical support for administrative activities

Surplus Property
ODOT purchases land for highway rights-of-way. Some of this land lies outside the final right-of-way set by project designs, thus becoming non-operating right-of-way. In addition, federal law requires ODOT to offer to buy excess property if it is no longer of value to the owner, which also becomes non-operating right-of-way. ODOT classifies non-operating right-of-way as “surplus” when it has no present or future use to the department. The program includes leasing and selling surplus property. All revenue from sales, leases and land use permits returns to the State Highway Fund.

Outdoor Advertising
This program administers and enforces state and federal regulations related to outdoor advertising sign control visible to state highways in Oregon. The program also collects permit and license fees that cover the cost of the program.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Special Programs Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program — ($16,098,203).

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- This package also includes an increase of $594,675 in State Government Service Charges.

060 Technical Adjustments

- Reorganizational changes required budget adjustments including a transfer of ($701,745) from IT Related Professional Services and ($1,459,127) from Program Related S&S to Professional Services in the amount of $800,000 and Attorney General in the amount of $400,000.
- One position and ($116,467) of Personal Services was transferred from Special Programs to Civil Rights to correct organizational structure.
- Additionally, Facilities Rent was increased in the amount of $960,872 to account for the Steel Bridge sub lease and associated property taxes and assessments.

140 IntrafundTransfer

- From Special Programs to Maintenance for OWIN maintenance and operations.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Special Programs**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-55-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	62,305	-	-	-	62,305
Overtime Payments	-	-	455	-	-	-	455
Public Employees' Retire Cont	-	-	66	-	-	-	66
Pension Bond Contribution	-	-	737,768	-	-	-	737,768
Social Security Taxes	-	-	4,801	-	-	-	4,801
Unemployment Assessments	-	-	4,716	-	-	-	4,716
Mass Transit Tax	-	-	(17,587)	-	-	-	(17,587)
Vacancy Savings	-	-	605,424	-	-	-	605,424
Total Personal Services	**-**	**-**	**$1,397,948**	**-**	**-**	**-**	**$1,397,948**
Total Expenditures							
Total Expenditures	-	-	1,397,948	-	-	-	1,397,948
Total Expenditures	**-**	**-**	**$1,397,948**	**-**	**-**	**-**	**$1,397,948**
Ending Balance							
Ending Balance	-	-	(1,397,948)	-	-	-	(1,397,948)
Total Ending Balance	**-**	**-**	**($1,397,948)**	**-**	**-**	**-**	**($1,397,948)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 021 - Phase-in

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	16,098,203	-	-	-	16,098,203
Total Services & Supplies	**-**	**-**	**$16,098,203**	**-**	**-**	**-**	**$16,098,203**
Total Expenditures							
Total Expenditures	-	-	16,098,203	-	-	-	16,098,203
Total Expenditures	**-**	**-**	**$16,098,203**	**-**	**-**	**-**	**$16,098,203**
Ending Balance							
Ending Balance	-	-	(16,098,203)	-	-	-	(16,098,203)
Total Ending Balance	**-**	**-**	**($16,098,203)**	**-**	**-**	**-**	**($16,098,203)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	31,623	-	-	-	31,623
Out of State Travel	-	-	4,880	-	-	-	4,880
Employee Training	-	-	52,553	-	-	-	52,553
Office Expenses	-	-	66,496	-	-	-	66,496
Telecommunications	-	-	56,998	-	-	-	56,998
State Gov. Service Charges	-	-	594,675	-	-	-	594,675
Data Processing	-	-	18,047	-	-	-	18,047
Publicity and Publications	-	-	2,781	-	-	-	2,781
Professional Services	-	-	186,947	-	-	-	186,947
IT Professional Services	-	-	73,616	-	-	-	73,616
Attorney General	-	-	152,109	-	-	-	152,109
Employee Recruitment and Develop	-	-	22,795	-	-	-	22,795
Dues and Subscriptions	-	-	3,256	-	-	-	3,256
Facilities Rental and Taxes	-	-	114,811	-	-	-	114,811
Fuels and Utilities	-	-	38,226	-	-	-	38,226
Facilities Maintenance	-	-	45,818	-	-	-	45,818
Agency Program Related S and S	-	-	358,463	-	-	-	358,463
Intra-agency Charges	-	-	56,411	-	-	-	56,411
Other Services and Supplies	-	-	59,770	-	-	-	59,770
Expendable Prop 250 - 5000	-	-	1,894	-	-	-	1,894
IT Expendable Property	-	-	59,694	-	-	-	59,694
Total Services & Supplies	**-**	**-**	**$2,001,863**	**-**	**-**	**-**	**$2,001,863**
Capital Outlay							
Office Furniture and Fixtures	-	-	112	-	-	-	112

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Telecommunications Equipment	-	-	29	-	-	-	29
Technical Equipment	-	-	54,087	-	-	-	54,087
Industrial and Heavy Equipment	-	-	3,744	-	-	-	3,744
Data Processing Software	-	-	5,960	-	-	-	5,960
Data Processing Hardware	-	-	1,869	-	-	-	1,869
Other Capital Outlay	-	-	45,938	-	-	-	45,938
Total Capital Outlay	**-**	**-**	**$111,739**	**-**	**-**	**-**	**$111,739**
Special Payments							
Dist to Cities	-	-	142,243	-	-	-	142,243
Dist to Counties	-	-	161,493	-	-	-	161,493
Dist to Other Gov Unit	-	-	2,976	-	-	-	2,976
Dist to Non-Gov Units	-	-	14,191	-	-	-	14,191
Other Special Payments	-	-	24,000	-	-	-	24,000
Total Special Payments	**-**	**-**	**$344,903**	**-**	**-**	**-**	**$344,903**
Total Expenditures							
Total Expenditures	-	-	2,458,505	-	-	-	2,458,505
Total Expenditures	**-**	**-**	**$2,458,505**	**-**	**-**	**-**	**$2,458,505**
Ending Balance							
Ending Balance	-	-	(2,458,505)	-	-	-	(2,458,505)
Total Ending Balance	**-**	**-**	**($2,458,505)**	**-**	**-**	**-**	**($2,458,505)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	17,520	-	-	-	17,520
Total Services & Supplies	**-**	**-**	**$17,520**	**-**	**-**	**-**	**$17,520**
Total Expenditures							
Total Expenditures	-	-	17,520	-	-	-	17,520
Total Expenditures	**-**	**-**	**$17,520**	**-**	**-**	**-**	**$17,520**
Ending Balance							
Ending Balance	-	-	(17,520)	-	-	-	(17,520)
Total Ending Balance	**-**	**-**	**($17,520)**	**-**	**-**	**-**	**($17,520)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	(70,680)	-	-	-	(70,680)
Empl. Rel. Bd. Assessments	-	-	(41)	-	-	-	(41)
Public Employees' Retire Cont	-	-	(10,185)	-	-	-	(10,185)
Social Security Taxes	-	-	(5,407)	-	-	-	(5,407)
Worker's Comp. Assess. (WCD)	-	-	(59)	-	-	-	(59)
Flexible Benefits	-	-	(30,096)	-	-	-	(30,096)
Total Personal Services	**-**	**-**	**($116,468)**	**-**	**-**	**-**	**($116,468)**
Services & Supplies							
Professional Services	-	-	800,000	-	-	-	800,000
IT Professional Services	-	-	(701,745)	-	-	-	(701,745)
Attorney General	-	-	400,000	-	-	-	400,000
Facilities Rental and Taxes	-	-	960,872	-	-	-	960,872
Agency Program Related S and S	-	-	(1,459,127)	-	-	-	(1,459,127)
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	(116,468)	-	-	-	(116,468)
Total Expenditures	**-**	**-**	**($116,468)**	**-**	**-**	**-**	**($116,468)**
Ending Balance							
Ending Balance	-	-	116,468	-	-	-	116,468
Total Ending Balance	**-**	**-**	**$116,468**	**-**	**-**	**-**	**$116,468**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total Positions							
Total Positions							(1)
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**(1)**
Total FTE							
Total FTE							(1.00)
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**(1.00)**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
3521177	OA C0118 AA	EXECUTIVE SUPPORT SPECIALIST 1	1-	1.00-	24.00-	06	2,945.00		70,680- 45,788-			70,680- 45,788-
		TOTAL PICS SALARY							70,680-			70,680-
		TOTAL PICS OPE							45,788-			45,788-
		TOTAL PICS PERSONAL SERVICES =	1-	1.00-	24.00-				116,468-			116,468-

Special Programs Packages

140 OWIN Maintenance and Operation

- Intrafund transfer to Highway Maintenance for the operation and maintenance of the Oregon Wireless Interoperability Network.

230 CDL Federal Compliance Vacancy Factor and Non-PICS Personal Services

- Intrafund transfer to DMV for federal compliance with regulations for Commercial Drivers Licensing.

260 Transportation Demand Management

- Intrafund transfer to Transportation Program Development for investment in ODOT's Transportation Demand Management program.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Special Programs**

Pkg: 140 - OWIN Operations and Maintenance | **Cross Reference Number: 73000-100-55-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(4,917,992)	-	-	-	(4,917,992)
Total Transfers Out	**-**	**-**	**($4,917,992)**	**-**	**-**	**-**	**($4,917,992)**
Ending Balance							
Ending Balance	-	-	(4,917,992)	-	-	-	(4,917,992)
Total Ending Balance	**-**	**-**	**($4,917,992)**	**-**	**-**	**-**	**($4,917,992)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 230 - CDL Federal Compliance

Cross Reference Name: Special Programs
Cross Reference Number: 73000-100-55-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(673,534)	-	-	-	(673,534)
Total Transfers Out	**-**	**-**	**($673,534)**	**-**	**-**	**-**	**($673,534)**
Ending Balance							
Ending Balance	-	-	(673,534)	-	-	-	(673,534)
Total Ending Balance	**-**	**-**	**($673,534)**	**-**	**-**	**-**	**($673,534)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Special Programs**

Pkg: 260 - Transportation Demand Management | **Cross Reference Number: 73000-100-55-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(306,408)	-	-	-	(306,408)
Total Transfers Out	**-**	**-**	**($306,408)**	**-**	**-**	**-**	**($306,408)**
Ending Balance							
Ending Balance	-	-	(306,408)	-	-	-	(306,408)
Total Ending Balance	**-**	**-**	**($306,408)**	**-**	**-**	**-**	**($306,408)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-55-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Business Lic and Fees	556,807	-	-	-	-	-
Non-business Lic. and Fees	-	396,601	396,601	387,872	-	-
Federal Revenues	-	8,595,982	8,595,982	14,485,007	-	-
Charges for Services	7,773,769	8,193,957	8,193,957	5,696,298	-	-
Fines and Forfeitures	29,030	-	-	-	-	-
Rents and Royalties	5,646,577	1,845,210	1,845,210	1,031,019	-	-
Revenue Bonds	-	356,285,212	356,285,212	421,285,212	-	-
Interest Income	36,097,938	45,444,079	45,444,079	19,042,501	-	-
Sales Income	27,050,327	13,523,159	13,523,159	11,582,296	-	-
Loan Repayments	1,455,833	-	-	-	-	-
Other Revenues	34,511,747	3,885,741	3,885,741	8,233,167	-	-
Transfer In - Intrafund	1,450,340,789	1,149,318,753	1,149,318,753	1,046,675,532	-	-
Transfer In Other	22,475,375	90,770	90,770	5,943,541	-	-
Tsfr From Military Dept, Or	922,238	-	-	-	-	-
Tsfr From Marine Bd, Or State	2,367	3,900	3,900	-	-	-
Tsfr From Energy, Dept of	-	1,710,000	1,710,000	-	-	-
Tsfr From Forestry, Dept of	11,653	-	-	-	-	-
Tsfr From Parks and Rec Dept	528,290	787,816	787,816	703,771	-	-
Tsfr From Land Conservation Dev	546,481	-	-	-	-	-
Transfer Out - Intrafund	(1,141,230,420)	(1,443,842,315)	(1,443,842,315)	(1,585,717,085)	-	-
Transfer to Other	-	(7,800,000)	(7,800,000)	-	-	-
Transfer to Cities	(214,101,521)	(48,895,213)	(48,895,213)	-	-	-
Transfer to Counties	(311,159,668)	(73,342,819)	(73,342,819)	-	-	-
Tsfr To Governor, Office of the	(59,976)	-	-	-	-	-

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-55-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Tsfr To Econ/Comm Dev Dept	-	(585,896)	(585,896)	-	-	-
Tsfr To Environmental Quality	-	(514,000)	(514,000)	-	-	-
Tsfr To Consumer/Bus Svcs	(637,955)	-	-	-	-	-
Total Other Funds	**($79,240,319)**	**$15,100,937**	**$15,100,937**	**($50,650,869)**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	107,664,542	115,405,903	115,405,903	131,476,705	-	-
SERVICES & SUPPLIES						
Other Funds	60,769,720	50,524,743	50,524,743	50,524,743	-	-
CAPITAL OUTLAY						
Other Funds	3,486,445	4,655,849	4,655,849	4,655,849	-	-
SPECIAL PAYMENTS						
Other Funds	61,460,707	14,370,953	14,370,953	14,370,953	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	233,381,414	184,957,448	184,957,448	201,028,250	-	-
AUTHORIZED POSITIONS	603	641	641	643	-	-
AUTHORIZED FTE	592.11	628.89	628.89	633.02	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	1,397,948	-	-
021 PHASE-IN						
SERVICES & SUPPLIES						
Other Funds	-	-	-	16,098,203	-	-
031 STANDARD INFLATION						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SERVICES & SUPPLIES						
Other Funds	-	-	-	2,001,863	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	111,739	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	344,903	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	17,520	-	-
060 TECHNICAL ADJUSTMENTS						
PERSONAL SERVICES						
Other Funds	-	-	-	(116,468)	-	-
AUTHORIZED POSITIONS	-	-	-	(1)	-	-
AUTHORIZED FTE	-	-	-	(1.00)	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	19,855,708	-	-
AUTHORIZED POSITIONS	-	-	-	(1)	-	-
AUTHORIZED FTE	-	-	-	(1.00)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	233,381,414	184,957,448	184,957,448	220,883,958	-	-
AUTHORIZED POSITIONS	603	641	641	642	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED FTE	592.11	628.89	628.89	632.02	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	233,381,414	184,957,448	184,957,448	220,883,958	-	-
AUTHORIZED POSITIONS	603	641	641	642	-	-
AUTHORIZED FTE	592.11	628.89	628.89	632.02	-	-
OPERATING BUDGET						
Other Funds	233,381,414	184,957,448	184,957,448	220,883,958	-	-
AUTHORIZED POSITIONS	603	641	641	642	-	-
AUTHORIZED FTE	592.11	628.89	628.89	632.02	-	-
TOTAL BUDGET						
Other Funds	233,381,414	184,957,448	184,957,448	220,883,958	-	-
AUTHORIZED POSITIONS	603	641	641	642	-	-
AUTHORIZED FTE	592.11	628.89	628.89	632.02	-	-

Local Government Program

Positions: 40 FTE: 40.00

Transportation in Oregon is a cooperative effort involving all levels of government. ODOT has made an extensive study of Oregon's roads, highways, and bridges with local partners. The information helps identify and establish priorities for road and bridge needs of each responsible agency. The agencies address these priority needs subject to the allowed uses of available funds. ODOT continues to share funding based on the priority needs. ODOT is responsible for administering all federal funds supporting highway construction in Oregon, and all local expenditures related to federal highway programs are included in ODOT's budgets. About 25 percent of the federal funds Oregon receives support local programs.

Activities and Programs

OTIA I, II and III

Project and program support is provided, as needed, for the local portion of Oregon Transportation Investment Act (OTIA) funding. Support includes funding strategies, identification of projects, and resolution of general transportation issues.

Fund Exchange

The state will make annual funds available to individual cities and counties for the exchange of federal Surface Transportation Program (STP) funds. Exchanging federal funds for state funds helps local agencies develop projects using their own contracting regulations. This eliminates the federal and ODOT contracting requirements. Exchanged funds may be used for all phases of a specified capital improvement within the roadway right-of-way, but are not intended for maintenance.

Special City Allotment

The Legislature mandated annual distribution of $1 million in state gas taxes to cities with populations of less than 5,000. ODOT sets the dollar amount by agreement with the League of Oregon Cities. Distribution is based on a competitive annual project selection process. Half of the funds come from the cities' share of gas tax revenues, and half comes from ODOT's share of the State Highway Fund. Locals can receive a maximum of $25,000, one-half the maximum grant amount, in advance. Final payment is due upon completion of the project. Payments are included in the expenditure budget for Local Government in the Highway Program. (Note: A similar program exists for small counties. However, funds are transferred directly and are not a budget expenditure.)

Federal Aid Programs

Surface Transportation Program
The Surface Transportation Program (STP) provides federal funding to states and local governments for highways, bridges, or transit projects. Urbanized areas with a population of at least 200,000 people receive an annual allocation based on their populations. Through an agreement developed in cooperation with Oregon cities and counties, ODOT shares a portion of its yearly STP funding with areas that have populations of more than 5,000 and less than 200,000.

Local Bridge
Federal bridge fund distribution to states is based on the percent of deficient bridges nationwide. Through an agreement with Oregon counties, ODOT allocates federal bridge funds to local governments based on their percentage of deficient bridges in Oregon. Bridges are inspected every two years to determine which bridges are deficient.

Congestion Mitigation and Air Quality
The Congestion Mitigation and Air Quality program directs funds for transportation projects and programs in Clean Air Act non-attainment or maintenance areas for ozone, carbon monoxide and PM10 (dust). These projects and programs must contribute to attaining a national ambient air quality standard. Federal funds are allocated only to areas not meeting Department of Environmental Quality air-quality standards.

High Risk Rural Roads
This is a new federal program to address safety issues on rural collectors and local roads where there has been a pattern of fatalities or serious injuries. A majority of these roads in the state are under the jurisdiction of the counties and the anticipation is that a large proportion of these funds will be distributed to the county road system.

Transportation Enhancement
Local governments and other public agencies can apply for enhancement funds on a competitive basis. Federal Transportation Enhancement funds may be used only for 12 specific activities that enhance the cultural, aesthetic, or environmental value of the transportation system.

Discretionary
Through ODOT, local governments can apply for and receive federal discretionary funds such as Scenic Byways, Emergency Relief, Covered Bridge, Ferry Boat and special congressional earmarks.

Safe Routes to Schools
This is a federal program to address safety for school children getting to and from school. There are two components to the program: construction projects to fix safety hazards and educational projects. The project applications and the educational programs are being administered through the ODOT's Transportation Safety Division.

Metropolitan Planning
A portion of federal funds is set aside for metropolitan planning activities. Federal planning funds are allocated based on urbanized population. Metropolitan Planning Organizations (MPOs) use the funds to develop long-range transportation plans and transportation improvement programs.

Other Local Government Programs
Occasionally local governments contract with ODOT to develop and construct their projects which are funded entirely with local funds.

Issues and Trends

- The Local Program will continue to expend funds similar to the prior biennium. The program represents only the federal highway funds passed through to local agencies; it does not include the state bond-funded Oregon Transportation Investment Act (OTIA) program. It is only a small portion of the total local road program. The bridge program is comparable in size to prior years and will pay expenses at a similar rate. Expenditures under the federal Surface Transportation Program should increase, but may be slow to develop because of the need to accumulate funds to make meaningful projects, and the longer anticipated delivery time to develop a federal project.

- The ODOT Local Government Section is currently working on several efforts to develop more efficient and timely delivery processes for Local Program projects.

- The federal safety net for declining timber receipts is scheduled to sunset. Counties fund road projects with this federal funding. If Congress does not renew this funding, the counties will be looking for other sources of funding to cover the loss in revenue.
- The Federal program is contingent on Congress passing continuing resolution of SAFET-LU. When new transportation legislation is passed, all or some of the programs listed above could be impacted.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Local Government Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Adjustment of Highway Construction Program to reflect the current schedule for construction projects in the adopted Statewide Transportation Improvement Program — ($18,739,169).

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)

060 Technical Adjustments

- A net zero realignment corrected budget to reflect expenditures by transferring ($55,798,893) from Program Related S&S to Professional Services and transferring the amount paid to the Department of Environmental Quality in relation to HB 2172 (2007), ($526,336) from Program Related Services & Supplies to Special Payments.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Local Government**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-100-65-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Overtime Payments	-	-	9,190	-	-	-	9,190
Public Employees' Retire Cont	-	-	1,324	-	-	-	1,324
Pension Bond Contribution	-	-	179,265	-	-	-	179,265
Social Security Taxes	-	-	703	-	-	-	703
Mass Transit Tax	-	-	(382)	-	-	-	(382)
Vacancy Savings	-	-	(24,394)	-	-	-	(24,394)
Total Personal Services	**-**	**-**	**$165,706**	**-**	**-**	**-**	**$165,706**
Total Expenditures							
Total Expenditures	-	-	165,706	-	-	-	165,706
Total Expenditures	**-**	**-**	**$165,706**	**-**	**-**	**-**	**$165,706**
Ending Balance							
Ending Balance	-	-	(165,706)	-	-	-	(165,706)
Total Ending Balance	**-**	**-**	**($165,706)**	**-**	**-**	**-**	**($165,706)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Local Government**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-65-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	(18,739,169)	-	-	-	(18,739,169)
Total Services & Supplies	**-**	**-**	**($18,739,169)**	**-**	**-**	**-**	**($18,739,169)**
Total Expenditures							
Total Expenditures	-	-	(18,739,169)	-	-	-	(18,739,169)
Total Expenditures	**-**	**-**	**($18,739,169)**	**-**	**-**	**-**	**($18,739,169)**
Ending Balance							
Ending Balance	-	-	18,739,169	-	-	-	18,739,169
Total Ending Balance	**-**	**-**	**$18,739,169**	**-**	**-**	**-**	**$18,739,169**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Local Government
Cross Reference Number: 73000-100-65-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	4,288	-	-	-	4,288
Out of State Travel	-	-	28	-	-	-	28
Employee Training	-	-	4,046	-	-	-	4,046
Office Expenses	-	-	3,667	-	-	-	3,667
Telecommunications	-	-	353	-	-	-	353
Data Processing	-	-	566	-	-	-	566
Publicity and Publications	-	-	501	-	-	-	501
Professional Services	-	-	196,346	-	-	-	196,346
IT Professional Services	-	-	158	-	-	-	158
Attorney General	-	-	937	-	-	-	937
Employee Recruitment and Develop	-	-	203	-	-	-	203
Facilities Rental and Taxes	-	-	604	-	-	-	604
Facilities Maintenance	-	-	19	-	-	-	19
Agency Program Related S and S	-	-	7,240,473	-	-	-	7,240,473
Intra-agency Charges	-	-	5,438	-	-	-	5,438
Other Services and Supplies	-	-	173,899	-	-	-	173,899
Total Services & Supplies	**-**	**-**	**$7,631,526**	**-**	**-**	**-**	**$7,631,526**
Special Payments							
Dist to Cities	-	-	447,383	-	-	-	447,383
Dist to Counties	-	-	519,136	-	-	-	519,136
Dist to Other Gov Unit	-	-	52,095	-	-	-	52,095
Dist to Non-Gov Units	-	-	28,692	-	-	-	28,692

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Local Government
Cross Reference Number: 73000-100-65-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Special Payments							
Other Special Payments	-	-	102,184	-	-	-	102,184
Total Special Payments	**-**	**-**	**$1,149,490**	**-**	**-**	**-**	**$1,149,490**
Total Expenditures							
Total Expenditures	-	-	8,781,016	-	-	-	8,781,016
Total Expenditures	**-**	**-**	**$8,781,016**	**-**	**-**	**-**	**$8,781,016**
Ending Balance							
Ending Balance	-	-	(8,781,016)	-	-	-	(8,781,016)
Total Ending Balance	**-**	**-**	**($8,781,016)**	**-**	**-**	**-**	**($8,781,016)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Local Government
Cross Reference Number: 73000-100-65-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	55,272,557	-	-	-	55,272,557
Agency Program Related S and S	-	-	(55,798,893)	-	-	-	(55,798,893)
Total Services & Supplies	**-**	**-**	**($526,336)**	**-**	**-**	**-**	**($526,336)**
Special Payments							
Spc Pmt to Environmental Quality	-	-	526,336	-	-	-	526,336
Total Special Payments	**-**	**-**	**$526,336**	**-**	**-**	**-**	**$526,336**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-65-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	122,952,516	203,304,318	203,304,318	125,789,936	-	-
Revenue Bonds	21,734,790	6,717,779	6,717,779	6,717,779	-	-
Transfer In - Intrafund	79,980,344	62,204,066	62,204,066	185,116,918	-	-
Transfer In Other	22,995,656	118,457,299	118,457,299	63,958,282	-	-
Total Other Funds	**$247,663,306**	**$390,683,462**	**$390,683,462**	**$381,582,915**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	11,348,379	7,948,038	7,948,038	8,639,938	-	-
SERVICES & SUPPLIES						
Other Funds	209,632,097	334,840,012	334,840,012	334,840,012	-	-
SPECIAL PAYMENTS						
Other Funds	26,682,830	47,895,412	47,895,412	47,895,412	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	247,663,306	390,683,462	390,683,462	391,375,362	-	-
AUTHORIZED POSITIONS	17	41	41	40	-	-
AUTHORIZED FTE	17.00	41.00	41.00	40.00	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	165,706	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(18,739,169)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	7,631,526	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SPECIAL PAYMENTS						
Other Funds	-	-	-	1,149,490	-	-
060 TECHNICAL ADJUSTMENTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(526,336)	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	526,336	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(9,792,447)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	247,663,306	390,683,462	390,683,462	381,582,915	-	-
AUTHORIZED POSITIONS	17	41	41	40	-	-
AUTHORIZED FTE	17.00	41.00	41.00	40.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	247,663,306	390,683,462	390,683,462	381,582,915	-	-
AUTHORIZED POSITIONS	17	41	41	40	-	-
AUTHORIZED FTE	17.00	41.00	41.00	40.00	-	-
OPERATING BUDGET						
Other Funds	247,663,306	390,683,462	390,683,462	381,582,915	-	-
AUTHORIZED POSITIONS	17	41	41	40	-	-
AUTHORIZED FTE	17.00	41.00	41.00	40.00	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL BUDGET						
Other Funds	247,663,306	390,683,462	390,683,462	381,582,915	-	-
AUTHORIZED POSITIONS	17	41	41	40	-	-
AUTHORIZED FTE	17.00	41.00	41.00	40.00	-	-

Oregon Wireless Interoperability Network

LD Positions: 49 FTE: 49.00

In December of 2004, the Federal Communications Commission (FCC) issued a mandate that all Land Mobile Radio systems had to complete transition from broadband to narrowband by January 1, 2013. In addition, in June 2005 the Oregon legislature passed House Bill 2101 calling for the creation of a state wide interoperable wireless communication system. The Oregon Wireless Interoperability Network (OWIN) was established in SB 136 (2005).

Activities and Programs

The primary function of OWIN is to assure that Oregon develops, builds, finances, maintains and operates a single emergency response wireless communications infrastructure. The new system will also meet the FCC's narrow-banding mandate. OWIN will consolidate and upgrade 4 state agency radio systems: the Oregon Department of Transportation (ODOT), the Oregon State Police (OSP), the Department of Forestry (ODF) and the Department of Corrections (DOC), enabling reliable communications to these agencies and to all federal, state, local, and tribal emergency responders.

OWIN is currently under the administrative and operational support of the Oregon Department of Transportation (ODOT). The OWIN project is a digital, trunked, land mobile radio system. The project includes installation of infrastructure (buildings, towers, and digital microwave equipment) throughout the state, designing and implementing voice and data systems and maintaining and operating those elements.

Partnerships with local agencies

OWIN continues to collaborate with local agencies to formalize partnerships that enhance public safety. These agreements are designed to share existing site facilities and cooperate on the development of microwave networks with local government when possible and to collaborate on improvements and developments.

These efforts, while ongoing and evolutionary, have already resulted in substantial opportunities for partnership savings. Partnerships have resulted in reduced property lease costs, reduced or no construction costs for towers and buildings, and the ability to share access, security, and power.
Partnerships support the OWIN goals and objectives to provide support for the communications needs of State agencies and also ensure communications interoperability among all state, local, tribal and federal public safety agencies, thereby maximizing shared use of this public asset.

Revenue Sources

Please see the Highway Division section for revenue sources information.

Oregon Wireless Interoperability Network Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget that estimates the cost to continue current legislatively approved programs into the 2011–2013 biennium.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-out of ($1,557,452) in General Funds reflects changes in OWIN's fund type utilization for the 2011-2013 biennium. Phase-out of ($5,591,419) in Other Funds and ($474,065) in Federal Funds is due to budget adjustments aligning with project operations.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: OWIN**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-100-80-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	(1,557,452)	-	-	-	-	-	(1,557,452)
Total Revenues	**($1,557,452)**	**-**	**-**	**-**	**-**	**-**	**($1,557,452)**
Services & Supplies							
Agency Program Related S and S	(1,557,452)	-	-	-	-	-	(1,557,452)
Other COP Costs	-	-	(3,910,300)	-	-	-	(3,910,300)
Total Services & Supplies	**($1,557,452)**	**-**	**($3,910,300)**	**-**	**-**	**-**	**($5,467,752)**
Capital Outlay							
Technical Equipment	-	-	(1,681,119)	(474,065)	-	-	(2,155,184)
Total Capital Outlay	**-**	**-**	**($1,681,119)**	**($474,065)**	**-**	**-**	**($2,155,184)**
Total Expenditures							
Total Expenditures	(1,557,452)	-	(5,591,419)	(474,065)	-	-	(7,622,936)
Total Expenditures	**($1,557,452)**	**-**	**($5,591,419)**	**($474,065)**	**-**	**-**	**($7,622,936)**
Ending Balance							
Ending Balance	-	-	5,591,419	474,065	-	-	6,065,484
Total Ending Balance	**-**	**-**	**$5,591,419**	**$474,065**	**-**	**-**	**$6,065,484**

Oregon Wireless Interoperability Network Implementation for 11-13 Biennium Policy Package #150

Total Package Request: **$118,687,889**
Highway: $604,471
Capital Construction: $100,785,000
Debt Service: $17,298,418

Purpose

Oregon Wireless Interoperability Network (OWIN) was established to meet the narrow banding and interoperability requirement for four state agencies and has completed the first phases of this task. The purpose of this policy option package is to secure funding for construction and ultimately the completion of OWIN infrastructure construction during the 2011-13 biennium. Funding will result in installation of infrastructure and implementation of the voice and data systems. Completion of construction of OWIN infrastructure the 2011-13 biennium supports compliance with the Federal Communications Commission's (FCC) mandate requiring users of land mobile radios to convert from wideband to narrowband before January 1, 2013. This mandate is weighted with federal fines and/or loss of several hundred FCC licenses by the State of Oregon public safety agencies.

This policy option package requests additional funds necessary to complete the OWIN project.

How Achieved

The OWIN project is being accomplished in phases spanning from 2007 to 2013. This Policy Option Package requests funding for the final phases which will complete the Installation of infrastructure and implement voice and data systems necessary for the operation of the statewide system.

Staffing Impact

OWIN operated in 2007-2009 and 2009-11 entirely with limited duration (LD) positions; all staffing must be re-established for the 2011-13 biennium. This package requests approval of limited duration positions. The project has moved from design and planning to installation and construction and the retention of 42 existing positions is requested to maintain momentum of the project. There is also a policy package requesting 12 Capital Construction positions from the 2009-11 biennium to be created moved for OWIN's 2011-13 Maintenance and Operation.

Number of Positions	FTE	Position Classification	Position Type	Effective Date
2	2.00	PRINCIPAL EXECUTIVE/MANAGER E	Limited Duration	7/1/2011
4	4.00	PRINCIPAL EXECUTIVE/MANAGER F	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER G	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER H	Limited Duration	7/1/2011
1	1.00	SUPV EXECUTIVE ASSISTANT	Limited Duration	7/1/2011
2	2.00	EXECUTIVE SUPPORT SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	ADMINISTRATIVE SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PUBLIC AFFAIRS SPECIALIST 2	Limited Duration	7/1/2011
2	2.00	FISCAL ANALYST 2	Limited Duration	7/1/2011
1	1.00	FISCAL ANALYST 3	Limited Duration	7/1/2011
1	1.00	ACCOUNTING TECHNICIAN 2	Limited Duration	7/1/2011
1	1.00	SUPPLY SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PROCUREMENT & CONTRACT SPEC 2	Limited Duration	7/1/2011
8	8.00	PROCUREMENT & CONTRACT SPEC 3	Limited Duration	7/1/2011
2	2.00	PROJECT MANAGER 1	Limited Duration	7/1/2011
6	6.00	PROJECT MANAGER 3	Limited Duration	7/1/2011

1	1.00	INFO SYSTEMS SPECIALIST 6	Limited Duration	7/1/2011
3	3.00	INFO SYSTEMS SPECIALIST 7	Limited Duration	7/1/2011
1	1.00	INFO SYSTEMS SPECIALIST 8	Limited Duration	7/1/2011
2	2.00	FACILITIES ENGINEER 2	Limited Duration	7/1/2011
Total: 42	42.00			

Services and Supplies

General Fund Services and Supplies are budgeted at $8,722,420 and Other Fund Services and Supplies total $7,466,552. The largest components of this category are anticipated lease costs for radio sites and associated Department of Justice costs to negotiate the leases: $9,425,908.

Debt Service

$17,298,418 of general funds is requested in this Policy Option Package to service the $100,785,000 in Certificates of Participation requested for the 2011-13 biennium.

Capital Outlay

OWIN is a capital construction project, and over 95% of funds will be used to finance the project with other funds - Certificates of Participation:

- Building and Structures: $14,362,691
- Telecommunications: $37,177,152
- Technical Equipment: $23,633,604

Revenue Sources

Funding will come from Certificates of Participation requested for the 2011-2013 biennium in the amount of $100,785,000 and General Funds.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: OWIN**
Pkg: 150 - OWIN Construction | **Cross Reference Number: 73000-100-80-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	604,471	-	-	-	-	-	604,471
Total Revenues	**$604,471**	**-**	**-**	**-**	**-**	**-**	**$604,471**
Personal Services							
Class/Unclass Sal. and Per Diem	408,720	-	-	-	-	-	408,720
Empl. Rel. Bd. Assessments	123	-	-	-	-	-	123
Public Employees' Retire Cont	58,896	-	-	-	-	-	58,896
Social Security Taxes	31,267	-	-	-	-	-	31,267
Worker's Comp. Assess. (WCD)	177	-	-	-	-	-	177
Flexible Benefits	90,288	-	-	-	-	-	90,288
Total Personal Services	**$589,471**	**-**	**-**	**-**	**-**	**-**	**$589,471**
Services & Supplies							
Employee Training	5,000	-	-	-	-	-	5,000
Office Expenses	5,000	-	-	-	-	-	5,000
Agency Program Related S and S	5,000	-	-	-	-	-	5,000
Total Services & Supplies	**$15,000**	**-**	**-**	**-**	**-**	**-**	**$15,000**
Total Expenditures							
Total Expenditures	604,471	-	-	-	-	-	604,471
Total Expenditures	**$604,471**	**-**	**-**	**-**	**-**	**-**	**$604,471**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: OWIN**
Pkg: 150 - OWIN Construction **Cross Reference Number: 73000-100-80-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Positions							
Total Positions							3
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**3**
Total FTE							
Total FTE							3.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**3.00**

PACKAGE: 150 - OWIN Construction

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
0913011	MESNZ7014 AA	PRINCIPAL EXECUTIVE/MANAGER H	1	1.00	24.00	02	7,585.00	182,040				182,040
								70,354				70,354
0913012	MESNZ0833 AA	SUPV EXECUTIVE ASSISTANT	1	1.00	24.00	02	4,039.00	96,936				96,936
								51,580				51,580
0913013	MMN X0865 AA	PUBLIC AFFAIRS SPECIALIST 2	1	1.00	24.00	05	5,406.00	129,744				129,744
								58,817				58,817
		TOTAL PICS SALARY						408,720				408,720
		TOTAL PICS OPE						180,751				180,751
		TOTAL PICS PERSONAL SERVICES =	3	3.00	72.00			589,471				589,471

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-100-80-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Grants (Non-Fed)	-	-	5,591,419	-	-	-
Total Other Funds	**-**	**-**	**$5,591,419**	**-**	**-**	**-**
Federal Funds						
Federal Funds	-	-	474,065	-	-	-
Total Federal Funds	**-**	**-**	**$474,065**	**-**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
General Fund	-	-	1,397,910	-	-	-
SERVICES & SUPPLIES						
General Fund	-	-	1,557,452	1,557,452	-	-
Other Funds	-	-	3,910,300	3,910,300	-	-
All Funds	-	-	5,467,752	5,467,752	-	-
CAPITAL OUTLAY						
Other Funds	-	-	1,681,119	1,681,119	-	-
Federal Funds	-	-	474,065	474,065	-	-
All Funds	-	-	2,155,184	2,155,184	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
General Fund	-	-	2,955,362	1,557,452	-	-
Other Funds	-	-	5,591,419	5,591,419	-	-
Federal Funds	-	-	474,065	474,065	-	-
All Funds	-	-	9,020,846	7,622,936	-	-
LIMITED BUDGET (Essential Packages)						
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
General Fund	-	-	-	(1,557,452)	-	-
Other Funds	-	-	-	(3,910,300)	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
All Funds	-	-	-	(5,467,752)	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	(1,681,119)	-	-
Federal Funds	-	-	-	(474,065)	-	-
All Funds	-	-	-	(2,155,184)	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
General Fund	-	-	-	(1,557,452)	-	-
Other Funds	-	-	-	(5,591,419)	-	-
Federal Funds	-	-	-	(474,065)	-	-
All Funds	-	-	-	(7,622,936)	-	-
LIMITED BUDGET (Current Service Level)						
General Fund	-	-	2,955,362	-	-	-
Other Funds	-	-	5,591,419	-	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	-	-	9,020,846	-	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 3						
150 OWIN CONSTRUCTION						
PERSONAL SERVICES						
General Fund	-	-	-	589,471	-	-
SERVICES & SUPPLIES						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
General Fund	-	-	-	15,000	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-
TOTAL LIMITED BUDGET (Policy Packages)						
General Fund	-	-	-	604,471	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
General Fund	-	-	2,955,362	604,471	-	-
Other Funds	-	-	5,591,419	-	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	-	-	9,020,846	604,471	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-
OPERATING BUDGET						
General Fund	-	-	2,955,362	604,471	-	-
Other Funds	-	-	5,591,419	-	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	-	-	9,020,846	604,471	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL BUDGET						
General Fund	-	-	2,955,362	604,471	-	-
Other Funds	-	-	5,591,419	-	-	-
Federal Funds	-	-	474,065	-	-	-
All Funds	-	-	9,020,846	604,471	-	-
AUTHORIZED POSITIONS	-	-	-	3	-	-
AUTHORIZED FTE	-	-	-	3.00	-	-

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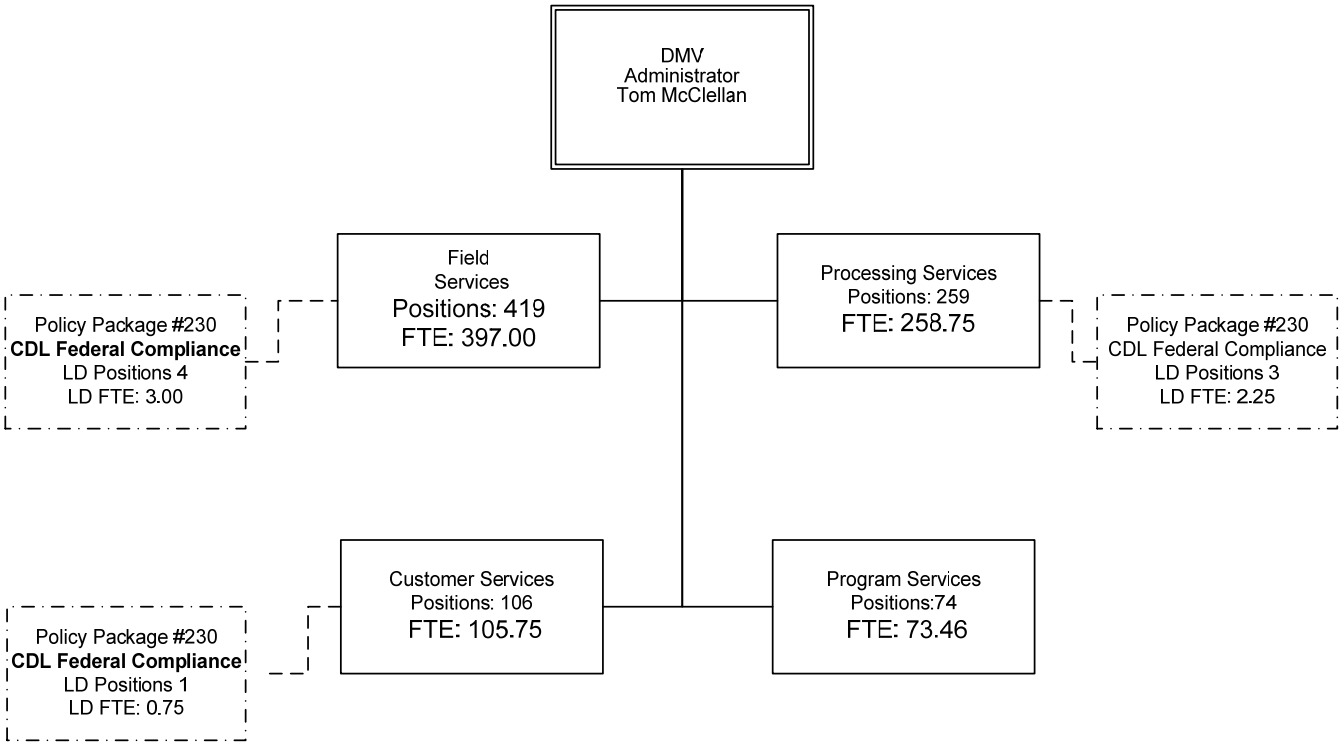
Driver and Motor Vehicles Services Division

Positions: 862 (870 with Packages) FTE: 838.46 (844.46 with Packages)



Driver and Motor Vehicles Division

Activities and Programs

DMV is organized to deliver driver, vehicle, and record services through four Service Groups:

- Program Services
- Field Services
- Processing Services
- Customer Services

Program Services
This group coordinates major changes to DMV programs and operations resulting from federal/state laws, policy direction, business process improvements, and computer system initiatives. Program Services also develops and implements policies, procedures, and administrative rules for DMV's driver, vehicle, and business licensing services. Employees analyze the policy and fiscal impacts of proposed legislation and other changes, and evaluate the effectiveness of DMV programs. They design and publish forms and manuals, ensure adequate supplies of license plates and stickers, and manage service contracts. Employees interpret business needs and priorities; lead strategic and tactical IT planning; coordinate DMV involvement in IT projects and other major system changes; and ensure computer systems meet business needs through testing and monitoring. Staff license and inspect vehicle dealers and related businesses, investigate unlicensed vehicle dealer activity, and support the Oregon Dealer Advisory Committee. Program Services also provides support for DMV efforts to prevent, detect, and investigate fraudulent activity.

Field Services
This group operates DMV's 64 field offices statewide in which approximately 13,000 customers are served each day. There are two types of offices: Full Service and Limited Service. Full Service offices administer driver knowledge, skill and vision tests; issue photo driver licenses and identification cards; reinstate driving privileges; register vehicles; issue plates and stickers; handle title applications; and inspect vehicle identification numbers. There are two types of Limited Service offices: 1) provides all services except behind-the-wheel skills testing and 2) provides all services except knowledge and skills testing, reinstatement services, inspection of vehicle identification numbers, and titling and registration of out-of-state vehicles.

Field offices also do work for other ODOT divisions and other agencies:

- Issue motor carrier credentials
- Issue truck oversize/weight permits
- Sell Sno-Park permits
- Test applicants for licensing boards
- Register voters
- Verify that vehicles have passed emissions tests, as required

Processing Services

This group processes all mail-in business for driver licenses, titles, and registrations, and completes all of the business accepted at local offices around the state. Employees process financial transactions for customers; issue titles, plates, and stickers; renew driver licenses; enter data into DMV's computer systems, and prepare paperwork for microfilming. DMV produces over 1.2 million titles and issues almost 2 million registrations every year. Employees record traffic violations, convictions, and other driving record information; process accident reports, suspensions, and license reinstatements; manage driver improvement activities and medically at risk driver case reviews; use facial recognition software to review and clear drivers prior to issuance of all drivers' licenses and ID cards; issue driver licenses with previous photos to eligible military personnel and others who are temporarily out of the state; and issue hardship permits to eligible suspended drivers. Employees work by mail, telephone, and in-person to help customers who have lost or could lose their driving privileges.

Customer Services

This group provides call center services and record services for DMV customers. Three call centers provide telephone assistance for about two million customers per year. The call centers answer all calls directed at DMV field offices as well as general information calls directed to DMV headquarters. Employees answer questions, schedule drive tests statewide, and help callers conduct business with DMV. Two call centers employ 40-50 inmates at the Oregon Coffee Creek Correctional Facility and the Oregon State Correctional Institution. The third call center is staffed by DMV employees at the Salem headquarters building. Customer Services also provides DMV driver and vehicle records requested by public and private entities and administers programs designed to ensure the security of personal information held by DMV. Law enforcement agencies access about 51,000 records each day on the DMV database, and businesses and individuals make over four million DMV record requests each year. This group manages the DMV contract with Oregon State Police for access to DMV records through LEDS and the contract with the Employment Department for administrative hearings for people who appeal DMV actions. The majority of the hearings involve driver license suspensions under Oregon's implied consent laws

for driving while intoxicated. This group also manages the DMV headquarters facility, and provides incoming and outgoing mail services for the entire facility.

Administrator's Office
This office provides the policy, oversight, and administrative functions of the Division.

Issues and Trends

- **Demographic Changes** – Oregon is becoming more ethnically diverse and older. Both factors are important to DMV from a customer service and workforce perspective. Language and cultural differences must be bridged to enable people to complete their driver and vehicle transactions, and increasingly we are seeing older drivers referred to the Medically At-Risk Driver Program. From the workforce view, DMV must hire employees that reflect the communities that we serve and begin replacing employees who are retiring with significant experience and knowledge about our programs.

- **Eligibility for Driver Licenses and ID Cards** – Eligibility for an Oregon driver license or identification card is becoming more difficult as standards for proving identity and legal status are tightened. Fewer documents are accepted from applicants, and more electronic systems for verifying the data contained on some documents are now being used. The Oregon Legislature adopted a legal presence standard in February 2008 (SB 1080) with provisions phased in by January 2010. Federal Real ID regulations call for compliance with new driver license issuance standards by May 2011 or the state-issued credentials will not be accepted for federal identification purposes.

- **Fraud Prevention** – State-issued driver licenses and ID cards are used widely as identity documents to conduct business with public agencies and private companies. Increasing concern about identity theft has created the need for a robust fraud prevention program at DMV. DMV continues to strengthen its policies and procedures to prevent, detect, and investigate instances of internal and external fraud. Criminal investigations are turned over to law enforcement agencies.

- **Service Delivery** -- DMV field offices will continue to evolve as we anticipate changes in the way services are delivered and what services are available. Driver licenses and ID cards are no longer issued over-the-counter at field offices, and facial recognition software is used to avoid issuing multiple cards under different names to the same person and to check previous photos on file. Fraudulent documents are reported to local law enforcement and more people are turned away because of

insufficient documents to prove their eligibility. DMV field offices will continue to provide professional, timely and courteous service but ongoing changes to issuance requirements could impact the service levels Oregonians have come to expect from their DMV.

- **Congestion** – Congestion on Oregon's roads is forecasted to increase by 42 percent by 2025, creating gridlock for commuters and further challenging Oregon's ability to compete in the traded sector economy. Since about 25 percent of highway congestion is attributed to traffic incidents, it is imperative that Oregon drivers operate their vehicles safely. DMV tests people prior to issuing driver licenses to determine their ability to operate a vehicle, and also administers suspensions, temporary restrictions, and withdrawals of driving privileges. DMV also requires people to complete additional tests when impairments and safety concerns are reported by physicians, law enforcement, and others.

- **Driving Without Privileges** – The number of people driving vehicles in Oregon without valid driving privileges is increasing. This group includes people with expired, suspended, or withdrawn driving privileges. It also includes people who live and operate a vehicle in Oregon, but have never received a driver license in Oregon. The incidence of tragic pedestrian fatalities and hit-and-run crashes is cause for exploring ways to remove these individuals from our roads. The challenge is to target those individuals who pose the greatest risk to traffic safety with cost-effective sanctions that the criminal justice system can support. Driver and crash data is available for analysis of potential solutions.

- **Aging Infrastructure** – The computer systems and facilities that DMV relies upon are aging and expensive to maintain and operate. The large mainframe systems were first developed in the mid-'60's with many features added throughout the years, which means the major applications are old and difficult to support. The supply of COBOL programmers is also declining, so finding qualified employees and contractors to support computer system projects is very difficult. The ability to respond quickly to statutory changes and to link its databases with other government agencies is severely constrained by these factors. In addition, field offices are mostly leased from private companies, so facility improvements must be planned and funded many years in advance. The buildings are not energy efficient and parking lots are frequently inadequate for the number of people served and the space needed for commercial driver license testing.

- **Efficiency and Productivity** – DMV will continue to streamline processes and increase productivity. This is especially important as a counter-balance to new state and federal program requirements that are intended to improve the effectiveness of programs, but will increase the time it takes to serve the public and to process transactions.

- **Unconventional Vehicles** – Oregon and national transportation initiatives encourage the use of alternative technologies like plug-in hybrid and all-electric vehicles. Vehicle manufacturers in Oregon and elsewhere will continue introducing creative solutions for these new emerging vehicle types. Issues and concerns include:
  - Should these vehicles be required to meet federal safety standards to operate on Oregon's roads?
  - Are manufacturers conducting sufficient safety tests?
  - How should these vehicles be titled and registered?
  - How will we test and license persons who operate these vehicles?

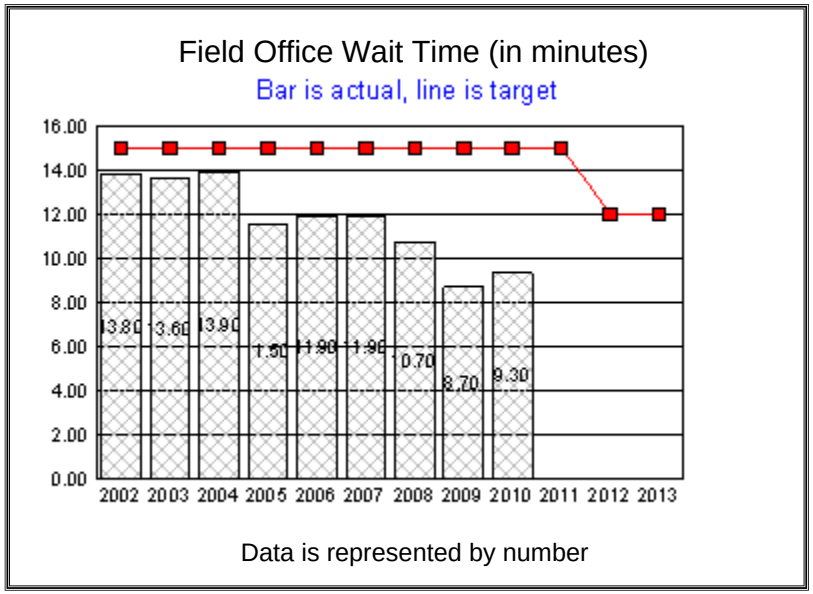
2011–2013 Expected Results: Performance Measures

KPM #24a	DMV Customer Services: 24-a) Field office wait time (in minutes)	Measure Since 1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	

1. OUR STRATEGY

Beginning fiscal year 2011, DMV will reduce the field office wait time target by 25 percent. This was due to improved customer service, the target was currently set at 15 minutes and in 2011 the target will become 12 minutes. The targets represent service levels that DMV can consistently meet given the division's current staffing levels.

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting resources from lower priority tasks to those tasks directly affecting field office wait times. Employees were cross-trained to respond more quickly as workload varied.



2. ABOUT THE TARGETS

Beginning fiscal year 2011, DMV will reduce the field office wait time target by 25 percent. This is due to improved customer service. The target is currently set at 15 minutes and in 2011 the target will become 12 minutes. The targets represent service levels that DMV can consistently meet given the division's current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV field office wait time performance was better than target and had decreased 15 percent from the prior biennium. Field office wait time has been consistently below the 15 minute target since 2000.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

DMV has shifted staff and resources to improve field office wait times. DMV's target will decrease by 25 percent in 2011 because the resources were in the right place at the right time. Cross-training staff has been effective and headquarters' staff has continued to assist field staffing levels when needed and during busy months in order to help offset peak field office workloads.

6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its customer service goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing for summer workload increases to maintain year long averages within service delivery targets.

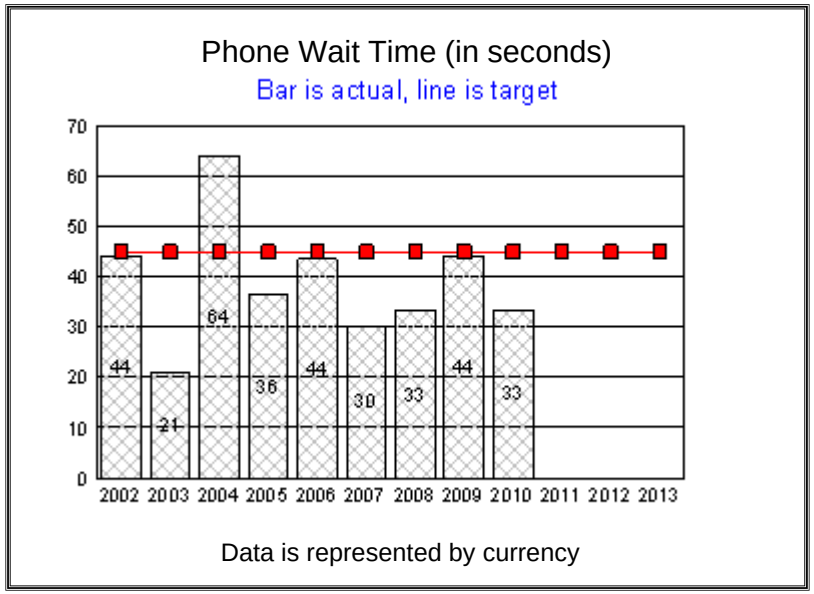
7. ABOUT THE DATA

DMV service level data was collected daily and reported weekly and monthly. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies have remained consistent during the period since 2000, meaning that the data was not biased by systematic error. The data effectively shows annual averages but does not illustrate possible "peaks" and "valleys" that may had occurred in file office wait times during the course of the fiscal year.

KPM #24b	DMV Customer Services: 24-b) Phone wait time (in seconds)	Measure Since 1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	

1. OUR STRATEGY

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting resources from lower priority tasks to those tasks directly affecting phone wait times. Employees were cross-trained to respond more quickly as workload varied.



2. ABOUT THE TARGETS

Feedback from customers and businesses indicates that DMV was expected to provide a consistent level of service. In response, DMV opened a third call center to reduce phone wait times. DMV did not meet our target for 2008 but now we were better than our target with the current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV opened a third phone center and has reduced phone wait times by about half compared to six years ago. In 2004, the average annual time was about 64 seconds but in 2010 the average time dropped to 33 seconds. Phone wait time performance has fluctuated from year to year but with the third phone center the large variations will decrease.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

During the last two years, DMV has successfully attained phone wait time targets by taking steps to ensure that resources and staffing levels were in the right place at the right time. DMV has improved phone wait time substantially in 2010 because opening a third call center has alleviated staff shortages.

6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its title wait time goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing during peaks in workload to maintain year long averages within service delivery targets.

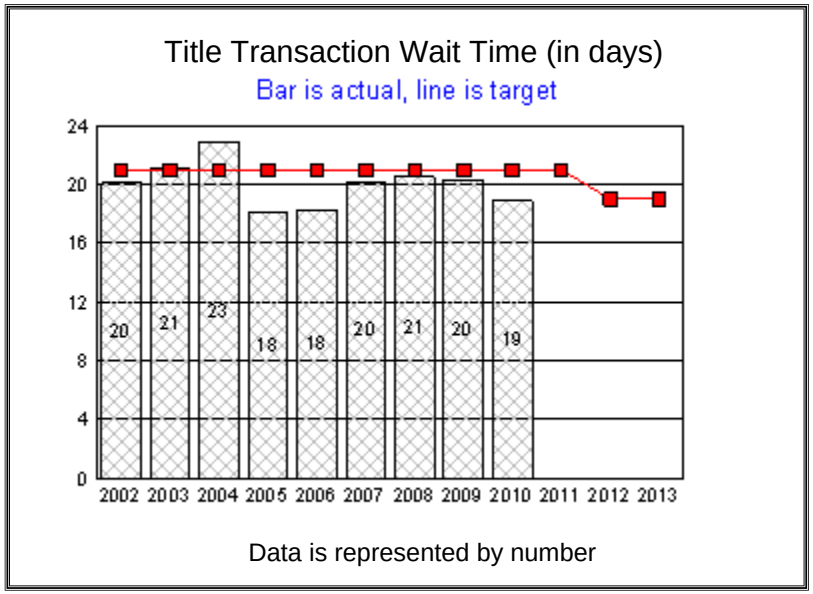
7. ABOUT THE DATA

DMV's titles were processed at headquarters and the results were tabulated daily and reports were generated weekly and monthly. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies have remained consistent during the period since 2000, meaning that the data is not biased by systematic error. The data effectively shows annual averages but does not illustrate possible "peaks" and "valleys" that may had occurred in wait times during the course of the fiscal year.

KPM #24c	DMV Customer Services: 24-c) Title wait time (in days)	Measure Since 1998
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments, Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Driver and Motor Vehicle Services Division, ODOT	
Owner	Driver and Motor Vehicle Services Division, ODOT, Aaron Hughes, 503-945-5596	

1. OUR STRATEGY

To continually increase efficiency and remain flexible to improve customer service. Make decisions based on customer input to maximize timeliness, customer satisfaction and economic efficiency. Activities associated with this general strategy include making decisions about shifting resources from lower priority tasks to those tasks directly affecting title wait times. Employees were cross-trained to respond more quickly as workload varied.



2. ABOUT THE TARGETS

DMV strives to reduce title wait and we had achieved our goal. Feedback from customers and businesses indicates that DMV is expected to provide a consistent level of service. In 2011, the target will be adjusted down from 21 to 19 days. The new targets represent service levels that DMV can consistently meet given the division's current staffing levels.

3. HOW WE ARE DOING

In 2010, DMV's title wait time performance improved by 7 percent to 18.9 days and is again better than target for the fifth consecutive year.

4. HOW WE COMPARE

Oregon does not participate in a benchmarking effort with other state motor vehicle agencies.

5. FACTORS AFFECTING RESULTS

During the last two years, DMV has successfully attained wait time targets by taking steps to ensure that resources were in the right place at the right time. DMV has improved title wait time due to efforts to alleviate staff shortages and cross-training of headquarters staff has improved DMV's ability to shift resources to meet targets.

6. WHAT NEEDS TO BE DONE

DMV will continue to closely monitor its customer service goals and results and take corrective action as needed. The division will monitor resources in an effort to ensure adequate staffing for summer workload increases to maintain year long averages within service delivery targets.

7. ABOUT THE DATA

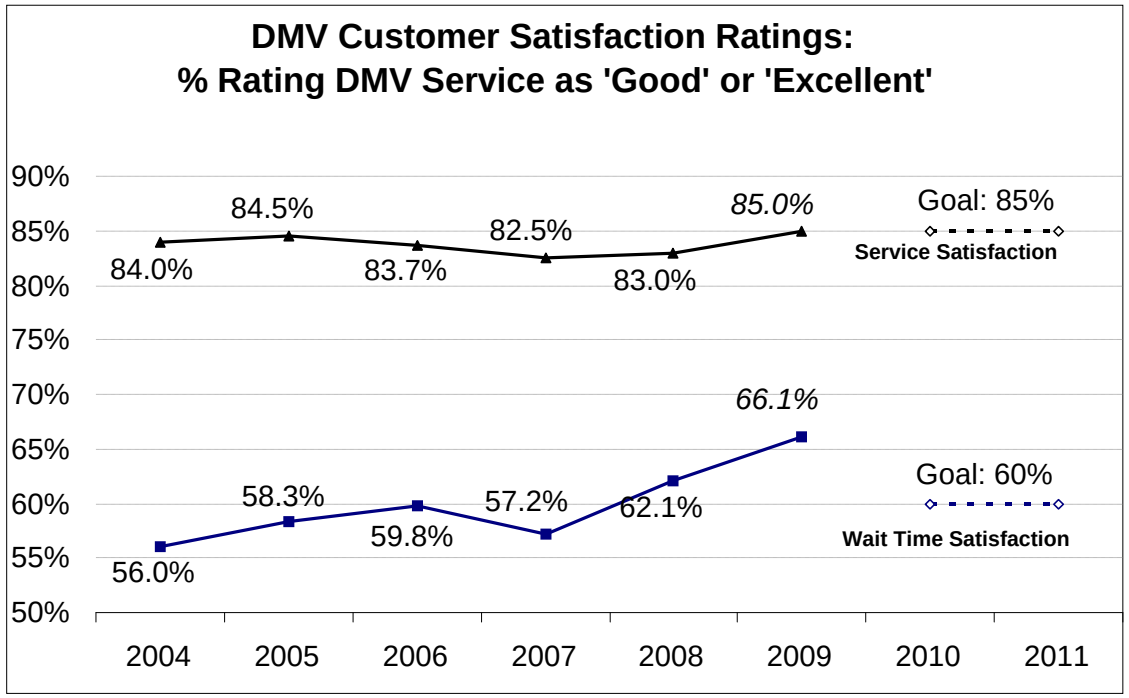
DMV service level data is collected on a weekly basis. The results reflect the average wait time during the Oregon fiscal year. Data collection and calculation methodologies have remained consistent during the period since 2000, meaning that the data is not biased by systematic error. The data effectively shows annual averages but does not illustrate possible "peaks" and "valleys" that may have occurred in wait times during the course of the fiscal year.

Division Performance Measures

CUSTOMER SATISFACTION: Service and Wait Time

This measure rates employee helpfulness, courtesy, knowledge, efficiency, and wait times.

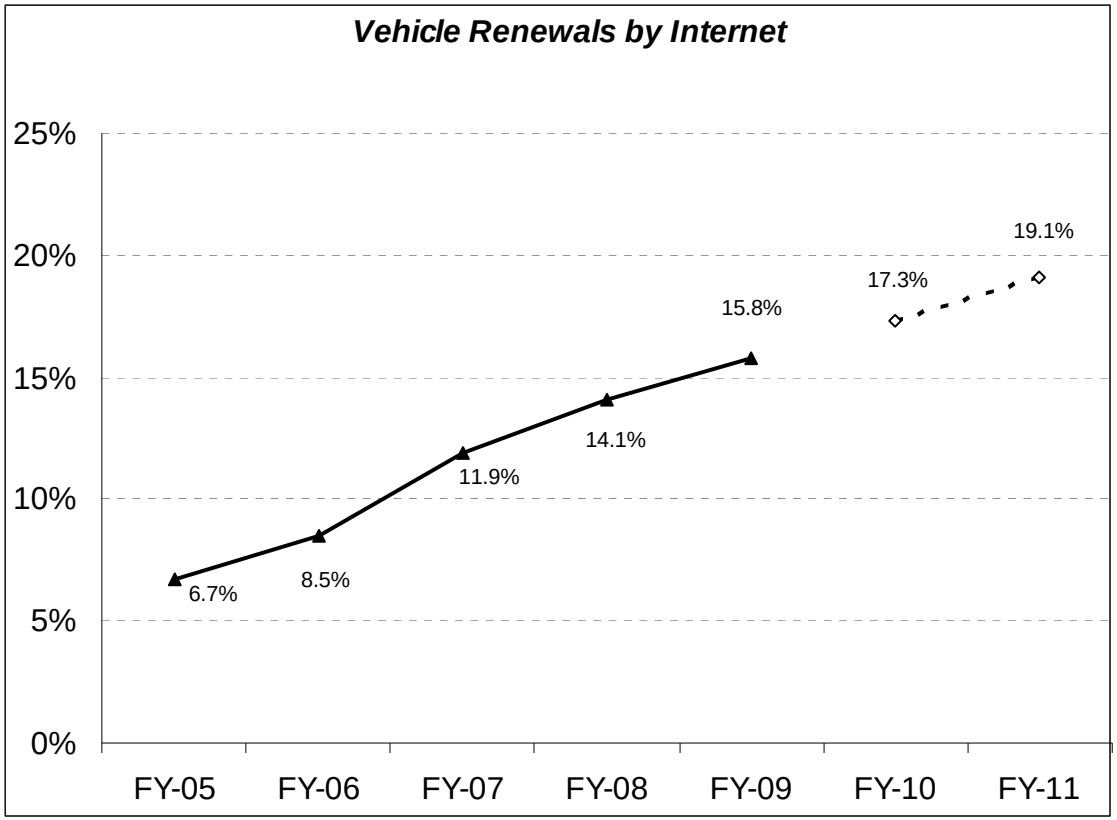
- DMV conducts customer satisfaction surveys and sets targets for the percentage of customers rating DMV service delivery as excellent or good.
- These surveys are conducted monthly by randomly sampling 400 customers who conducted business with DMV that month.
- DMV has set a goal of 85 percent of customers rating DMV service as good or excellent in relation to helpfulness, courtesy, knowledge and efficiency.
- DMV also surveys how satisfied customers are with the amount of time spent waiting for DMV services.
- DMV's goal is 60 percent for customers rating DMV wait time as good or excellent. This goal reflects the reality that the 15 minute average wait time service delivery goal may not yield a greater satisfaction rate.



VEHICLE RENEWALS USING THE INTERNET

This measure shows the percentage of customers that are using the Internet to renew their vehicle registration.

- DMV tracks which service channels customers are using to conduct business with DMV.
- Transactions processed through the Internet are the most cost effective method for DMV to conduct business with the public.
- Renewal notices mailed to homes encourage people to use the Internet to register their vehicle and pay with a credit card.
- Customers are reminded in field offices that their transaction could have been done over the Internet.
- DMV worked with DEQ to allow customers residing in emission inspection areas to use the Internet to renew their vehicle registration. This should increase the number of customers using the Internet for vehicle registration renewals.



Budget Highlights

Policy Packages included in the Agency Request Budget

DMV's 2011-2013 Agency Request Budget includes the following Policy Option Packages:

#210	Portland Drive Test Center	$1,200,000	0 Positions	0.00 FTE

This Policy Option Package requests funding to remodel and make necessary facility improvements to the Portland Drive Test Center (PDTC). It was constructed over 20 years ago as a drive test and dealer processing center for Oregon's major metropolitan area.

Remodeling the PDTC will add space to relieve over-crowding in the office. The waiting area is frequently filled to capacity with customers standing in lines that extend out the door. The asphalt surface of the parking lot is cracking and deteriorating. The design of the parking lot is unsafe for vehicle flow, pedestrians, CDL, driver, and motorcycle testing. The restrooms do not meet federal standards for wheelchair accessibility. These issues will be corrected with the remodel.

#220	Credit / Debit Cards In Field Offices	$195,531	0 Positions	0.00 FTE

This Policy Option Package will enable customers to use credit and debit cards to pay for transaction fees at DMV Field Offices. Currently, DMV only accepts cash or checks at field offices, while credit/debit payments are accepted for vehicle registration renewals processed through the DMV website or at DEQ emission testing stations. In contrast, other state agencies and other parts of ODOT have accepted credit/debit payments from customers for years.

Processing credit/debit payments at DMV field offices is an important payment option for customers, which was heightened due to increased fees for the Oregon Jobs and Transportation Act of 2009. Without the field office credit/debit payment option, there will be an increase in the number of customers needing to:

- Make additional visits to their financial institutions for cash
- Incur unplanned service fees to use ATMs located in field offices
- Make additional visits to DMV versus the one planned visit

Implementation of a credit/debit card payment option will reduce complaints from customers who are accustomed to paying for services with this type of payment method.

The department will pay credit/debit processing fees (e.g., merchant fees) from its operating budget as an improvement in customer service in its offices. The full effect of this increase in operating expenditures will take effect during the 2013-15 biennium.

#230	CDL Federal Compliance	$697,040	8 Positions	6.00 FTE

This Policy Option Package supports Oregon's compliance with Federal Motor Carrier Safety Regulations for commercial drivers published in December 2008. Federal regulations require states to make Commercial Driver License Information System (CDLIS) changes to support CDLIS Modernization specifications.

The changes support the collection and electronic exchange of additional data on all Commercial Driver License (CDL) holders. Changes include:

- Driver's self-certification of driving status, interstate versus intrastate
- Collection of medical certification data
- Tracking the validity of CDL holders' medical certifications
- Expansion of the data field for CDL driver's name
- System compatibility while transitioning to CDLIS Modernization specifications
- Passage of a CDLIS Structured Test

Revenue Sources

Driver and Motor Vehicle Services Division

Funds	Source	Revenue	Limits on use of Funds
Other	Dealer Business Fees	$2,492,884	Transportation Operating Fund (TOF)
Other	Vehicle Licenses	$549,355,344	Highway Fund
Other	Recreational Vehicle Licenses	$34,146,931	Transferred to Parks and Recreation Dept
Other	Snowmobile Licenses	$620,510	Snowmobile Fund
Other	Custom License Plates	$8,380,921	Passenger Rail Fund
Other	Salmon Plates	$472,134	Parks Dept and Governor's Watershed Enhancement
Other	Special Group Plates	$1,011,368	Special Groups such as University of Oregon and Oregon State University
Other	Driver Licenses/ID Cards	$71,882,076	Cost Recovery
Other	Vehicle Trip Permits	$11,274,480	Highway Fund
Other	Snow Park Permits	$2,359,224	Snow Removal in Snow Park Lots/Roads
Other	Title Transfer and Dealer Penalties	$2,214,843	Highway Fund / TOF
Other	Record Sales Income	$5,140,009	Cost Recovery
Other	Other Revenues	$1,252,058	
Federal	Federal Funds	$2,295,276	Federal Grants
Other	Transfer-In Highway	$1,003,260	Lawnmower Fund/POPs

Driver and Motor Vehicle Services Division, continued

Funds	Source	Revenue	Limits on use of Funds
Other	Transfer-In DEQ	$182,888	
Other	Transfer-Out Highway Division	($135,322,095)	Highway Fund
Other	Transfer-Out Central Services	($55,256,924)	
Other	Transfer-Out Debt Service	($113,263,581)	Debt Service Payments
Other	Transfer-Out Transportation Safety Division	($8,334,760)	Student Driver Training and Motorcycle Safety
Other	Transfer-Out Transit Division	($4,614,632)	ID Card Revenue for STF Program
Other	Transfer-Out Rail Division	($7,907,038)	Custom Plate Revenue for Passenger Rail Program
Other	Transfer-Out Cities	($69,161,624)	Highway Fund
Other	Transfer-Out Counties	($91,067,073)	Highway Fund
Other	Transfer-Out Economic Development	($629,981)	
Other	Transfer-Out Veterans Affairs	($90,915)	
Other	Transfer-Out Education	($92,987)	
Other	Transfer-Out Watershed Enhance	($469,773)	
Other	Transfer-Out Parks and Recreation	($33,425,051)	
Other	Transfer-Out Other	($2,631,740)	Special Group Plates/TIC

Summary of Legislative Concepts

04 – DMV – CDL Federal Compliance

Problem: Oregon law needs to be changed to maintain compliance with federal commercial driver licensing regulations and retain federal certification of Oregon's CDL program. Failure to comply with Federal Motor Carrier Safety Assistance (FMCSA) regulations can jeopardize full allocation of federal-aid highway funds and Motor Carrier Safety Assistance Program grant funds. FMCSA can withhold 5% of federal-aid highway funds the first year and 10% (about $26 million) in each subsequent year for non-compliance. Non-compliance also can result in federal decertification of the Oregon CDL program, meaning that Oregonians could not obtain a commercial driver license in this state.

Solution: This concept amends statute to require all CDL holders to maintain proof of medical qualification on file with DMV and authorizes DMV to cancel the CDL upon expiration of the required proof. In addition, it modifies suspension statutes that require suspensions for multiple serious offenses to base the suspension on the date of the offense (rather than conviction date). This concept also cleans up language in the definition of a commercial motor vehicle that is currently subject to misinterpretation. Finally, the concept also functions as a placeholder to comply with additional federal CDL regulations that are published prior to the 2011 session.

05 – DMV – Technical Correction of Suspension Statutes

Problem: Oregon law relating to suspensions and revocation of driving privileges has been amended many times. Some changes resulted in unintended complications regarding how the department administers the laws. Without this concept, DMV could be at risk of acting outside of the boundaries of its authority in how certain suspension/revocation requirements are currently administered.

Solution: The concept would make several technical changes to the statutes relating to the suspension and revocation of driving privileges to realign the DMV's long-standing administrative practice with statute:

1) Revise ORS 809.411(1) (c) to clarify when an SR-22 is or is not required for reinstatement.
2) Revise ORS 809.440(4) to clarify when a person is or is not entitled to a post-imposition hearing.
3) Modify ORS 809.409(2) as amended by HB 2870 (2009) to clarify when a person is eligible for reinstatement.
4) Modify ORS 809.235 to require proof of future financial responsibility filings as a condition of reinstatement to match the same requirement in ORS 809.409.

5) Revise ORS 809.280 to achieve consistent language throughout the subsections regarding procedures when DMV receives an order from the court to suspend driving privileges.
6) Revise ORS 813.606 to expand Ignition Interlock Device (IID) employer exemption to match the IID requirements in ORS 813.602.

06 – DMV – Applicant Temporary Permit Extension and SSN for SB 1080 Requirements

Problem: DMV issues an applicant temporary permit to individuals who require additional time to obtain acceptable proof of legal presence and/or to obtain proof of a verifiable Social Security number. Statute currently allows the issuance of an applicant temporary permit for 90 days, which can be extended for an additional 60 days if the applicant proves sufficient cause. A Driver Programs study shows that 150 days is not enough time. Typically, more than 150 days are needed when a customer is waiting on other agencies to process an application and issue an acceptable document.

Currently, applicants for driver licenses and identification cards are required to provide a document with proof of their Social Security numbers. DMV field office staff electronically verifies SSNs with the Social Security Administration, so requiring proof of SSN is an unnecessary step in the process.

Solution: This concept would allow a 90-day temporary permit with two 90-day extensions and an exceptions process. It potentially streamlines the renewal process for customers and field office staff if customers no longer need to provide proof of their social security number (SSN). Because field office staff electronically verifies SSN with the Social Security Administration, there is little risk in not requiring proof of SSN.

The proposed federal PASS ID may require proof of SSN when a license or ID card is issued as is required under REAL ID. Therefore, the SSN portion of the concept may be eliminated if the PASS ID concept is adopted at the federal level.

Essential Packages
Proposed packages
Orbits ect.

DMV Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-out $214,481 other funds due to one time cost associated with the Jobs and Transportation Act (JTA)
- Phase-out ($1,439,200) other funds, which were used to purchase Automated Testing Devices
- Phase-out ($318,744) federal funds that were used for a one time cost associated with JTA

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- This package also includes a decrease of $2,100,790 in State Government Service Charges.

060 Technical Adjustments

- A net zero realignment corrected budget to reflect expenditures by transferring ($806,119) from Professional Services to Other Services & Supplies.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Driver and Motor Vehicles Svcs**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-200-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	34,959	-	-	-	34,959
Overtime Payments	-	-	6,728	-	-	-	6,728
Shift Differential	-	-	482	-	-	-	482
All Other Differential	-	-	8,717	-	-	-	8,717
Public Employees' Retire Cont	-	-	2,295	-	-	-	2,295
Pension Bond Contribution	-	-	214,799	-	-	-	214,799
Social Security Taxes	-	-	3,892	-	-	-	3,892
Unemployment Assessments	-	-	3,606	-	-	-	3,606
Mass Transit Tax	-	-	(4,198)	-	-	-	(4,198)
Vacancy Savings	-	-	492,986	-	-	-	492,986
Total Personal Services	**-**	**-**	**$764,266**	**-**	**-**	**-**	**$764,266**
Total Expenditures							
Total Expenditures	-	-	764,266	-	-	-	764,266
Total Expenditures	**-**	**-**	**$764,266**	**-**	**-**	**-**	**$764,266**
Ending Balance							
Ending Balance	-	-	(764,266)	-	-	-	(764,266)
Total Ending Balance	**-**	**-**	**($764,266)**	**-**	**-**	**-**	**($764,266)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Driver and Motor Vehicles Svcs**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-200-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	(193,881)	-	-	-	(193,881)
IT Professional Services	-	-	-	(318,744)	-	-	(318,744)
Agency Program Related S and S	-	-	(20,600)	-	-	-	(20,600)
Total Services & Supplies	**-**	**-**	**($214,481)**	**($318,744)**	**-**	**-**	**($533,225)**
Capital Outlay							
Data Processing Hardware	-	-	(1,439,200)	-	-	-	(1,439,200)
Total Capital Outlay	**-**	**-**	**($1,439,200)**	**-**	**-**	**-**	**($1,439,200)**
Total Expenditures							
Total Expenditures	-	-	(1,653,681)	(318,744)	-	-	(1,972,425)
Total Expenditures	**-**	**-**	**($1,653,681)**	**($318,744)**	**-**	**-**	**($1,972,425)**
Ending Balance							
Ending Balance	-	-	1,653,681	318,744	-	-	1,972,425
Total Ending Balance	**-**	**-**	**$1,653,681**	**$318,744**	**-**	**-**	**$1,972,425**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	11,162	-	-	-	11,162
Out of State Travel	-	-	536	-	-	-	536
Employee Training	-	-	5,741	-	-	-	5,741
Office Expenses	-	-	209,584	-	-	-	209,584
Telecommunications	-	-	32,347	-	-	-	32,347
State Gov. Service Charges	-	-	(2,100,790)	-	-	-	(2,100,790)
Data Processing	-	-	1,705	-	-	-	1,705
Publicity and Publications	-	-	9,427	-	-	-	9,427
Professional Services	-	-	331,686	-	-	-	331,686
IT Professional Services	-	-	22,407	69,014	-	-	91,421
Attorney General	-	-	160,203	-	-	-	160,203
Employee Recruitment and Develop	-	-	3,400	-	-	-	3,400
Dues and Subscriptions	-	-	1,494	-	-	-	1,494
Facilities Rental and Taxes	-	-	311,483	-	-	-	311,483
Fuels and Utilities	-	-	21,160	-	-	-	21,160
Facilities Maintenance	-	-	30,733	-	-	-	30,733
Agency Program Related S and S	-	-	274,572	-	-	-	274,572
Intra-agency Charges	-	-	22,098	-	-	-	22,098
Other Services and Supplies	-	-	36,466	-	-	-	36,466
Expendable Prop 250 - 5000	-	-	9,609	-	-	-	9,609
IT Expendable Property	-	-	31,285	-	-	-	31,285
Total Services & Supplies	**-**	**-**	**($573,692)**	**$69,014**	**-**	**-**	**($504,678)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Automotive and Aircraft	-	-	3,234	-	-	-	3,234
Total Capital Outlay	**-**	**-**	**$3,234**	**-**	**-**	**-**	**$3,234**
Special Payments							
Spc Pmt to Environmental Quality	-	-	23,248	-	-	-	23,248
Total Special Payments	**-**	**-**	**$23,248**	**-**	**-**	**-**	**$23,248**
Total Expenditures							
Total Expenditures	-	-	(547,210)	69,014	-	-	(478,196)
Total Expenditures	**-**	**-**	**($547,210)**	**$69,014**	**-**	**-**	**($478,196)**
Ending Balance							
Ending Balance	-	-	547,210	(69,014)	-	-	478,196
Total Ending Balance	**-**	**-**	**$547,210**	**($69,014)**	**-**	**-**	**$478,196**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	9,698	-	-	-	9,698
Total Services & Supplies	**-**	**-**	**$9,698**	**-**	**-**	**-**	**$9,698**
Total Expenditures							
Total Expenditures	-	-	9,698	-	-	-	9,698
Total Expenditures	**-**	**-**	**$9,698**	**-**	**-**	**-**	**$9,698**
Ending Balance							
Ending Balance	-	-	(9,698)	-	-	-	(9,698)
Total Ending Balance	**-**	**-**	**($9,698)**	**-**	**-**	**-**	**($9,698)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	(806,119)	-	-	-	(806,119)
Other Services and Supplies	-	-	806,119	-	-	-	806,119
Total Services & Supplies	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DMV Policy Package #210
Portland Drive Test Center Remodel

Total Package Request: $1,200,000

Purpose

This package is requesting funding to remodel and make necessary facility improvements to the Portland Drive Test Center (PDTC) located on Powell Boulevard. It was constructed over 20 years ago as a drive test center and dealer processing center.

How Achieved

Remodeling the PDTC will add space to relieve over-crowding in the office. The waiting area is frequently filled to capacity with customers standing in lines that extend out the door. The asphalt surface of the parking lot is cracking and deteriorating. The design of the parking lot is unsafe for vehicle flow, pedestrians, CDL, driver, and motorcycle testing. Restrooms are considered non-ADA compliant according to current specifications related to wheelchair accessibility.

This facility serves about 450 people each day. It is the primary driver license testing facility for the Portland Metro Area, and demand for services is expected to increase in the future. The remodeled office will be able to meet the current and future business needs of our customers. Services provided will be more efficient and accessible. The facility premises will be safer for testing, vehicular traffic, and pedestrian traffic. Restrooms will be remodeled to meet ADA specifications.

Staffing Impact

None

Revenue Sources

The request will be funded with proceeds from the sale of the ODOT/DMV property that housed the former Beaverton field office. DMV will "unschedule" the limitation pending receipt of proceeds from the Beaverton land/building sale.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 210 - Portland Drive Test Center

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Sales Income	-	-	1,200,000	-	-	-	1,200,000
Total Revenues	**-**	**-**	**$1,200,000**	**-**	**-**	**-**	**$1,200,000**
Services & Supplies							
Facilities Maintenance	-	-	1,200,000	-	-	-	1,200,000
Total Services & Supplies	**-**	**-**	**$1,200,000**	**-**	**-**	**-**	**$1,200,000**
Total Expenditures							
Total Expenditures	-	-	1,200,000	-	-	-	1,200,000
Total Expenditures	**-**	**-**	**$1,200,000**	**-**	**-**	**-**	**$1,200,000**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DMV Policy Package #220
Credit / Debit card in Field Offices

Total Package Request: $612,515
DMV Segment: $195,531
ISB Segment: $416,984

Purpose

This request will enable DMV customers to use credit and debit cards to pay transaction fees at local field offices. DMV only accepts cash or checks for services received at its field offices, while credit/debit payments are accepted for vehicle registration renewals processed through the DMV website or at DEQ emission testing stations. In contrast, other state agencies and other parts of ODOT have accepted credit/debit payments from customers for years.

How Achieved

Processing credit/debit payments at DMV field offices is an important payment option for customers, which is heightened due to increased fees for the Oregon Jobs and Transportation Act of 2009. Without the field office credit/debit payment option, there will be an increase in the number of customers needing to:

- Make unnecessary visits to their financial institutions for cash
- Incur unplanned service fees to use ATMs located in some field offices
- Make additional visits to DMV versus the one planned visit

Implementing a credit/debit card payment option will reduce complaints from customers who are accustomed to paying for services with this type of payment method.

The department will pay credit/debit processing fees (e.g., merchant fees) from its operating budget as an improvement in customer service in its offices. The full effect of increased operating expenditures will take effect during the 2013-15 biennium.

Staffing Impact

None

Revenue Sources

The revenue source is from existing DMV revenues.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 220 - Credit / Debit card in Field Offices

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Transfers Out							
Transfer Out - Intrafund	-	-	(416,984)	-	-	-	(416,984)
Total Transfers Out	**-**	**-**	**($416,984)**	**-**	**-**	**-**	**($416,984)**
Services & Supplies							
Employee Training	-	-	25,000	-	-	-	25,000
Professional Services	-	-	35,061	-	-	-	35,061
Expendable Prop 250 - 5000	-	-	135,470	-	-	-	135,470
Total Services & Supplies	**-**	**-**	**$195,531**	**-**	**-**	**-**	**$195,531**
Total Expenditures							
Total Expenditures	-	-	195,531	-	-	-	195,531
Total Expenditures	**-**	**-**	**$195,531**	**-**	**-**	**-**	**$195,531**
Ending Balance							
Ending Balance	-	-	(612,515)	-	-	-	(612,515)
Total Ending Balance	**-**	**-**	**($612,515)**	**-**	**-**	**-**	**($612,515)**

DMV Policy Package #230
CDL Federal Compliance

Total Package Request: $697,040

Purpose

This package supports Oregon's compliance with Federal Motor Carrier Safety Regulations for commercial driver licensing published in December 2008. Federal regulations require states to make Commercial Driver License Information System (CDLIS) changes to support medical certification requirements and CDLIS modernization specifications.

How Achieved

The changes support collection and electronic exchange of additional data on Commercial Driver License (CDL) holders. Changes include:

- Driver's self-certification of driving status, interstate and intrastate
- Collection of medical certification data
- Tracking the validity of medical CDL holders' certifications
- Expansion of the data field for CDL driver's name
- System changes to support system compatibility while states transition to CDLIS Modernization specifications
- Passage of a CDLIS Structured Test

States must comply with these requirements beginning January 31, 2012. DMV initiated IS projects to complete some of the necessary computer system changes during 2009-11.

Collecting, storing, and tracking the additional data will allow Oregon DMV to comply with Federal Motor Carrier Safety Regulations enacted to improve highway safety. The position costs are associated with the workload increase of collecting the additional medical information from CDL drivers and processing the information to share with law enforcement and other states, beginning January 31, 2012.

Federal regulations require DMV to collect and process the information on all current Oregon CDL holders no later than January 31, 2014. Following the transition period, approximately 142,000 CDL drivers each biennium will be required to present a new medical card.

The requested positions will support the initial data collection period and the on-going data collection and processing needed to maintain compliance. Compliance with the federal regulations will allow CDL holders to continue operating commercial motor vehicles in Oregon and other states.

Staffing Impact

Number of Positions	FTE	Position Classification	Position Type	Effective Date
4	3.00	Transportation Service Representative 1	Limited Duration	January 2012
3	2.25	Office Specialist 1	Limited Duration	January 2012
1	0.75	Public Service Representative 3	Limited Duration	January 2012
Total: 8	**6.00**			

Revenue Sources

A mixture of Highway Fund and Federal Funds will be used. DMV has applied for and received several Federal Funds grants for improvement of the Commercial Driver License System.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 230 - CDL Federal Compliance

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Transfer In - Intrafund	-	-	673,534	-	-	-	673,534
Total Revenues	**-**	**-**	**$673,534**	**-**	**-**	**-**	**$673,534**
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	329,976	-	-	-	329,976
Empl. Rel. Bd. Assessments	-	-	248	-	-	-	248
Public Employees' Retire Cont	-	-	47,546	-	-	-	47,546
Social Security Taxes	-	-	25,243	-	-	-	25,243
Worker's Comp. Assess. (WCD)	-	-	352	-	-	-	352
Flexible Benefits	-	-	180,576	-	-	-	180,576
Total Personal Services	**-**	**-**	**$583,941**	**-**	**-**	**-**	**$583,941**
Services & Supplies							
Employee Training	-	-	50,000	-	-	-	50,000
Office Expenses	-	-	49,027	-	-	-	49,027
Professional Services	-	-	11,072	-	-	-	11,072
Attorney General	-	-	3,000	-	-	-	3,000
Total Services & Supplies	**-**	**-**	**$113,099**	**-**	**-**	**-**	**$113,099**
Total Expenditures							
Total Expenditures	-	-	697,040	-	-	-	697,040
Total Expenditures	**-**	**-**	**$697,040**	**-**	**-**	**-**	**$697,040**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 230 - CDL Federal Compliance

Cross Reference Name: Driver and Motor Vehicles Svcs
Cross Reference Number: 73000-200-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(23,506)	-	-	-	(23,506)
Total Ending Balance	**-**	**-**	**($23,506)**	**-**	**-**	**-**	**($23,506)**
Total Positions							
Total Positions							8
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**8**
Total FTE							
Total FTE							6.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**6.00**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
0913001 OA	C0103 AA	OFFICE SPECIALIST 1	1	.75	18.00	02	2,052.00		36,936 30,795			36,936 30,795
0913002 OA	C0103 AA	OFFICE SPECIALIST 1	1	.75	18.00	02	2,052.00		36,936 30,795			36,936 30,795
0913003 OA	C0103 AA	OFFICE SPECIALIST 1	1	.75	18.00	02	2,052.00		36,936 30,795			36,936 30,795
0913004 OA	C0323 AA	PUBLIC SERVICE REP 3	1	.75	18.00	02	2,284.00		41,112 31,716			41,112 31,716
0913005 OA	C0331 AA	TRANSPORTATION SVCS REP 1	1	.75	18.00	02	2,473.00		44,514 32,466			44,514 32,466
0913006 OA	C0331 AA	TRANSPORTATION SVCS REP 1	1	.75	18.00	02	2,473.00		44,514 32,466			44,514 32,466
0913007 OA	C0331 AA	TRANSPORTATION SVCS REP 1	1	.75	18.00	02	2,473.00		44,514 32,466			44,514 32,466
0913008 OA	C0331 AA	TRANSPORTATION SVCS REP 1	1	.75	18.00	02	2,473.00		44,514 32,466			44,514 32,466
		TOTAL PICS SALARY							329,976			329,976
		TOTAL PICS OPE							253,965			253,965
		TOTAL PICS PERSONAL SERVICES =	8	6.00	144.00				583,941			583,941

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-200-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Business Lic and Fees	2,028,672	2,343,789	2,343,789	2,492,884	-	-
Vehicle Licenses	385,422,899	564,625,314	564,625,314	604,702,401	-	-
Drivers Licenses	68,177,426	72,972,973	72,972,973	71,882,076	-	-
Transportation Lic and Fees	3,006,809	18,634,066	18,634,066	2,918,511	-	-
Fines and Forfeitures	2,436,087	2,604,634	2,604,634	2,214,843	-	-
Sales Income	5,358,080	10,324,614	10,324,614	6,340,009	-	-
Other Revenues	85,159	55,931	55,931	52,058	-	-
Transfer In - Intrafund	1,345,967	320,745	320,745	1,003,260	-	-
Tsfr From Environmental Quality	-	178,602	178,602	182,888	-	-
Transfer Out - Intrafund	(287,879,384)	(393,989,690)	(393,989,690)	(324,699,030)	-	-
Transfer to Other	-	(926,412)	(926,412)	(2,631,740)	-	-
Transfer to Cities	-	(38,289,572)	(38,289,572)	(69,161,624)	-	-
Transfer to Counties	-	(45,116,478)	(45,116,478)	(91,067,073)	-	-
Tsfr To Econ/Comm Dev Dept	(661,644)	(584,001)	(584,001)	(629,981)	-	-
Tsfr To Veterans' Affairs	(65,421)	(41,449)	(41,449)	(90,915)	-	-
Tsfr To Education, Dept of	(92,987)	(92,987)	(92,987)	(92,987)	-	-
Tsfr To Parks and Rec Dept	(34,895,261)	(34,178,572)	(34,178,572)	(33,425,051)	-	-
Tsfr To Watershd Enhance Bd	(603,224)	(576,694)	(576,694)	(469,773)	-	-
Total Other Funds	**$143,663,178**	**$158,264,813**	**$158,264,813**	**$169,520,756**	**-**	**-**
Federal Funds						
Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
Total Federal Funds	**$1,909,801**	**$2,545,006**	**$2,545,006**	**$2,295,276**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	95,515,138	101,971,175	101,971,175	113,141,308	-	-
Federal Funds	1,630,628	-	-	-	-	-
All Funds	97,145,766	101,971,175	101,971,175	113,141,308	-	-
SERVICES & SUPPLIES						
Other Funds	47,674,661	53,171,181	53,171,181	53,171,181	-	-
Federal Funds	279,173	2,545,006	2,545,006	2,545,006	-	-
All Funds	47,953,834	55,716,187	55,716,187	55,716,187	-	-
CAPITAL OUTLAY						
Other Funds	133,217	1,573,963	1,573,963	1,573,963	-	-
SPECIAL PAYMENTS						
Other Funds	448,414	968,660	968,660	968,660	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	143,771,430	157,684,979	157,684,979	168,855,112	-	-
Federal Funds	1,909,801	2,545,006	2,545,006	2,545,006	-	-
All Funds	145,681,231	160,229,985	160,229,985	171,400,118	-	-
AUTHORIZED POSITIONS	878	874	874	862	-	-
AUTHORIZED FTE	841.92	842.17	842.17	838.46	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
PERSONAL SERVICES						
Other Funds	-	-	-	764,266	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(214,481)	-	-
Federal Funds	-	-	-	(318,744)	-	-
All Funds	-	-	-	(533,225)	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	(1,439,200)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(573,692)	-	-
Federal Funds	-	-	-	69,014	-	-
All Funds	-	-	-	(504,678)	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	3,234	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	23,248	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	9,698	-	-

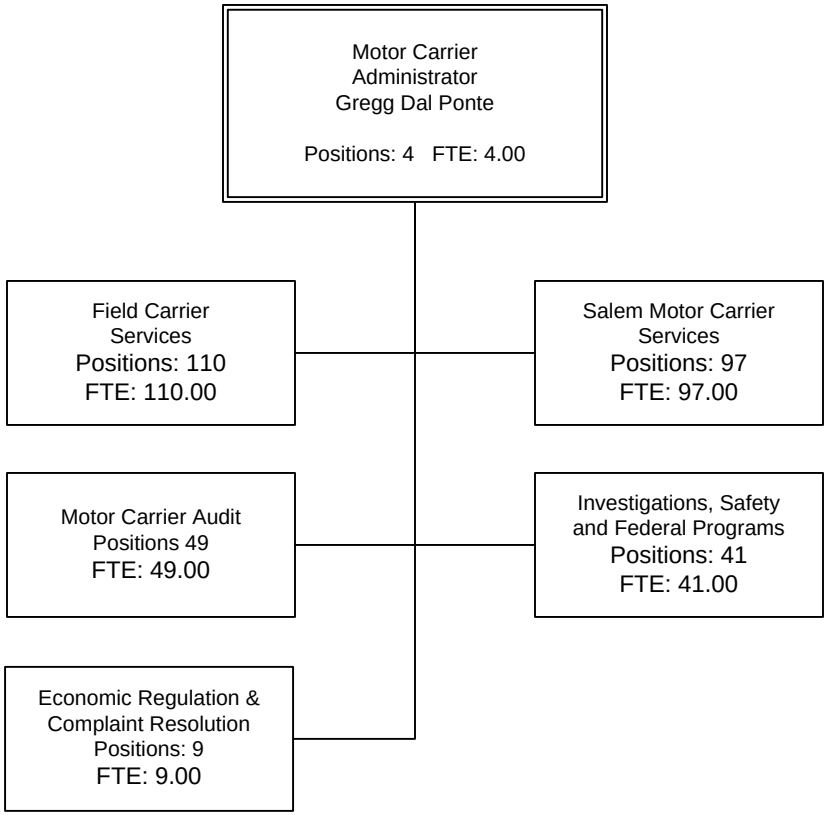
Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(1,426,927)	-	-
Federal Funds	-	-	-	(249,730)	-	-
All Funds	-	-	-	(1,676,657)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	143,771,430	157,684,979	157,684,979	167,428,185	-	-
Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
All Funds	145,681,231	160,229,985	160,229,985	169,723,461	-	-
AUTHORIZED POSITIONS	878	874	874	862	-	-
AUTHORIZED FTE	841.92	842.17	842.17	838.46	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 1						
230 CDL FEDERAL COMPLIANCE						
PERSONAL SERVICES						
Other Funds	-	-	-	583,941	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	113,099	-	-
AUTHORIZED POSITIONS	-	-	-	8	-	-
AUTHORIZED FTE	-	-	-	6.00	-	-
PRIORITY 4						
220 CREDIT / DEBIT CARD IN FIELD OFFICES						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SERVICES & SUPPLIES						
Other Funds	-	-	-	195,531	-	-
PRIORITY 5						
210 PORTLAND DRIVE TEST CENTER						
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,200,000	-	-
TOTAL LIMITED BUDGET (Policy Packages)						
Other Funds	-	-	-	2,092,571	-	-
AUTHORIZED POSITIONS	-	-	-	8	-	-
AUTHORIZED FTE	-	-	-	6.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	143,771,430	157,684,979	157,684,979	169,520,756	-	-
Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
All Funds	145,681,231	160,229,985	160,229,985	171,816,032	-	-
AUTHORIZED POSITIONS	878	874	874	870	-	-
AUTHORIZED FTE	841.92	842.17	842.17	844.46	-	-
OPERATING BUDGET						
Other Funds	143,771,430	157,684,979	157,684,979	169,520,756	-	-
Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
All Funds	145,681,231	160,229,985	160,229,985	171,816,032	-	-
AUTHORIZED POSITIONS	878	874	874	870	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED FTE	841.92	842.17	842.17	844.46	-	-
TOTAL BUDGET						
Other Funds	143,771,430	157,684,979	157,684,979	169,520,756	-	-
Federal Funds	1,909,801	2,545,006	2,545,006	2,295,276	-	-
All Funds	145,681,231	160,229,985	160,229,985	171,816,032	-	-
AUTHORIZED POSITIONS	878	874	874	870	-	-
AUTHORIZED FTE	841.92	842.17	842.17	844.46	-	-

Motor Carrier Transportation Division

Positions: 310 FTE: 310.00



Motor Carrier Transportation Division

The Motor Carrier Transportation Division (MCTD) helps truckers comply with laws and rules related to registration, safety, highway-use tax, truck size and weight. The division's mission is to promote a safe, efficient, and responsible commercial transportation industry by simplifying compliance, reducing unnecessary regulations, protecting highways and bridges from damage, enhancing private-public partnerships, fostering effective two-way communication, delivering superior customer service, and recognizing the vital economic interests of the commercial transportation industry.

The division maintains an extensive web site (http://www.oregon.gov/ODOT/MCT) with news and information about trucking in Oregon.

Activities and Programs

Investigations, Safety, and Federal Programs

Commercial Vehicle Safety

Highway safety is the top priority for the Motor Carrier Transportation Division. The division administers and enforces state and federal safety rules regarding the mechanical condition of trucks, qualifications and fitness of truck drivers, securement of cargo, and proper shipping of hazardous cargo. Safety specialists inspect trucks at weigh stations and along roadsides. They conduct comprehensive audits of trucking companies at their offices to check regulatory compliance, including audits of new interstate motor carriers to ensure they get off to a good start. Staff also occasionally helps investigate truck crashes.

MCTD is responsible for training and certifying enforcement officers who perform truck, driver, and hazardous cargo safety inspections. There are more than 500 certified inspectors at work in Oregon today. They completed a total of 53,328 inspections in 2009 — a rate of 1 inspection every 10 minutes. MCTD staff completed 31,541 of the inspections, while other state law enforcement officers completed 21,787. Critical safety violations were found in 25 percent of trucks and 15 percent of drivers inspected, indicating that inspectors effectively selected which to check (current national rates are 22 percent trucks and 6 percent drivers).

One performance measure the division tracks is the number of truck driver inspections that find critical safety violations. There is a statistical correlation between violations and truck-at-fault crashes. As more drivers are placed out-of-service because of critical violations, truck-at-fault crashes decline. Reducing at-fault crashes is the focus of the department's Key Performance Measure No. 6– Large Truck At-Fault Crashes (number of crashes per million truck miles traveled). Reducing crashes, injuries, and fatalities also

contributes to the department's Key Performance Measure No. 3–Safe Drivers (percent who drove safely by avoiding traffic violations and crashes in the prior three years) and Oregon Benchmark No. 45–Preventable Death (years of life lost before age 70).

MCTD manages the federal Motor Carrier Safety Assistance Program (MCSAP) in Oregon and receives more than $2.6 million in federal funds each year to support truck safety-related efforts. As a condition for receiving the funds, MCTD produces an annual Commercial Vehicle Safety Plan addressing ways to reduce crashes, injuries, and fatalities. The plan is also required by Oregon law and all trained and certified inspectors must follow its provisions (ORS 825.248).

In 2003, Oregon legislators directed that Oregon State Police (OSP) receive an annual allocation of $1.6 million of the total MCSAP funds. At the time, many city police, county sheriffs, and county weighmasters who had participated in the program under compensated agreements were switched to non-compensated plans. As a result of a MCSAP funds surplus in federal fiscal year 2009, MCTD began to actively recruit state law enforcement agencies to again receive reimbursement for truck safety enforcement work. The division now has compensated agreements with five enforcement agencies, including the Salem and Eugene Police Departments and the Clackamas County Sheriff's Office.

Green Light Weigh Station Preclearance

MCTD uses an intelligent transportation system called Green Light to weigh trucks in-motion and identify them as they approach Oregon's busiest weigh stations. The preclearance system is operational at 21 weigh stations statewide. It allows the stations to signal transponder-equipped trucks to proceed without stopping if they cross weigh-in-motion scales and successfully pass a computer check of size, weight, height, registration, account status, and safety records.

In 2009, trucks were weighed, electronically screened, and signaled to pass the stations 1,504,040 times. If bypassing a weigh station at highway speed saves five minutes, Green Light saved truckers 125,000 hours of travel time and millions of dollars in truck operating costs.

Allowing safe and legal trucks to bypass weigh stations helps enforcement officers manage a growing stream of truck traffic, preserves weigh station facilities, and eliminates hours of delay and significant expense for the trucking industry. This contributes to the department's key strategic goal of moving people and goods efficiently, using innovative technology to solve transportation problems. It also contributes to Oregon Benchmark No. 77–Carbon Dioxide Emissions (emissions as a percentage of 1990 emissions) because trucks that avoid stopping at weigh stations emit far fewer health impact pollutants.

Emission testing by the Oregon Department of Environmental Quality in June 2008 confirmed additional benefits of the program. Trucks are far less polluting and far more fuel efficient when they use the weigh-in-motion system to avoid stopping at weigh stations. Tests found a 36 percent to 67 percent reduction in each of the pollutants monitored–particulate matter, carbon dioxide, nitrogen oxides, carbon monoxide, and hydrocarbons – when trucks stayed at highway speed past a weigh station. Trucks that avoided the deceleration and acceleration necessary to enter and exit a weigh station also experienced a 57 percent improvement in fuel economy.

Field Carrier Services

Size and Weight Enforcement

Motor carrier enforcement officers are based in eight districts statewide. They work at 87 fixed weigh stations, including six ports of entry, and dozens of portable scale sites to ensure trucks stay within size and weight limits. In 2009, motor carrier enforcement officers weighed 2,054,939 trucks on static scales. They sorted and sent on their way hundreds of thousands of empty trucks that did not need to be weighed. Officers also processed 1,504,040 trucks that were electronically weighed and checked at highway speed by the Green Light weigh station preclearance system. The officers' work protecting Oregon highways and bridges from damage by oversize and overweight trucks contributes to Oregon Benchmark No. 72 – Road Condition (percent of roads and bridges in fair or better condition).

MCTD's outcome-based performance measures include tracking the number of trucks weighed and identified while crossing static scales or electronically screened by Green Light. There is a statistical correlation between weighing/identifying trucks and the weight-mile tax that auditors recover when they examine carrier records. As more trucks are weighed, more scale crossings are recorded for auditors to use to verify highway use reports and recover unpaid weight-mile taxes. In another correlation, more weight-related citations and warnings are issued as more trucks are precleared by Green Light. This system increases weigh station capacity and acts as a filter, preclearing the trucks operating within size and weight limits. Thus, a greater percentage of the remaining traffic weighed on static scales is likely to be overweight.

In 2009, motor carrier enforcement officers issued 10,091 citations for truck weight violations, 6,611 weight-related warnings, 570 citations for size violations, and 9,049 citations for safety and other credentials-related violations. They also issued 11,940 other warnings for less-than-critical violations and required 3,171 vehicles to correct a problem (legalize) before proceeding.

While the officers mainly work to check truck size and weight, they also safeguard highway safety by performing safety inspections. Officers conducted a total of 20,056 truck and driver inspections in 2009.

Field Registration Services

MCTD operates a 24/7 Credentials Service Center in Salem at which staff is always available by phone (except on major holidays). It also offers over-the-counter registration service from 8 a.m. to 5 p.m. on weekdays at the Salem headquarters, at a Portland office in

Jantzen Beach on the Washington border, and at three ports of entry located near Ashland, Farewell Bend, and Umatilla. Motor carriers need registration service at certain field offices because Oregon is a weight-mile tax state. Rather than collecting fuel taxes at the pump for heavy vehicle road use, Oregon's tax is based on vehicle weight and miles traveled. If truckers are not permanently registered to operate in the state, they obtain a registration trip permit and a temporary pass through which they pay weight-mile taxes in advance for their trip. In 2009, Motor Carrier Division staff issued 206,309 temporary passes and collected over $10 million in fees and weight-mile taxes.

Salem Motor Carrier Services

Over-Dimension Permits

Staff issue single-trip and continuous-operation (annual) permits for oversize, overweight, or unusual truckloads. The division maintains road and bridge restriction information for the state and provides truckers routing instructions for their trips. Permits are available at the Salem headquarters office, the Jantzen Beach Portland office, three ports of entry, and at many DMV and Highway Division district offices throughout the state. The permits authorize travel on state and federal highways. They can also cover county roads, with county approval, but many Oregon counties issue their own permits. In 2009, the division processed 96,035 single-trip permits and 25,361 continuous-operation permits.

MCTD manages the work of five third-party agents (A Work Safe Service, Oregon Trucking Associations, and Clackamas, Lane, and Marion counties) that processed 148,982 continuous oversize or overweight truck permits in 2009. This includes 143,425 permits issued through a statewide one-stop-shopping system that makes it possible for a trucker to obtain a permit good for travel in all Oregon jurisdictions involved in the trip. The permits are also available from MCTD.

Commercial Vehicle Registration

MCTD regulates a diverse motor carrier industry ranging from one-truck owner-operators based in Oregon to carriers with large fleets that operate nationwide and in Canada. The division maintains accounts for approximately 22,000 trucking companies with 330,000 trucks registered to operate in Oregon. This includes 8,500 Oregon companies with 50,000 trucks. MCTD issues license plates to Oregon-based trucks over 26,000 pounds for registration and weight-mile tax identification purposes. Trucks that operate within the state display a red Oregon Commercial plate and trucks that travel outside the state display an Oregon Apportioned plate.

Most carriers from other states and Canada participate in the International Registration Plan program through which they pay apportioned registration fees so their trucks can operate in Oregon. Those trucks are identified by the license plates issued by each carrier's home state or province.

MCTD registration staff responsibilities include the following:

- Issue or renew more than 50,000 truck license plates to Oregon carriers each year and more than 240,000 temporary passes and trip permits.
- Help more than 5,000 Oregon interstate truckers operate in other states and Canada under the International Registration Plan and International Fuel Tax Agreement. Collect and distribute over $56 million in registration fees and fuel taxes for other jurisdictions.
- Annually collect over $200 million in weight-mile taxes and $22 million in Oregon truck registration fees. Ensure truckers pay registration fees, file road-use tax reports, and pay taxes on time. Also ensure that certain truckers file a bond or cash deposit to secure tax and fee payments.
- Ensure that intrastate truckers have liability insurance and, when necessary, cargo insurance.

Trucking Online

MCTD was one of the first Oregon state agencies to offer an Internet-based service that allows customers to go online to transact business, make credit card payments, and check records. There are currently 65 business processes that can be completed online and developers continue to add services. Besides transactions, Trucking Online lets authorized users check their trucking company accounts and it features a Public Access Menu that allows anyone to view public records. More than 13,000 trucking companies now save time and money every day using a home or office computer to run their business without the need for a phone call, fax, mail delivery, or over-the-counter service. Since January 2003, Trucking Online has been used for well over 2.5 million transactions or record inquiries.

Online business was up in 2009 as Trucking Online handled 4 percent more transactions and 9 percent more records inquiries than the previous year. In one major category of activity, there has been a steady increase in online weight-mile tax reports and payments. Now 25 percent of all such transactions are completed online. The annual renewal of truck registration or tax credentials is another major online activity. In 2009, companies based out of state put the paperwork aside to electronically renew 61 percent of all tax credentials needed for trucks that will operate in Oregon in 2010. As a result of online renewals that year, MCTD saved 296 reams of paper (a stack that would reach 62 feet high), plus well over $15,000 in postage and staff time to process and mail renewal-related materials.

Highway-Use Tax Collection

MCTD staff processes mileage reports and collects highway-use taxes and fees from truckers. Weight-mile tax collections in 2009 totaled approximately $220 million. Trucks weighing more than 26,000 pounds pay this tax in Oregon. Trucks with non-divisible loads weighing more than 98,000 pounds pay a road use assessment fee for the loaded portion of their movements. These graduated taxes

and fees depend on a truck's weight and the miles traveled on public roads. Tax rates are established by the Legislature based on results of the Highway Cost Allocation Study, which is updated every two years by a consultant under contract to the Department of Administrative Services. All taxes collected, minus administrative costs, are disbursed to the Oregon Highway Fund for building and maintaining state and local roads.

Economic Regulation and Complaint Resolution

About 92 moving companies and 18 bus companies have special authority to conduct business in Oregon. They are subject to state regulation, including regulation of the rates charged for service, when moving household goods within the state or operating a regular bus service. Regulation of this part of the industry seeks to ensure Oregon has good, stable service at fair prices. Legislation passed in 2009 (House Bill 2817) made it easier for Oregon household goods movers to obtain and transfer authority or extend existing service, New applicants must show they are fit, willing, and able to perform the service, they are insured and operating safe vehicles, the service will not damage highways or endanger others, and they'll charge rates approved by MCTD. They must also submit to a criminal background check and check each of their employees. Illegal movers face a penalty of $1,000 per violation. The legislation in 2009 ended almost seven years of regulation of businesses that provide a specialized labor service packing and loading household goods. Now Oregon law specifies that pack and loaders are exempt from motor carrier regulations if they don't provide or operate a vehicle for moving household goods or act as an agent for someone who does provide or operate the vehicle.

Staff in the Complaint Resolution unit is responsible for processing civil actions against those who violate motor carrier regulations. Most enforcement begins with a finding of violation and then, if subsequent violations occur, graduates to complaints seeking monetary penalties and suspension of operating authority. Violations are commonly related to problems found in a safety compliance review. Other common violations include failing to meet safety inspection follow-up requirements, operating in excess of size or weight limits, or operating without valid registration credentials. Staff completed 759 enforcement actions in 2009.

Motor Carrier Audit

MCTD auditors verify the accuracy of weight-mile tax reports and payments by all motor carriers operating in Oregon. In 2009, auditors completed 760 weight-mile tax audits and assessed $4.5 million in unreported taxes and fees. The number of audits completed is indicative of only part of actual program activity because for every one account that is assigned to an audit, hundreds more are screened and cleared by staff. In 2009, auditors screened 31,276 accounts to determine which warrant close scrutiny. The work of this section recovering dollars owed to the State Highway Fund contributes to Oregon Benchmark No. 72–Road Condition (percent of roads and bridges in fair or better condition).

Auditors also check the records of Oregon-based carriers that operate in other states and provinces to verify payments of registration fees and fuel taxes owed to the jurisdictions. As part of Oregon's obligations under the International Registration Plan (IRP), and the International Fuel Tax Agreement (IFTA), auditors must annually audit at least 3 percent of the Oregon carriers participating in those programs. In 2009, auditors completed 181 IRP audits and 149 IFTA audits.

Motor Carrier Transportation Division Administrator
The Administrator defines overall state policies, ensures that motor carrier interests are adequately addressed, and coordinates the various functions of the division.

Issues and Trends

Motor Carrier Transportation Division (MCTD) services are driven by the demands of a trucking industry that is under pressure to meet shipper demands. The division must meet the industry's need for fast, just-in-time registration and permit services, while keeping staff and administrative costs to a minimum.

- **Regulatory Streamlining –** Governor Ted Kulongoski championed the directive that all agencies review business regulations, establish plans to streamline them, and identify ways to improve service. MCTD prides itself in being a leader in regulatory streamlining. It is constantly searching for, considering, and implementing opportunities that make regulations simpler, speedier, and less expensive for motor carriers without decreasing the protections that Oregonians expect for the public and the environment. In past years, streamlining-related initiatives included elimination of a special Oregon license plate that out-of-state-based trucks had been required to display, the revamp of security bond and cash deposit requirements, redesign of the Motor Carrier Education Program, simplification of a process related to verifying Heavy Vehicle Use Tax payment, and consolidation of International Registration Plan and Fuel Tax Agreement applications and renewals.

- **Freight Mobility –** As every corner of the state is impacted by the unprecedented amount of construction work funded by the Oregon Transportation Investment Acts, the 2009 Jobs and Transportation Act, and the 2009 American Recovery and Reinvestment Act, MCTD is actively involved in mitigating those impacts. Staff participates in project design, identifies key routes and types of loads that may be operating in and around construction projects, provides feedback regarding clearances for freight loads, helps find detours and alternate routes, and advises the trucking industry of project impacts. As a result of this work, Oregon can minimize delays for the traveling public and freight industry, minimize detouring trucks on local roads through

communities, minimize route restrictions, and maintain an unimpeded north/south and east/west route for freight movement through the state.

- **Innovation –** MCTD is actively addressing the key department strategy to use innovative program designs and technologies to solve transportation problems. It is committed to using the Green Light intelligent transportation system to make its weigh stations more efficient. It is also committed to advancing its Trucking Online e-government services that exemplify regulatory streamlining. More than 13,000 trucking companies now save time and money every day completing a wide range of transactions, from obtaining a trip permit, to paying road-use taxes, to checking the status of an insurance filing or making some other records inquiry, all without the need for a phone call, fax, mail delivery, or over-the-counter service. This online service narrows a gap in customer service. In the past, Oregon offered extensive over-the-counter service throughout the state. But since 1996, the division has trimmed staff by more than 24 percent as part of agency-wide budget cuts.
- **Institutional Barriers –** The Green Light weigh station preclearance system will realize its full potential to increase weigh station capacity when institutional barriers to truckers' use of compatible transponders are removed. Thousands of trucks are unnecessarily forced to pull into Oregon weigh stations each month because their PrePass-brand transponders belong to a company called HELP, Inc. that prohibits their use in Oregon. Except for HELP's institutional barrier to interoperability, the transponders could work here and could allow the truckers to be weighed in motion, identified, and precleared to pass Oregon stations.

- **Credit Card Transaction Fees –** MCTD's customers rely on the convenience of credits cards for completing transactions by phone, over-the-counter, and online. They use credit cards so much, in fact, that in 2009 alone MCTD paid $1.2 million in credit card transaction fees. To lower these costs, MCTD has added an Automated Clearing House (ACH) product for online transactions, called Direct Payment, through which companies authorize direct withdrawals from a bank account. This is the ideal payment method because rather than paying banking fees equal to about 2.2 percent of each credit card payment, MCTD pays just 6 cents for each Direct Payment, regardless of the transaction amount. In the first year this new service was available, more than 350 Trucking Online users signed up for it and chose that method for online payments totaling over $2 million. As a result, they saved $45,000 of their taxpayer dollars that MCTD would otherwise have spent on banking fees if they had used credit cards.

- **Data Security –** As a result of the Payment Card Industry (PCI) Data Security Standards instituted in 2004 and strengthened in 2006, and the passage of Oregon Senate Bill 583 in 2007, MCTD made a number of changes to its e-commerce and point-of-sale transactions to better protect the sensitive information it collects from motor carriers. Beyond e-commerce functions, MCTD

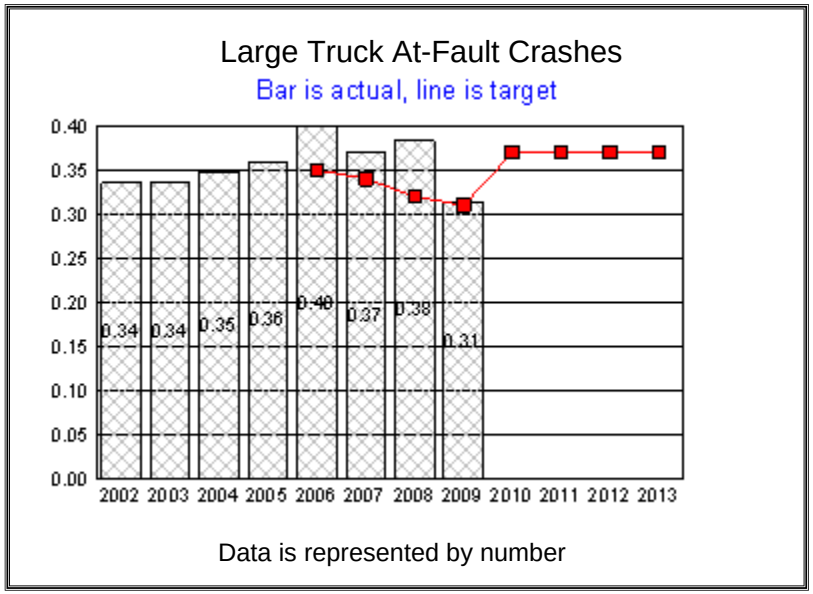
completed physical modifications to its Salem headquarters building to restrict the public's access to areas where sensitive information is stored.

- **Organizational Assessment –** In 2007, ODOT completed Organizational Assessment surveys that checked perceptions of the workplace and personal experiences. MCTD employee responses were generally favorable and especially notable in the categories of Fairness and Treatment of Others, Communication, Use of Resources, and Work and Family/Personal Life. Since the survey, managers have worked to address certain employee concerns about training, career development, and workplace safety.

2011–2013 Expected Results: Performance Measures

KPM #5	Large Truck At-Fault Crashes: Number of large truck at-fault crashes per million vehicle miles traveled (VMT)	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	ODOT Motor Carrier Division and ODOT's Transportation Development Division, Crash Analysis and Reporting Unit	
Owner	ODOT Motor Carrier Division, David McKane, 503-373-0884	

1. OUR STRATEGY



Strategies to address truck-at-fault crashes must focus on the driver. Almost all of these crashes are caused by the truck driver and usually linked to speeding, tailgating, changing lanes unsafely, failure to yield right of way, and fatigue. Of the 497 truck-at-fault crashes that occurred in 2009, only 30 were attributed to some mechanical problem. There is a statistically-defined positive correlation between truck-at-fault crashes and the number of drivers placed out-of-service for safety violations. As more problem drivers are found, at-fault crashes decline.

Motor Carrier Transportation Division staff takes the lead in efforts as they conduct inspections at weigh stations and during safety compliance reviews at trucking company terminals. Oregon law enforcement officers play a key role, too. Many State Police troopers, county sheriffs and city police, are certified inspectors who work under both compensated and non-compensated Motor Carrier Safety Assistance Program (MCSAP) intergovernmental agreements. They conduct inspections at the roadside after probable cause stops for traffic violations. They also routinely join safety specialists and motor carrier enforcement officers in special operations that focus on speed enforcement and logbook checks. All inspectors follow Oregon's Commercial Vehicle Safety Plan, which is updated annually. Under the plan, enforcement efforts focus on

traffic along major freight routes where most truck-at-fault crashes happen. Specifically, there are 268 highway miles in 12 parts of the state that are referred to as AIM Corridors — Accident Intensified MCSAP Corridors.

2. ABOUT THE TARGETS

Historically, targets were based on a one standard deviation decline in the truck-at-fault crash rate, annually readjusted to include the immediately preceding year's rate. It would be more appropriate to set a target and then adjust it whenever the program has met or exceeded the target for a number of years. This approach of using a fixed baseline makes more sense than annual readjustments. It avoids confusion caused by anomalous circumstances such as an extraordinary number of crashes during a particularly severe weather season. Following the historical method for targets, for example, a one standard deviation decline in the rate for 2007 would set the target at 0.348 crashes per million miles, or 6 percent below the actual 2007 rate. The target in 2008 would rise slightly to 0.356, but that’s 7 percent below the actual 2008 rate. The target in 2009 would decline markedly to 0.284 and that’s 9 percent below the actual 2009 rate. As a result of the challenges following a target that is based on an annual readjustment, in 2008 this performance measure set the goal of holding the crash rate steady at the 2007 level through 2011. The crash rate in 2008 was 3 percent above the 2007 level and the rate in 2009 was 16 percent below it.

3. HOW WE ARE DOING

In 2009, crashes involving trucks were down 28 percent and truck-at-fault crashes were down 26 percent. There were a total of only 906 truck crashes, 354 fewer than in 2008. It was determined that the truck was at-fault in 497 of the crashes, 172 fewer than in 2008. The truck driver was at-fault in 467 of those incidents and a truck mechanical problem caused just 30 incidents.

The end-of-year 2009 report includes the news that there was a decline in both injuries and fatalities. Truck crashes resulted in 32 percent fewer injuries and 15 percent fewer deaths in 2009. A total of 343 people were injured last year, 159 fewer than in 2008. A total of 29 people were killed, 5 fewer than in 2008.

Highway-use statistics show trucks traveled 9 percent fewer miles in 2009 than they did in 2008. Based on mileage reported on weight-mile tax and flat fee payment reports, along with mileage reported for temporary passes, motor carriers traveled 1,587,811,925 miles in Oregon in 2009. But, again remarkably, the decline in truck miles traveled did not result in an increase in crash rates. Instead, truck crashes occurred at a rate of 0.571 per million miles traveled, down from 0.719 per million in 2008. Truck-at-fault crashes occurred at a rate of 0.313 per million miles traveled, down from 0.382 per million in 2008.

Oregon truck safety inspectors checked 53,328 trucks and/or drivers in 2009, working at a rate of 1 inspection every 10 minutes. Of the trucks checked last year, Oregon inspectors placed 25 percent out-of-service for critical safety violations. The current national rate for placing vehicles out-of-service is 22 percent. Of the drivers checked last year, Oregon inspectors placed 15 percent out-of-service for critical safety violations. The current national rate for placing drivers out-of-service is 6 percent.

One key part of the Motor Carrier Transportation Division's commercial vehicle safety plan is to conduct multi-day inspection exercises to find problem drivers. In six major exercises in 2009 that extended over 34 days, inspectors checked 4,076 drivers and placed 1,152 out-of-service for critical safety violations (28 percent). Most of the violations were related to driving after the 14th hour after coming on duty, driving more than 11 hours, and holding logbooks that were not current, improperly completed, and/or falsified.

4. HOW WE COMPARE

Comparative analysis regarding Oregon’s experience with truck-at-fault crash rates is not possible because other states and the federal government merely count truck crash totals and do not assign blame or accountability in crashes.

An examination of all crashes involving trucks, regardless of who was at-fault, shows Oregon’s crash rate compares very favorably alongside the national rate. Using federal statistics for all commercial vehicle miles traveled in 2008, for example, Oregon's rate is 56 percent lower. There were 0.719 truck crashes per million miles in Oregon that year, compared with 1.621 truck crashes per million miles nationally.

5. FACTORS AFFECTING RESULTS

Only 30 of the 497 truck-at-fault crashes that occurred in 2009 were attributed to some mechanical problem. Thus, factors directly affecting this measure include commercial vehicle driver fitness, qualifications, and judgment. The rate of crashes is directly and indirectly affected by the volume of all vehicle miles traveled, not just commercial vehicle miles. It's affected by traffic congestion and the level of road and bridge construction and maintenance work currently underway in Oregon. Further contributing to crash rates is inclement weather and the absence or presence of law enforcement officers on the road.

6. WHAT NEEDS TO BE DONE

One effective way to impact this measure would be to increase truck safety enforcement activity by law enforcement officers. In past years when State Police trooper strength waned, regression analysis revealed a correlation between the declining trooper strength and increasing truck-at-fault crashes. The Motor Carrier Transportation Division is actively working to engage many more law enforcement

agencies in truck safety-related exercises. It will continue to monitor the activities of all safety inspectors to ensure that they follow the state's Commercial Vehicle Safety Plan and concentrate on the key objectives that will have the greatest positive impact on safety.

Enforcement officers should focus on making probable cause stops for speeding and other traffic violations along major freight routes where most truck-at-fault crashes happen. Because so few crashes are attributed to mechanical problems, checking the behavior and fitness of truck drivers continues to be the most effective way to reduce crashes. The Division needs to continue its aggressive safety inspection efforts at roadside and weigh stations, maintaining high numbers of truck driver inspections. Oregon has earned a reputation as one of the toughest in the country on truck safety, which makes more drivers mindful of safety as they travel throughout the state.

7. ABOUT THE DATA

Crash data for this measure are based on incidents involving a fatality, injury, or disabling damage that causes a vehicle to be towed from the scene. This is the federal definition of a recordable accident in Federal Motor Carrier Safety Regulations Part 390.5 and Oregon Administrative Rule 740-100-0020. The ODOT Transportation Development Division's Crash Analysis and Reporting Unit analyzes the reports to determine which are truck-at-fault. Crash data are highly reliable. States are rated on a quarterly basis – Good, Fair, or Poor – on the completeness, timeliness, accuracy, and consistency of both crash and roadside inspection data submitted to the Motor Carrier Management Information System. The Federal Motor Carrier Safety Administration rates Oregon "Good" in terms of the data.

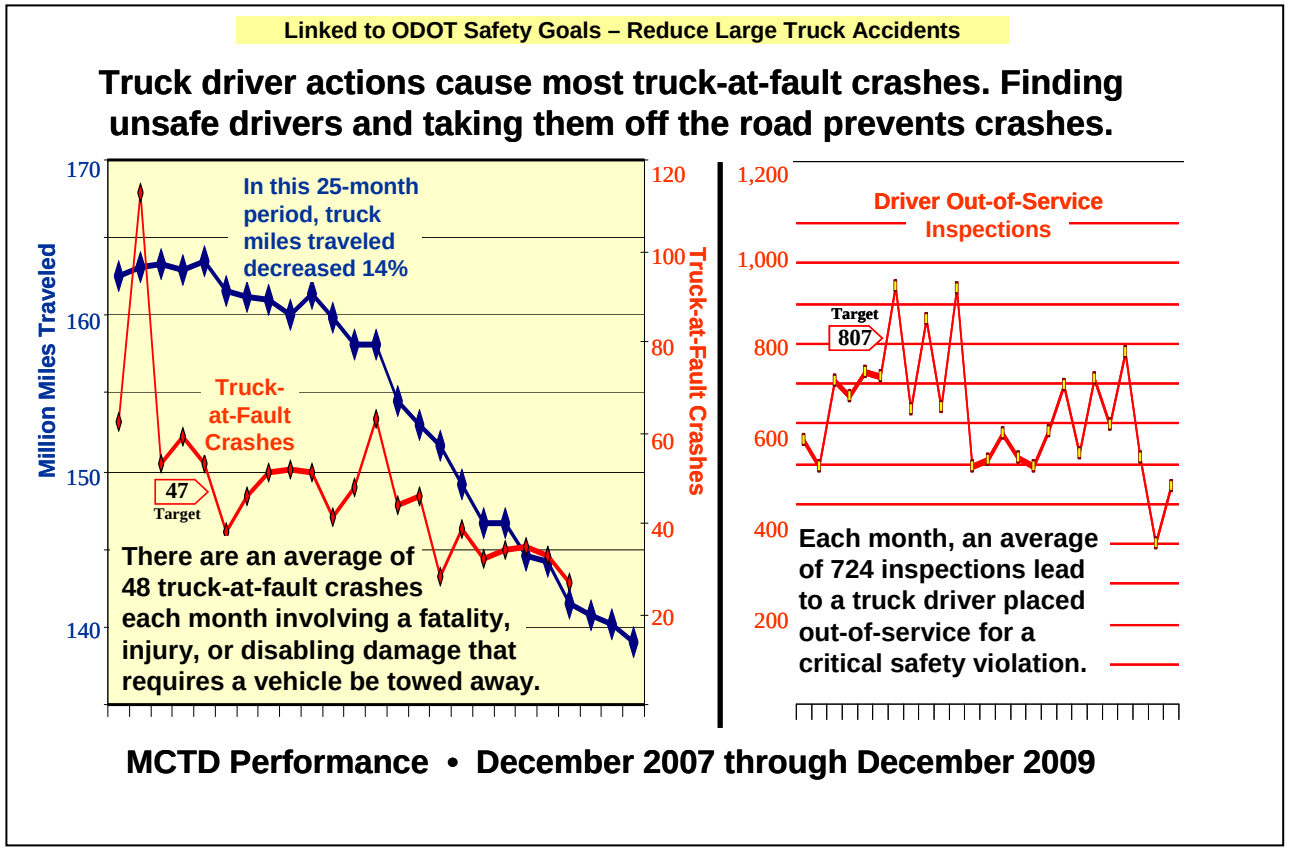
Mileage data for this measure are based on miles traveled in Oregon by trucks over 26,001 pounds, as determined by motor carriers' highway-use tax reports and the temporary passes purchased by short-term operators. The truck-at-fault crash rate would be lower if it were based on miles traveled in Oregon by all commercial motor vehicles, that is all trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver. Instead, this performance measure's rate is based only on mileage for trucks and buses over 26,000 pounds because those vehicles are subject to the state's weight-mile tax and required to file highway-use reports or obtain temporary passes if operating on a short-term basis. There are no comparable, verifiable mileage figures for commercial motor vehicles under 26,001 pounds so they're not included in rate calculation. Mileage figures used here are verified by Motor Carrier Transportation Division auditors. The figures are also ultimately verified by financial analysts for use in Oregon's periodic Highway Cost Allocation Study.

Truck-at-Fault Crashes

Truck drivers cause most truck-at-fault crashes. Finding unsafe drivers and taking them off the road prevents crashes.

Statistical correlation:

- As more truck drivers are placed out-of-service for critical safety violations, truck-at-fault crashes decline.



In response to an increase in truck crashes in recent years, the Motor Carrier Division produced a 2007-09 Safety Action Plan to Reduce Truck-at-Fault Crashes. The publication sought to raise awareness about truck safety. MCTD continues to take advantage of many of its action plan tactics, including conducting more frequent multi-day inspection exercises that focus on truck driver inspections and partnering with police in exercises called TACT (Ticket Aggressive Cars and Trucks) to stop unsafe car and truck drivers. More than just an enforcement effort, each TACT campaign also educates drivers about how to stay out of trouble. The bottom line objective is to reduce truck crashes, particularly those in which the car driver is at-fault, and reduce the number of people injured or killed on Oregon highways.

Oregon Truck Crashes – In Perspective

A comparison of Oregon vs. national crash rates provides important context to any truck safety discussion. Historically, Oregon's truck crash rate is much lower than the national rate. In 2008, the most recent year for which national totals are available, Oregon's crash rate was 56 percent lower.

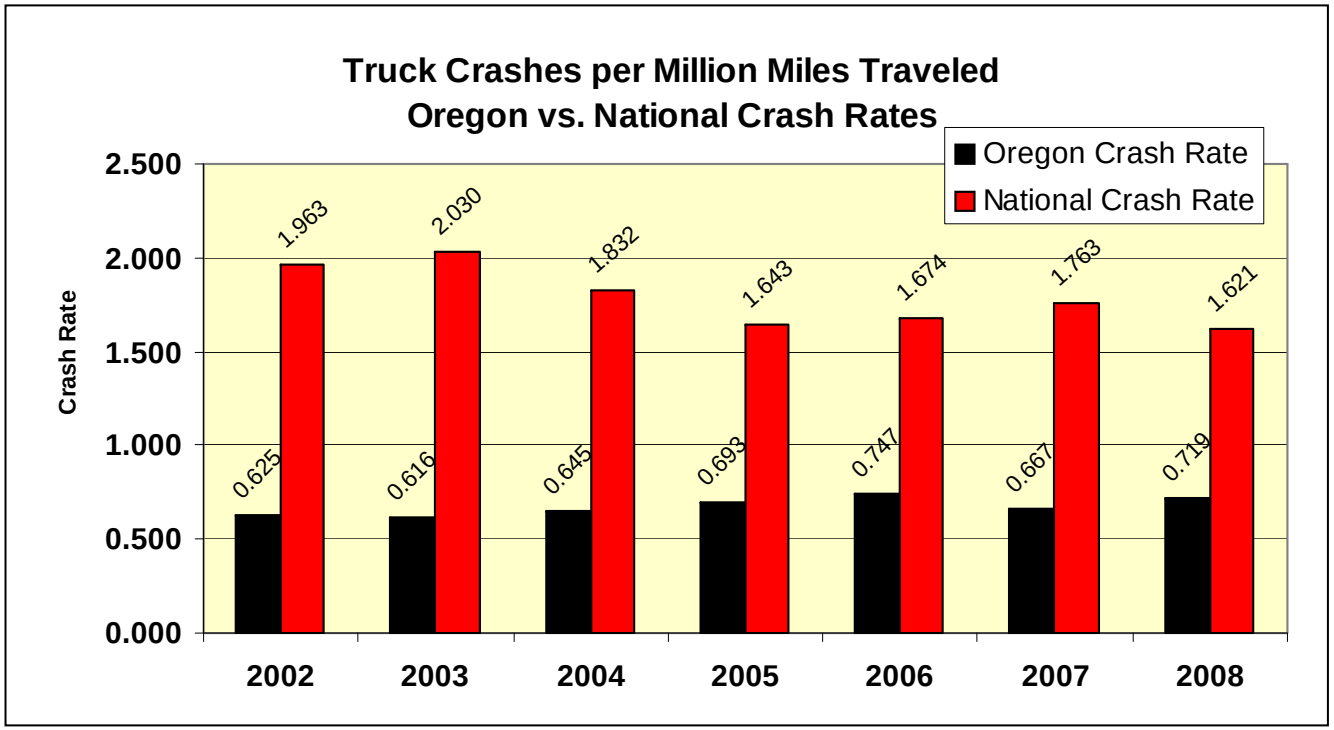


Chart Sources:

Oregon DOT Transportation Development Division, Crash Analysis & Reporting Unit
(Truck-at-fault crashes are not tracked at the national level.)

Large Truck Crash Facts 2008, Federal Motor Carrier Safety Administration, Analysis Division, Tables 1, 13, 14, 15, 17,
http://ai.volpe.dot.gov/CarrierResearchResults/HTML/2008Crashfacts/2008LargeTruckCrashFacts.htm

Trucks Weighed, Weight Citations and Warnings Issued

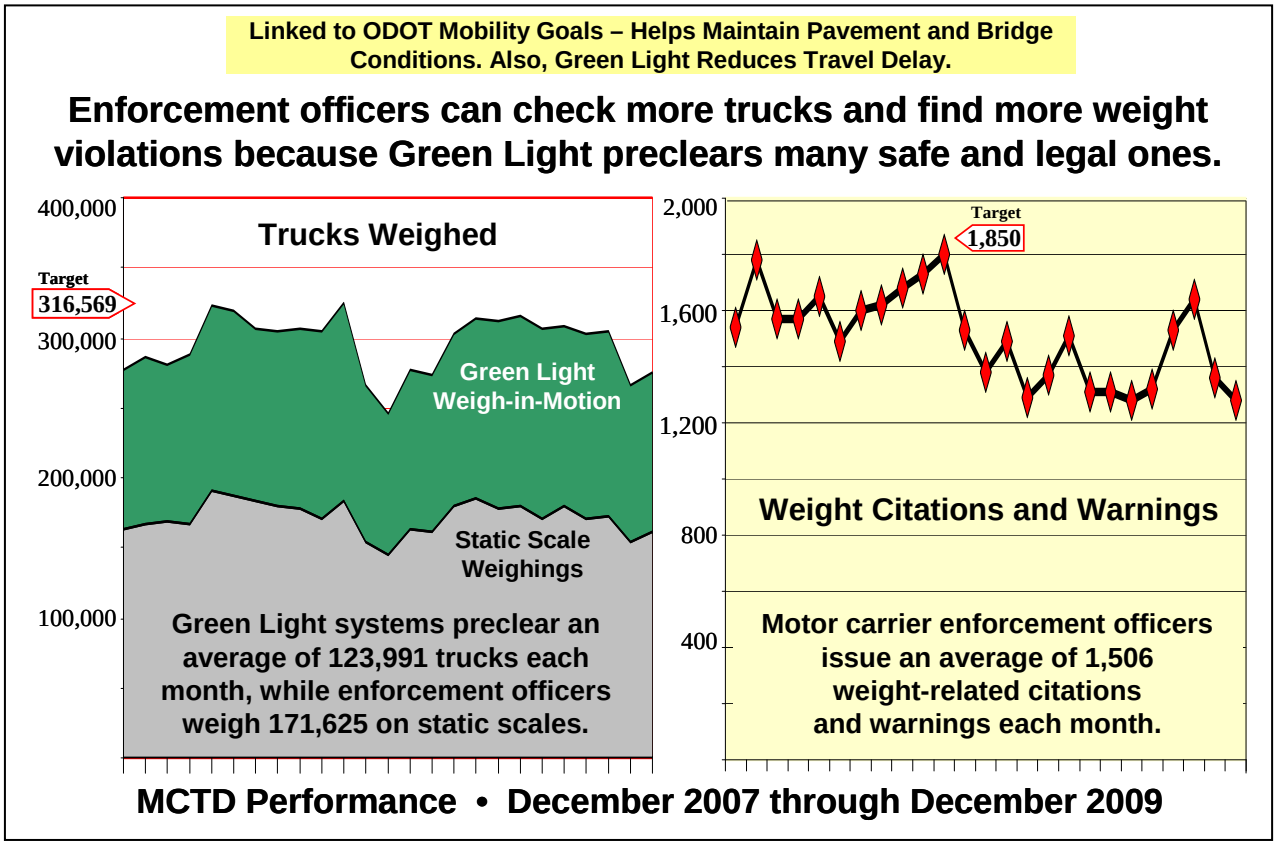
Enforcement officers can check more trucks and find more weight violations because the Green Light weigh station preclearance system screens out many safe and legal ones.

Statistical correlation:

- As Green Light filters truck traffic, more weight citations and warnings are issued because the trucks pulling into weigh stations are more likely to be overweight.

Enforcement officers have a performance target to issue 1,850 weight-related citations and warnings each month. They're currently achieving 82 percent of that target.

Monthly Average:	922	Citations
	584	Warnings
	1,506	**Total**



Trucks Weighed,
Weight-Mile Taxes Recovered

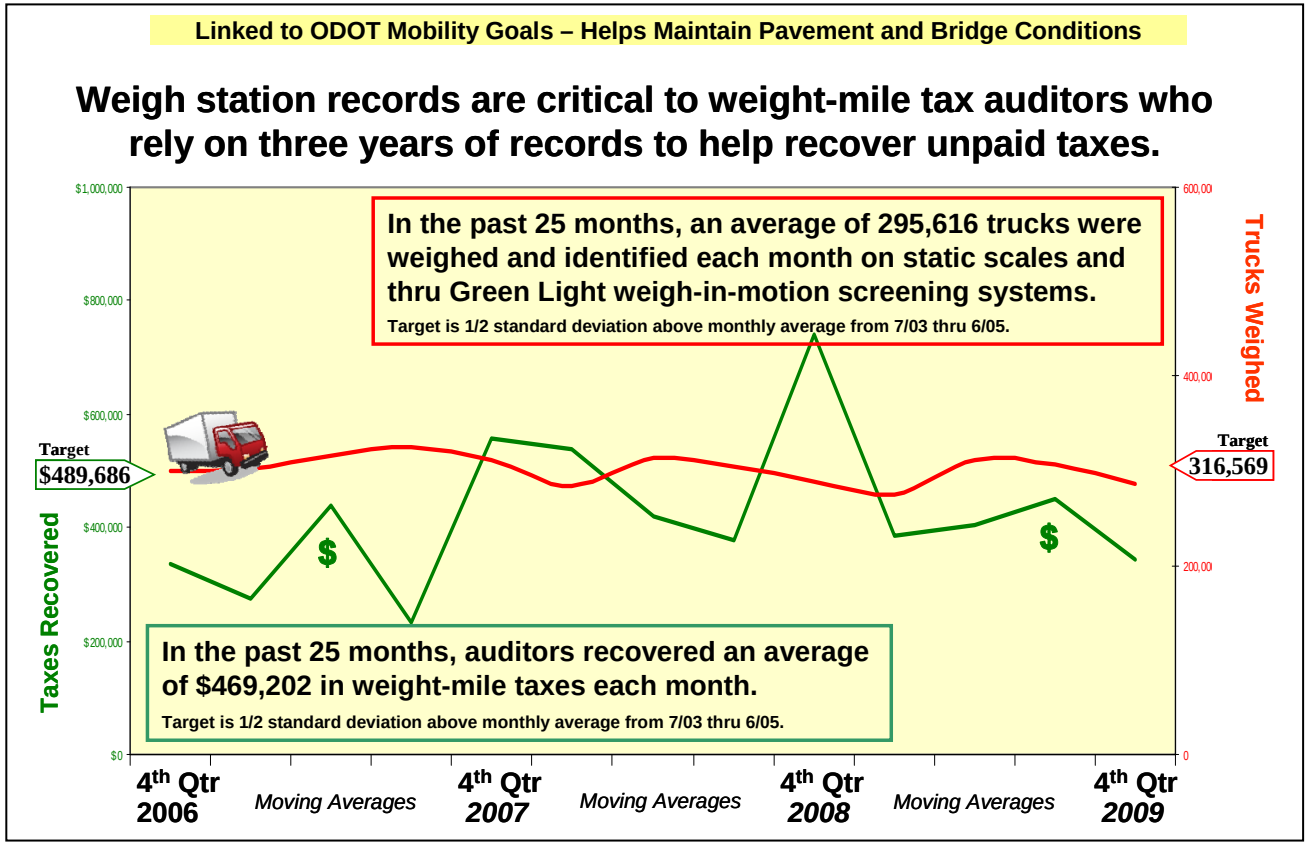
Weigh station records are critical to weight-mile tax auditors who rely on three years of records to help recover unpaid taxes.

Statistical correlation:

- As more trucks are weighed, more scale crossing records are collected and more weight-mile taxes are recovered by auditors.

History of weight-mile taxes recovered:

2000 - $ 4.514 million
2001 - $ 5.256 million
2002 - $ 4.964 million
2003 - $ 6.210 million
2004 - $ 5.140 million
2005 - $ 4.015 million
2006 - $ 3.552 million
2007 - $ 4.748 million
2008 - $ 6.407 million
2009 - $ 4.551 million



Customer Satisfaction

MCTD is contributing to the Department's strategic goal of providing outstanding customer service, as measured by Key Performance Measure 25 – Customer Service Satisfaction.

MCTD regularly conducts customer satisfaction surveys that ask, "How are we doing and how can we do a better job?" It will conduct another in Summer 2010. That will be the sixth time in 12 years that MCTD has reached out to its customers.

In 2008, 89 percent of respondents from ten customer groups rated MCTD good or excellent in terms overall service, while another 9 percent rated service fair. A total of 5,514 surveys were sent by mail and 23 percent were completed and returned.

2008 Survey Results:

Results – Responses to six benchmarks of customer service – standard questions on all state agency surveys

Regarding Motor Carrier Division staff and service provided . . .

	Excellent	Good	Fair	Poor	Responses
1. TIMELINESS – How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?	41%	48%	9%	2%	1,264
2. ACCURACY – How do you rate the ability of the Motor Carrier Transportation Division to provide services correctly the first time?	42%	47%	8%	3%	1,266
3. HELPFULNESS – How do you rate the helpfulness of Motor Carrier Transportation Division employees?	50%	39%	8%	3%	1,264
4. EXPERTISE – How do you rate the knowledge and expertise of Motor Carrier Transportation Division employees?	42%	45%	10%	3%	1,248
5. AVAILABILITY OF INFORMATION – How do you rate the availability of information at the Motor Carrier Transportation Division?	39%	46%	12%	3%	1,247
6. OVERALL SERVICE – How do you rate the overall quality of service provided by the Motor Carrier Transportation Division?	39%	50%	9%	2%	1,260

Budget Highlights

Motor Carrier Transportation Division's 2011–2013 Agency Request budget does not include any Policy Option Packages.

Revenue Sources

Motor Carrier Transportation Division

Funds	Source	Program	Revenue	Limits on use of Funds	Match
Other	Weight-Mile Taxes		$608,974,208	* See below	
Other	Truck Registration Fees		$84,087,820	* See below	
Other	Road Use Assessment Fee		$2,798,858	* See below	
Other	IFTA Administration Fees		$2,718,758	Cost Recovery	
Other	Overwidth Permit		$1,782,151	* See below	
Other	Pack and Load		$48,000	Regulated carriers and pack and loaders pay annual fees covering regulation and consumer services.	
Other	Transfer-Out Highway Division		($325,379,490)	Highway Fund	
Other	Transfer-Out Central Services		($19,397,363)		
Other	Transfer-Out Debt Service		($68,925,972)	Debt Service Payments	
Other	Transfer-Out Cities		($93,182,707)	Highway Fund	
Other	Transfer-Out Counties		($136,727,684)	Highway Fund	
Other	Transfer-Out Other		($2,112,092)	TIC	
Federal	Motor Carrier Safety Grant		$5,758,415	Safety programs	20% Match In-Kind and maintenance

*The Other Funds revenue, in excess of collection costs, collected by MCTD is constitutionally dedicated to the Highway Fund. About 91 percent of the gross revenue collected by MCTD is transferred out to the Highway Division, Debt Service, Cities, and Counties.

Summary of Proposed Legislation

10 MCTD – Repeal of Collect-On-Delivery Bond Requirement

Problem: Oregon statute (ORS 825.162) requires a motor carrier who offers collect-on-delivery (COD) service to have a bond. Repeal of the COD bond requirement should have occurred in 1994 when Oregon motor carrier statutes were revised following the 1994 federal government deregulation of motor carrier transportation. The requirement was considered to be similar to a cargo insurance requirement that was not preempted in the regulation of intrastate motor carriers. The Oregon Department of Justice has confirmed the preemption.

Solution: This concept repeals the obsolete section of statute that requires a motor carrier who offers collect-on-delivery (COD) service to have a bond.

MCTD Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- This package also includes a decrease of $188,754 in State Government Service Charges.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor

Cross Reference Name: Motor Carrier Transportation
Cross Reference Number: 73000-300-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	1,629	-	-	-	1,629
Overtime Payments	-	-	2,710	5,827	-	-	8,537
Shift Differential	-	-	1,156	-	-	-	1,156
All Other Differential	-	-	3,092	-	-	-	3,092
Public Employees' Retire Cont	-	-	1,002	840	-	-	1,842
Pension Bond Contribution	-	-	104,734	3,058	-	-	107,792
Social Security Taxes	-	-	655	446	-	-	1,101
Mass Transit Tax	-	-	1,646	-	-	-	1,646
Vacancy Savings	-	-	193,815	-	-	-	193,815
Total Personal Services	**-**	**-**	**$310,439**	**$10,171**	**-**	**-**	**$320,610**
Total Expenditures							
Total Expenditures	-	-	310,439	10,171	-	-	320,610
Total Expenditures	**-**	**-**	**$310,439**	**$10,171**	**-**	**-**	**$320,610**
Ending Balance							
Ending Balance	-	-	(310,439)	(10,171)	-	-	(320,610)
Total Ending Balance	**-**	**-**	**($310,439)**	**($10,171)**	**-**	**-**	**($320,610)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Motor Carrier Transportation
Cross Reference Number: 73000-300-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	3,741	2,164	-	-	5,905
Out of State Travel	-	-	1,757	-	-	-	1,757
Employee Training	-	-	667	420	-	-	1,087
Office Expenses	-	-	47,408	2,085	-	-	49,493
Telecommunications	-	-	11,441	133	-	-	11,574
State Gov. Service Charges	-	-	(188,754)	-	-	-	(188,754)
Publicity and Publications	-	-	3,286	-	-	-	3,286
Professional Services	-	-	25,770	2,821	-	-	28,591
IT Professional Services	-	-	27,205	-	-	-	27,205
Attorney General	-	-	12,739	-	-	-	12,739
Employee Recruitment and Develop	-	-	1,666	-	-	-	1,666
Dues and Subscriptions	-	-	4,137	492	-	-	4,629
Facilities Rental and Taxes	-	-	50,465	97	-	-	50,562
Fuels and Utilities	-	-	8,300	-	-	-	8,300
Facilities Maintenance	-	-	52,328	50	-	-	52,378
Agency Program Related S and S	-	-	19,012	102,240	-	-	121,252
Intra-agency Charges	-	-	8,708	-	-	-	8,708
Other Services and Supplies	-	-	65,690	257	-	-	65,947
Expendable Prop 250 - 5000	-	-	341	101	-	-	442
IT Expendable Property	-	-	13,942	530	-	-	14,472
Total Services & Supplies	**-**	**-**	**$169,849**	**$111,390**	**-**	**-**	**$281,239**
Capital Outlay							
Automotive and Aircraft	-	-	8,524	-	-	-	8,524

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Motor Carrier Transportation
Cross Reference Number: 73000-300-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Data Processing Hardware	-	-	247	-	-	-	247
Total Capital Outlay	**-**	**-**	**$8,771**	**-**	**-**	**-**	**$8,771**
Total Expenditures							
Total Expenditures	-	-	178,620	111,390	-	-	290,010
Total Expenditures	**-**	**-**	**$178,620**	**$111,390**	**-**	**-**	**$290,010**
Ending Balance							
Ending Balance	-	-	(178,620)	(111,390)	-	-	(290,010)
Total Ending Balance	**-**	**-**	**($178,620)**	**($111,390)**	**-**	**-**	**($290,010)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Motor Carrier Transportation
Cross Reference Number: 73000-300-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	3,804	-	-	-	3,804
Total Services & Supplies	**-**	**-**	**$3,804**	**-**	**-**	**-**	**$3,804**
Total Expenditures							
Total Expenditures	-	-	3,804	-	-	-	3,804
Total Expenditures	**-**	**-**	**$3,804**	**-**	**-**	**-**	**$3,804**
Ending Balance							
Ending Balance	-	-	(3,804)	-	-	-	(3,804)
Total Ending Balance	**-**	**-**	**($3,804)**	**-**	**-**	**-**	**($3,804)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-300-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Weight-Mile Taxes	449,214,083	630,233,795	630,233,795	610,756,359	-	-
Other Taxes	97,163	-	-	-	-	-
Business Lic and Fees	4,876,219	4,574,909	4,574,909	2,766,758	-	-
Non-business Lic. and Fees	39,393	-	-	-	-	-
Transportation Lic and Fees	43,381,482	54,162,470	54,162,470	93,695,288	-	-
Charges for Services	129	-	-	-	-	-
Fines and Forfeitures	6,587,763	-	-	-	-	-
Interest Income	2,798,880	-	-	-	-	-
Sales Income	33,270	-	-	-	-	-
Other Revenues	336,815	-	-	-	-	-
Transfer In - Intrafund	769,416	-	-	-	-	-
Transfer Out - Intrafund	(455,335,569)	(443,656,718)	(443,656,718)	(413,702,825)	-	-
Transfer to Other	(89,920)	-	-	(2,112,092)	-	-
Transfer to Cities	-	(76,609,983)	(76,609,983)	(93,182,707)	-	-
Transfer to Counties	-	(112,675,004)	(112,675,004)	(136,727,684)	-	-
Total Other Funds	**$52,709,124**	**$56,029,469**	**$56,029,469**	**$61,493,097**	**-**	**-**
Federal Funds						
Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
Total Federal Funds	**$4,314,471**	**$5,539,691**	**$5,539,691**	**$5,758,415**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	40,605,837	41,522,486	41,522,486	46,427,592	-	-
Federal Funds	1,207,208	881,944	881,944	979,107	-	-
All Funds	41,813,045	42,404,430	42,404,430	47,406,699	-	-
SERVICES & SUPPLIES						
Other Funds	11,644,634	14,207,186	14,207,186	14,207,186	-	-
Federal Funds	3,039,771	4,657,747	4,657,747	4,657,747	-	-
All Funds	14,684,405	18,864,933	18,864,933	18,864,933	-	-
CAPITAL OUTLAY						
Other Funds	502,544	365,456	365,456	365,456	-	-
Federal Funds	67,492	-	-	-	-	-
All Funds	570,036	365,456	365,456	365,456	-	-
SPECIAL PAYMENTS						
Other Funds	16	-	-	-	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	52,753,031	56,095,128	56,095,128	61,000,234	-	-
Federal Funds	4,314,471	5,539,691	5,539,691	5,636,854	-	-
All Funds	57,067,502	61,634,819	61,634,819	66,637,088	-	-
AUTHORIZED POSITIONS	312	313	313	310	-	-
AUTHORIZED FTE	312.00	313.00	313.00	310.00	-	-

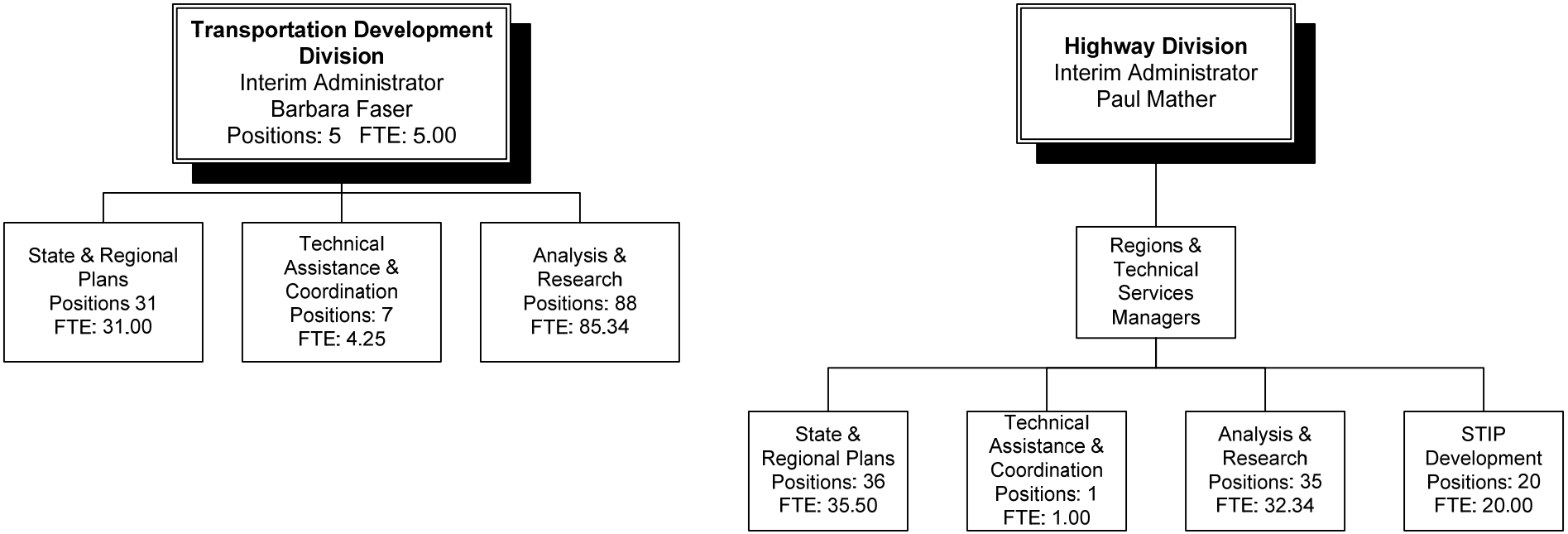
Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	310,439	-	-
Federal Funds	-	-	-	10,171	-	-
All Funds	-	-	-	320,610	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	169,849	-	-
Federal Funds	-	-	-	111,390	-	-
All Funds	-	-	-	281,239	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	8,771	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	3,804	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	492,863	-	-
Federal Funds	-	-	-	121,561	-	-
All Funds	-	-	-	614,424	-	-
LIMITED BUDGET (Current Service Level)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	52,753,031	56,095,128	56,095,128	61,493,097	-	-
Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
All Funds	57,067,502	61,634,819	61,634,819	67,251,512	-	-
AUTHORIZED POSITIONS	312	313	313	310	-	-
AUTHORIZED FTE	312.00	313.00	313.00	310.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	52,753,031	56,095,128	56,095,128	61,493,097	-	-
Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
All Funds	57,067,502	61,634,819	61,634,819	67,251,512	-	-
AUTHORIZED POSITIONS	312	313	313	310	-	-
AUTHORIZED FTE	312.00	313.00	313.00	310.00	-	-
OPERATING BUDGET						
Other Funds	52,753,031	56,095,128	56,095,128	61,493,097	-	-
Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
All Funds	57,067,502	61,634,819	61,634,819	67,251,512	-	-
AUTHORIZED POSITIONS	312	313	313	310	-	-
AUTHORIZED FTE	312.00	313.00	313.00	310.00	-	-
TOTAL BUDGET						
Other Funds	52,753,031	56,095,128	56,095,128	61,493,097	-	-
Federal Funds	4,314,471	5,539,691	5,539,691	5,758,415	-	-
All Funds	57,067,502	61,634,819	61,634,819	67,251,512	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	312	313	313	310	-	-
AUTHORIZED FTE	312.00	313.00	313.00	310.00	-	-

Transportation Program Development

Positions: 223 FTE: 214.43



Transportation Program Development

State and federal laws and rules require ODOT to conduct project development activities such as planning, scoping of projects and data collection to design and operate an efficient transportation system. To this end, Transportation Program Development (TPD) coordinates the future use of transportation resources among federal, state, regional, and local agencies. Transportation Program Development has six major program responsibilities:

1. Statewide Plans and Special Studies—Develops short-term and long-term transportation system plans. This includes responsibility for producing the long-range Oregon Transportation Plan, the Oregon Highway Plan, the Oregon Freight Plan and transportation facility plans for specific highway corridors or specific geographic areas. Many of these transportation facility plans are the precursor to defining future improvement projects that can proceed into project delivery and construction.

2. Technical Assistance and Coordination—Provides local governments with technical assistance and provides statewide coordination of transportation system planning. The Transportation and Growth Management Program helps fund transportation planning work for local governments through a grant process.

3. Analysis and Research—Oversees Oregon's transportation asset management system development, data collection and reporting, mapping and modeling systems, and conducts research projects to find new ways to enhance the transportation system.

4. Legislative mandates—Recent mandates originating from HB 2001 (2009) and SB 1059 (2010) include working with other state agencies and Metropolitan Planning Organizations to address new concepts such as Least Cost Planning and supporting modeling efforts to address Greenhouse Gas Emission reduction planning.

5. Statewide Transportation Improvement Program (STIP) Development—Develops the Statewide Transportation Improvement Program, Oregon's four-year transportation capital improvement program. This document identifies the scheduling of and funding for transportation projects and programs.

6. *Connect*Oregon—the 2009 Oregon Legislature approved a third authorization, each authorization has been for $100 million in lottery funds, bringing the total to $300 million for the *Connect*Oregon program. Also known as *Connect*Oregon III, this third

authorization will build on the success of *Connect*Oregon I and *Connect*Oregon II and will continue to improve the flow of people and commerce, removing delays and improving system effeciency.

6. Activities and Programs

The various activities and efforts found in the major program areas include:

Statewide and Regional Planning

Statewide Planning Projects

- Implementation of the 2006 Oregon Transportation Plan (OTP) which is a statewide multimodal transportation plan, as required by state and federal legislation, that establishes the policies that are implemented through modal, topic and facility plans.
- The 1999 Oregon Highway Plan (OHP), as amended through 2006. The OHP is continually amended due to approval of Interchange Area Management Plans and other facility plans that are considered amendments to the OHP which emphasizes the long-range safe and efficient management of the highway system. Transportation facility plans for state facilities such as interchanges are amendments to the OHP.
- Implementation of the forthcoming Oregon Freight Plan (2011), which will support the long-range safe and efficient management of the freight transportation system.
- Coordinate and review with other ODOT Divisions in the development of modal plans such as the Transportation Safety Action Plan, the Public Transportation Plan, and the Rail Plan.
- Economic and safety studies which include evaluations of program effectiveness and analysis of transportation policy implications.

Regional Planning

- Transportation System Planning (TSPs) occurs at the state, regional and local levels.
    - At the state level, the state Transportation System Plan (TSP) includes the Oregon Transportation Plan and adopted modal, corridor and refinement plans.
    - At the regional level, Metropolitan Planning Organizations (MPOs) develop both a state and federal regional Transportation System Plans (TSP). There is work identified in both HB 2001 (2009) and SB 1059 (2010) that could change the way the MPOs develop their regional transportation plans.

  - At the local level, cities and counties prepare Local Transportation System Plans (TSP) consistent with each other and the state and regional TSPs. Work identified in HB 2001 and SB 1059 (2010) could change the way cities and counties in MPO areas develop their TSPs.
- Transportation Facility Plans – identify transportation system problems, analyze solutions and determine the most effective actions to manage and improve facilities for long-term operations.
  - Transportation facility plans include Refinement Plans, Highway Segment Designation Plans, Downtown Plans, Interchange Area Management Plans, and Safety Corridor Plans.

Technical Assistance and Coordination

Local Government Assistance

- ODOT administers funds for the state's Metropolitan Planning Organizations (MPOs). ODOT region planners serve as liaisons to MPOs. Responsibilities include review of the yearly Unified Planning Work Program and work on specific projects. This support will expand with the various initiatives identified in HB 2001, including the development of a Least Cost Planning process and the other work anticipated around greenhouse gas emission reductions. HB 2001 (2009) includes the expectation of providing resource assistance to Metro and Central Lane MPO.
- ODOT assists the local governments when they conduct updates to the transportation element of their comprehensive land use plans.

Statewide Coordination

This program helps agencies and partners that interact with the state transportation system. Examples are the Area Commissions on Transportation (ACT) and the Economic Revitalization Teams.

Technology Transfer

This program collects and shares information on transportation management, engineering, research, safety and other best practices with federal, state and local agencies. The center is funded with approximately 50 percent federal funds and 50 percent matching funds from local agencies.

Analysis and Research

Transportation Asset Management

ODOT has built upon the principles behind the agency's primary management systems, such as those used to monitor and manage pavements and bridges, and expanded these to other transportation assets. Federal initiatives required implementation of these management systems and now recognized best practices apply proactive principles to a broader array of transportation assets. ODOT is in the process of building this more robust and consistent statewide inventory. Consistency across the state via coordinated data collection and update cycles will support STIP development – directing resources where they are most needed In addition, this work supports mandated federal programs such as the Highway Performance Monitoring System (HPMS) and National Bridge Inventory (NBI) submittals.

Transportation Data and Mapping

This program delivers data to statewide decision-makers to help prioritize Oregon's transportation needs and satisfy federal reporting requirements. Data is collected and analyzed, and then used by various program areas to assess current conditions as well as to track and report statistics about the performance of transportation facilities, programs and systems. This work includes:

- Monitoring and reporting transportation system performance through the National Highway System, Federal Functional Classification, Crash Analysis, Highway Performance Monitoring System, State Highway Video Log, Traffic Counting programs and Geographic Information Services program areas.
- Collecting traffic, crash and other required data on all public roads to ensure compliance with the Federal SAFETEA-LU requirements that ODOT provide state and local safety partners with information on the Highway Safety Improvement Program (HSIP).
- Providing geospatial data management leadership through the development of standards, the delivery of training and integration.

Transportation Analysis

There are two primary areas of work. First, this program provides technical expertise in analyzing transportation systems such as traffic forecast and analysis for project selection, environmental impact analysis and design recommendations which are necessary to implement the STIP and to satisfy legislative mandates for highway and transportation system development.

Second, transportation, economic and land use modeling are essential inputs to transportation system plans, statewide plans and strategies, policy development, project development, greenhouse gas analysis, and air quality conformity analysis. It is also an important input to most major facility planning. The modeling work and needs are more acute given HB 2001 (2009) and SB 1059 (2010) and the expectation of a congestion pricing pilot project, the development of a Least Cost Planning model and the support to the MPOs and their local governments to address greenhouse gas emission reductions. The modeling program includes:

- Facilitating the Oregon Modeling Steering Committee with members from 17 state and federal agencies, ports, universities, and MPOs to provide consistency and oversight to Oregon modeling efforts
- Providing technical support and staff resources to MPOs for transportation modeling and analysis in support of the federal and state planning requirements
- Working with local governments to develop and update cost-effective transportation models to support TSPs; (e.g. Roseburg, Grants Pass, Klamath Falls, Astoria, Warrenton).
- Providing technical support necessary for STIP project development and implementation, including the additional projects identified in HB 2001

Research

Research projects emphasize new technologies that will help ODOT and the transportation system operate better and use resources more effectively. Areas included are bridges, pavements, materials, construction, maintenance, climate change, performance measures, hydrology, geotechnical, roadway design, planning, public transportation, intermodal facilities, freight, socio-economic factors, safety, traffic, and Intelligent Transportation System (ITS). In a climate of scarce resources, research and development becomes extremely important in helping ODOT work smarter and make the most efficient and effective use of available resources. Oregon Transportation Research and Education Consortium (ORTEC), and University Transportation Centers in neighboring states are a conduit for partnerships with region universities that allows ODOT to substantially increase Oregon's total transportation research investment in ways that directly benefit ODOT and the transportation system.

ODOT participates in multi-state research projects through involvement in national and regional transportation research initiatives, such as the:

- Transportation Pooled Fund Program
- National Cooperative Highway Research Program (NCHRP)
- Transportation Research Board (TRB)

Legislative mandates

With the passage of HB 2001 during the 2009 session and SB 1059 during the 2010 special session, major work efforts were identified to provide the support necessary for guidelines on developing and evaluating alternative land use and transportation scenarios that may reduce transportation related greenhouse gas emissions. Work efforts include development of a:

- Least cost planning model (HB 2001)
- Greenhouse gas emissions toolkit (SB 1059)
- Statewide Transportation Strategy (SB 1059)
- Scenic planning guidance document (SB 1059)

Statewide Transportation Improvement Program (STIP) Development

Federal regulations require ODOT to develop a transportation improvement program and update it every two years. The STIP development process begins with the identification and preliminary prioritization of problem areas. This identification and prioritization is based on transportation system planning, crash data, management systems and stakeholder input. The next step is to review alternatives for the priority problem areas. The review typically includes individuals with expertise in pavement, bridge, environmental, geohydro, planning and traffic engineering. The final step is to decide which projects to include in the STIP based on available revenue, cost-benefit information, local cost-sharing agreements, stakeholder input and other programming considerations such as the Oregon Transportation Commission's approved eligibility criteria and prioritization factors. HB 2001 identified principles that should be considered in the criteria used in project selection. This will affect the selection of projects in the 2012-2015 STIP after the new criteria is approved by the Commission.

***Connect*Oregon**

ODOT implements the provisions of Senate Bill 71 and HB 2278 known as *Connect*Oregon I and II. HB 2001 provided for a *Connect*Oregon III which follows the same provisions as *Connect*Oregon II. *Connect*Oregon is a lottery-bond-based initiative first approved by the 2005 Oregon Legislature to invest in air, rail, marine, and transit infrastructure. This key strategy ensures Oregon's transportation system is strong, diverse and efficient. *Connect*Oregon is focused on improving the connections between the highway system and the other modes of transportation to better integrate the components of the system, improve flow of commerce and remove delays.

Issues and Trends

Several federal and state level initiatives have affected TPD project development over the past decade.

The passage of HB 2001 by the 2009 Oregon Legislature has a number of requirements that have affected TPD in the work that is accomplished, how it is completed and the effect it has on other stakeholders.

- TPD continues to work on development of least cost planning methodology and integration with greenhouse gas emissions work. Changes to the transportation planning process to address this new initiative have begun
- TPD's work supports the Governor's climate change and sustainability agenda in addressing the state's growing transportation needs and taking actions to reduce transportation related Greenhouse Gas Emissions.
- TPD is working with MPOs and local governments to assess the costs of greenhouse gas emissions planning work.

Implementation of the Oregon Transportation Plan has affected project development in the following areas;

- Development of the Oregon Freight Plan will set the foundation for continued incorporation of freight issues and perspectives into the transportation planning process, which will support a safe and effective transportation system for the movement of freight and goods.
- Additional work is necessary to complete transportation facility plans for highways to adequately protect the efficiency of the state highway system over the long term.

ODOT's system management strategy is changing from the traditional mode to a more strategic approach, using asset management tools and methodologies to optimize the management of Oregon's multi-billion dollar transportation infrastructure.

At the federal level there are potential changes due to reauthorization, reporting requirements and information learned from the 2010 Census that could affect the work:

- Federal Reauthorization effort could impact transportation planning. The current Federal Transportation Authorization expired in October 2009, and the next transportation authorization bill is expected to differ in several key areas from previous authorizations. DOT Secretary Ray LaHood has stated that transportation should move in the direction of supporting sustainability and livability. The recently announced DOT-EPA-HUD partnership aimed at simultaneously addressing transportation, housing and environmental goals, illustrates this change in direction

- New federal reporting requirements for the Highway Performance Monitoring System (HPMS) such as increased data reporting for pavement, traffic, and interchanges may impact asset management systems.
- New census data will impact various program areas; transportation analysis, urban land use and travel demand model development and application.

As of June 2010, for ConnectOregon I and II there are 69 approved projects with 37 complete and the remaining projects in design or construction.

2011–2013 Expected Results: Performance Measures

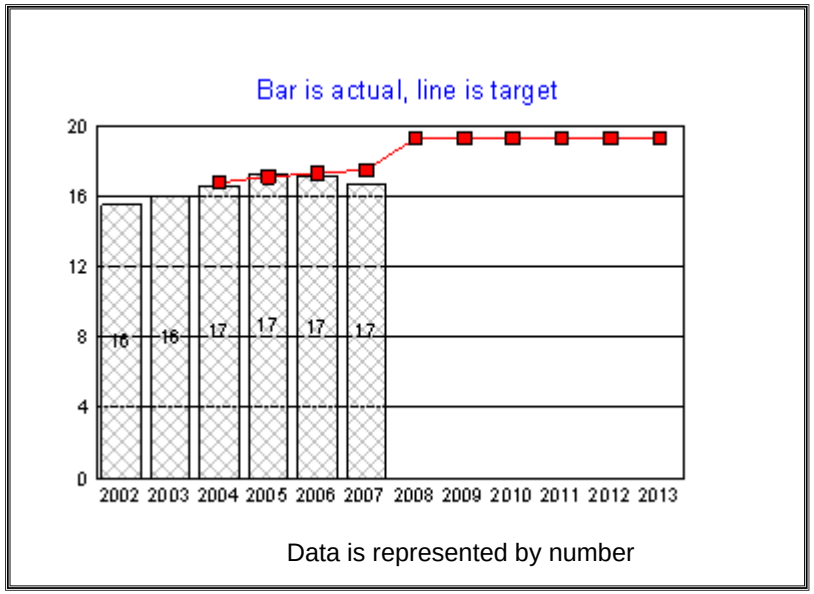
KPM #9	Travel Delay: Hours of travel delay per capita per year in urban areas.	Measure Since 2000
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark #68: Traffic Congestion	
Data Source	Texas Transportation Institute, Urban Mobility Report	
Owner	Transportation Development, ODOT, Brian Gregor, 503-986-4120	

1. OUR STRATEGY

Transportation Options: Promote the use of transportation modes other than single occupancy vehicles (SOVs) by improving existing facilities and creating new transportation options where possible in order to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians; Build Quality Infrastructure: Use new technology and construction techniques and materials to improve the quality of infrastructure and reduce delays caused by construction and maintenance activities; Traffic Network Management: Employ new technology to better manage traffic networks by providing timely information to travelers and identifying and reducing delays from crashes and other causes; Sustainable Transportation: Promote the use of more energy efficient transportation alternatives to preserve air and water quality and move toward sustainable economic growth.

The data in the chart has been updated with information from the 2009 Urban Mobility Report (UMR). The UMR includes statistics through 2007.

Travel Delay



2. ABOUT THE TARGETS

Congestion delay is strongly associated with population size. As cities become more populous, they become more congested, although the rate of growth of delay in Oregon urban areas has been less than the population growth. Some of this is due to a decline in the growth of per capita Vehicle Miles Traveled (VMT). Several of the social and economic trends that fueled rapid growth of VMT are tapering off. This trend, however, is also influenced by ODOT programs and its transportation partners. Additional improvements will be needed if the benchmark is to be achieved 20 years into the future.

3. HOW WE ARE DOING

Traffic congestion has risen during the last 30 years because expansion of road capacity has not kept pace with the growth of travel. The mobility that Oregonians have enjoyed in recent decades has been a result of past high capital investment rates. Congestion has been rising because the excess capacity created by those investments is being used up and not replaced. Increase in delay has been eased by the additions to the highway system that have been made. Traffic management efforts in the Portland metropolitan area (e.g. freeway monitoring, incident management, ramp metering) have also helped to limit the effect of growing travel demand on traveler delay. The growth of public transportation service and usage has contributed significantly as well.

4. HOW WE COMPARE

According to the Texas Transportation Institute's 2007 Urban Mobility Report, delay per traveler in the Portland metropolitan area is about average for urban areas of its size. According to that same report, delay per traveler in the Salem and Eugene metropolitan areas is below average for urban areas of their sizes.

5. FACTORS AFFECTING RESULTS

The capacity of the transportation system as compared to traffic volume is the major factor of delay. Increasing populations put capacity under increasing pressure, but operational improvements can mitigate this for a time. Ramp metering, signal synchronization, incident response vehicles, variable message signs, and capacity enhancing projects are examples of this. Land use factors such as density and land use mixing are also important because they affect how far people travel. The growth of travel delay in the Portland metropolitan area has been mitigated to a large extent by declining vehicle miles traveled. Certain economic factors, like fuel prices and growth, can also significantly affect the results.

6. WHAT NEEDS TO BE DONE

Department activities designed to reduce delay should be continued and new approaches developed. It may also be beneficial to consider a measure of travel time in major Oregon urban areas as an additional or replacement measure. This may be more meaningful to the users of the transportation system. It would also be helpful to provide more timely data, but this would require additional staff and significant increases in traffic monitoring.

7. ABOUT THE DATA

There is a long delay in when data is available from a prior year. The Texas Transportation Institute uses well developed methods to create the Urban Mobility Report, however, the report is produced on a two year cycle which results in a two to three year delay for reporting. Data is only collected for three of Oregon's six Metropolitan Planning Organizations (MPOs), Portland, Salem and Eugene. Corvallis, Bend and Medford are not included.

The average travel delay conditions for the combination of the second and third largest urban areas of the state is about one-third the delay in the Portland metropolitan area.

Budget Highlights

Policy Option Packages included in the Agency Request Budget

# 270	Placeholder Flex Funds to TPD	$	0 Positions	0.00 FTE

This Policy Option Package is a placeholder in the event the Oregon Transportation Commission allocates flexible federal funding to Transportation Program Development.

Revenue Sources

Transportation Program Development

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Federal as Other: FHWA SAFETEA-LU SPR (Statewide Planning and Research) STP (Surface Transportation Program) HBRR (Highway Bridge Replacement and Rehabilitation)		$44,640,646	SPR funds $14 M. STP funds $27 M. HBRR funds $3 M.	Varies, but is usually 20%
Other	Transfer-In: Highway Funds	Special Programs	$89,368,228		
Other	Transfer-In: Department of Land Conservation and Development	Transportation and Growth Management (TGM)	$575,265		
Other	Transfer-in: Transportation Operating Fund	Central Services	$265,434		
Other	Transfer-Out Central Services		($8,348,401)		
Federal	Federal: National Highway Traffic Safety Administration (NHTSA)	Fatality Analysis Reporting System (FARS)	$226,827		

Summary of Proposed Legislation

03 – TPD – Connect*Oregon* IV

Problem: The Oregon Legislature has invested $300 million in air, rail, marine and transit infrastructure through the *Connect*Oregon program since 2005. There is a need to continue to invest in Oregon's multimodal transportation system, and public investment in infrastructure creates jobs and helps foster economic development by facilitating the movement of goods and people with a safe and efficient transportation system.

Solution: *Connect*Oregon is the source for multimodal transportation funding and proposes to invest an additional $100 million. This proposal diversifies transportation funding, continuing investments in non-highway modes. *Connect*Oregon IV will continue the multimodal investment program into the 2011-13 biennium. *Connect*Oregon IV will ensure that Oregon's transportation system is strong, diverse and efficient.

Transportation Program Development Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-out (1,291,018) due to completion of 2009 Legislatively approved Policy Option Package #404
- Phase-out ($2,295,649) for issuance costs associated with the 2010 Connect Oregon III bond sale
- Phase-in $27,256,600 of JTA carry-over limitation due to timing of consultant costs and payments
- Phase-out ($23,000,000) representing funds already paid out from the Connect Oregon program

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- This package also includes a decrease of $47,162 in State Government Service Charges.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	8,840	-	-	-	8,840
Overtime Payments	-	-	13,544	-	-	-	13,544
Shift Differential	-	-	28	-	-	-	28
All Other Differential	-	-	4,602	-	-	-	4,602
Public Employees' Retire Cont	-	-	2,618	-	-	-	2,618
Pension Bond Contribution	-	-	121,047	403	-	-	121,450
Social Security Taxes	-	-	2,066	-	-	-	2,066
Mass Transit Tax	-	-	1,813	-	-	-	1,813
Vacancy Savings	-	-	167,478	-	-	-	167,478
Total Personal Services	**-**	**-**	**$322,036**	**$403**	**-**	**-**	**$322,439**
Total Expenditures							
Total Expenditures	-	-	322,036	403	-	-	322,439
Total Expenditures	**-**	**-**	**$322,036**	**$403**	**-**	**-**	**$322,439**
Ending Balance							
Ending Balance	-	-	(322,036)	(403)	-	-	(322,439)
Total Ending Balance	**-**	**-**	**($322,036)**	**($403)**	**-**	**-**	**($322,439)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 021 - Phase-in

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	2,680,600	-	-	-	2,680,600
Total Services & Supplies	**-**	**-**	**$2,680,600**	**-**	**-**	**-**	**$2,680,600**
Special Payments							
Dist to Counties	-	-	24,576,000	-	-	-	24,576,000
Total Special Payments	**-**	**-**	**$24,576,000**	**-**	**-**	**-**	**$24,576,000**
Total Expenditures							
Total Expenditures	-	-	27,256,600	-	-	-	27,256,600
Total Expenditures	**-**	**-**	**$27,256,600**	**-**	**-**	**-**	**$27,256,600**
Ending Balance							
Ending Balance	-	-	(27,256,600)	-	-	-	(27,256,600)
Total Ending Balance	**-**	**-**	**($27,256,600)**	**-**	**-**	**-**	**($27,256,600)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 022 - Phase-out Pgm & One-time Costs

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	(1,291,018)	-	-	-	(1,291,018)
Other COP Costs	-	-	(2,295,649)	-	-	-	(2,295,649)
Total Services & Supplies	**-**	**-**	**($3,586,667)**	**-**	**-**	**-**	**($3,586,667)**
Special Payments							
Dist to Other Gov Unit	-	-	(23,000,000)	-	-	-	(23,000,000)
Total Special Payments	**-**	**-**	**($23,000,000)**	**-**	**-**	**-**	**($23,000,000)**
Total Expenditures							
Total Expenditures	-	-	(26,586,667)	-	-	-	(26,586,667)
Total Expenditures	**-**	**-**	**($26,586,667)**	**-**	**-**	**-**	**($26,586,667)**
Ending Balance							
Ending Balance	-	-	26,586,667	-	-	-	26,586,667
Total Ending Balance	**-**	**-**	**$26,586,667**	**-**	**-**	**-**	**$26,586,667**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	10,398	13	-	-	10,411
Out of State Travel	-	-	550	78	-	-	628
Employee Training	-	-	2,101	232	-	-	2,333
Office Expenses	-	-	7,346	121	-	-	7,467
Telecommunications	-	-	5,449	60	-	-	5,509
State Gov. Service Charges	-	-	(47,162)	-	-	-	(47,162)
Data Processing	-	-	7,098	208	-	-	7,306
Publicity and Publications	-	-	659	59	-	-	718
Professional Services	-	-	868,436	-	-	-	868,436
IT Professional Services	-	-	61,838	-	-	-	61,838
Attorney General	-	-	20,365	-	-	-	20,365
Employee Recruitment and Develop	-	-	790	-	-	-	790
Dues and Subscriptions	-	-	151	-	-	-	151
Facilities Rental and Taxes	-	-	23,490	-	-	-	23,490
Fuels and Utilities	-	-	3,021	-	-	-	3,021
Facilities Maintenance	-	-	208	-	-	-	208
Agency Program Related S and S	-	-	689,949	3	-	-	689,952
Intra-agency Charges	-	-	10,026	91	-	-	10,117
Other Services and Supplies	-	-	38,723	-	-	-	38,723
Expendable Prop 250 - 5000	-	-	-	104	-	-	104
IT Expendable Property	-	-	2,739	-	-	-	2,739
Total Services & Supplies	**-**	**-**	**$1,706,175**	**$969**	**-**	**-**	**$1,707,144**
Capital Outlay							
Technical Equipment	-	-	2,483	-	-	-	2,483

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Automotive and Aircraft	-	-	2,191	-	-	-	2,191
Data Processing Software	-	-	536	-	-	-	536
Data Processing Hardware	-	-	3,496	-	-	-	3,496
Other Capital Outlay	-	-	549	-	-	-	549
Total Capital Outlay	**-**	**-**	**$9,255**	**-**	**-**	**-**	**$9,255**
Special Payments							
Dist to Counties	-	-	618,823	-	-	-	618,823
Dist to Other Gov Unit	-	-	1,550,604	-	-	-	1,550,604
Other Special Payments	-	-	4,652	-	-	-	4,652
Spc Pmt to Land Conservation Dev	-	-	18,374	-	-	-	18,374
Total Special Payments	**-**	**-**	**$2,192,453**	**-**	**-**	**-**	**$2,192,453**
Total Expenditures							
Total Expenditures	-	-	3,907,883	969	-	-	3,908,852
Total Expenditures	**-**	**-**	**$3,907,883**	**$969**	**-**	**-**	**$3,908,852**
Ending Balance							
Ending Balance	-	-	(3,907,883)	(969)	-	-	(3,908,852)
Total Ending Balance	**-**	**-**	**($3,907,883)**	**($969)**	**-**	**-**	**($3,908,852)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	1,385	-	-	-	1,385
Total Services & Supplies	**-**	**-**	**$1,385**	**-**	**-**	**-**	**$1,385**
Total Expenditures							
Total Expenditures	-	-	1,385	-	-	-	1,385
Total Expenditures	**-**	**-**	**$1,385**	**-**	**-**	**-**	**$1,385**
Ending Balance							
Ending Balance	-	-	(1,385)	-	-	-	(1,385)
Total Ending Balance	**-**	**-**	**($1,385)**	**-**	**-**	**-**	**($1,385)**

TPD Policy Package #270
Federal Flex Funds
Request: PLACE HOLDER

Purpose

If the Oregon Transportation Commission allocates flexible federal funding to Transportation Program Development this policy package will document the program goals and the funding required to meet the goals.

How Achieved

To be determined

Staffing Impact

None

Revenue Sources

Federal Funds

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 270 - Place holder flex funds to TPD

Cross Reference Name: Transportation Prog Dev
Cross Reference Number: 73000-400-10-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	1	-	-	-	1
Total Services & Supplies	**-**	**-**	**$1**	**-**	**-**	**-**	**$1**
Total Expenditures							
Total Expenditures	-	-	1	-	-	-	1
Total Expenditures	**-**	**-**	**$1**	**-**	**-**	**-**	**$1**
Ending Balance							
Ending Balance	-	-	(1)	-	-	-	(1)
Total Ending Balance	**-**	**-**	**($1)**	**-**	**-**	**-**	**($1)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-400-10-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	-	44,640,646	44,640,646	44,640,646	-	-
Lottery Bonds	107,847,963	102,295,649	102,295,649	-	-	-
Interest Income	4,498,720	-	-	-	-	-
Other Revenues	398,958	-	-	-	-	-
Transfer In - Intrafund	73,576,118	63,983,885	63,983,885	89,633,662	-	-
Tsfr From Land Conservation Dev	-	561,782	561,782	575,265	-	-
Transfer Out - Intrafund	(7,627,082)	(7,360,742)	(7,360,742)	(8,348,401)	-	-
Tsfr To Land Conservation Dev	-	-	(482,581)	-	-	-
Total Other Funds	**$178,694,677**	**$204,121,220**	**$203,638,639**	**$126,501,172**	**-**	**-**
Federal Funds						
Federal Funds	184,835	204,949	204,949	226,827	-	-
Total Federal Funds	**$184,835**	**$204,949**	**$204,949**	**$226,827**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	39,370,121	38,321,764	38,321,764	43,301,836	-	-
Federal Funds	152,720	164,518	164,518	185,024	-	-
All Funds	39,522,841	38,486,282	38,486,282	43,486,860	-	-
SERVICES & SUPPLIES						
Other Funds	33,526,294	66,953,298	66,953,298	66,953,298	-	-
Federal Funds	32,115	40,431	40,431	40,431	-	-
All Funds	33,558,409	66,993,729	66,993,729	66,993,729	-	-
CAPITAL OUTLAY						
Other Funds	655,186	385,648	385,648	385,648	-	-
SPECIAL PAYMENTS						
Other Funds	75,376,104	114,352,233	114,352,233	114,352,233	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	148,927,705	220,012,943	220,012,943	224,993,015	-	-
Federal Funds	184,835	204,949	204,949	225,455	-	-
All Funds	149,112,540	220,217,892	220,217,892	225,218,470	-	-
AUTHORIZED POSITIONS	222	222	222	223	-	-
AUTHORIZED FTE	213.43	212.72	212.72	214.43	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
PERSONAL SERVICES						
Other Funds	-	-	-	322,036	-	-
Federal Funds	-	-	-	403	-	-
All Funds	-	-	-	322,439	-	-
021 PHASE-IN						
SERVICES & SUPPLIES						
Other Funds	-	-	-	2,680,600	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	24,576,000	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(3,586,667)	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	(23,000,000)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,706,175	-	-
Federal Funds	-	-	-	969	-	-
All Funds	-	-	-	1,707,144	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	9,255	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
SPECIAL PAYMENTS						
Other Funds	-	-	-	2,192,453	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,385	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	4,901,237	-	-
Federal Funds	-	-	-	1,372	-	-
All Funds	-	-	-	4,902,609	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	148,927,705	220,012,943	220,012,943	229,894,252	-	-
Federal Funds	184,835	204,949	204,949	226,827	-	-
All Funds	149,112,540	220,217,892	220,217,892	230,121,079	-	-
AUTHORIZED POSITIONS	222	222	222	223	-	-
AUTHORIZED FTE	213.43	212.72	212.72	214.43	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 8						
270 PLACE HOLDER FLEX FUNDS TO TPD						
SERVICES & SUPPLIES						
Other Funds	-	-	-	1	-	-
TOTAL LIMITED BUDGET (Policy Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	1	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	148,927,705	220,012,943	220,012,943	229,894,253	-	-
Federal Funds	184,835	204,949	204,949	226,827	-	-
All Funds	149,112,540	220,217,892	220,217,892	230,121,080	-	-
AUTHORIZED POSITIONS	222	222	222	223	-	-
AUTHORIZED FTE	213.43	212.72	212.72	214.43	-	-
OPERATING BUDGET						
Other Funds	148,927,705	220,012,943	220,012,943	229,894,253	-	-
Federal Funds	184,835	204,949	204,949	226,827	-	-
All Funds	149,112,540	220,217,892	220,217,892	230,121,080	-	-
AUTHORIZED POSITIONS	222	222	222	223	-	-
AUTHORIZED FTE	213.43	212.72	212.72	214.43	-	-
TOTAL BUDGET						
Other Funds	148,927,705	220,012,943	220,012,943	229,894,253	-	-
Federal Funds	184,835	204,949	204,949	226,827	-	-
All Funds	149,112,540	220,217,892	220,217,892	230,121,080	-	-
AUTHORIZED POSITIONS	222	222	222	223	-	-
AUTHORIZED FTE	213.43	212.72	212.72	214.43	-	-

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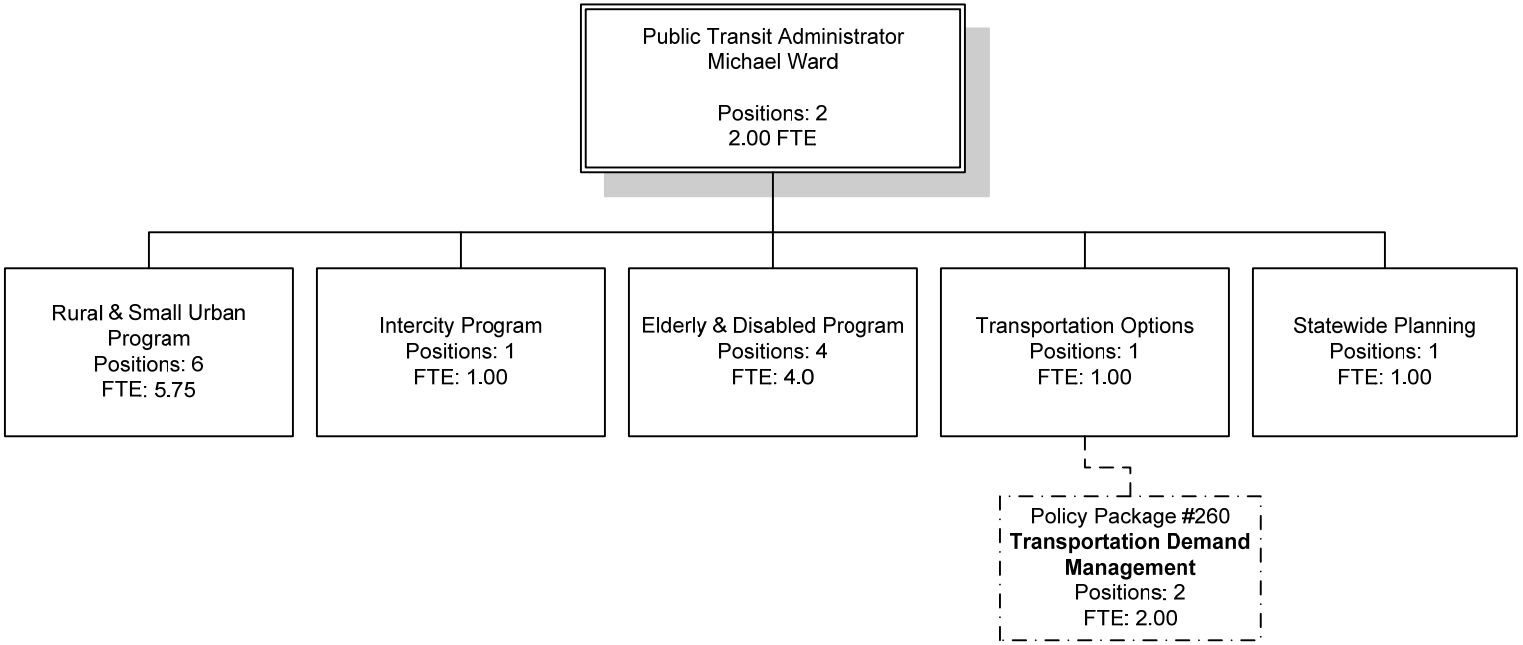
Public Transit Division

Positions: 15 (17 with Packages) FTE: 14.75 (16.75 with Packages)



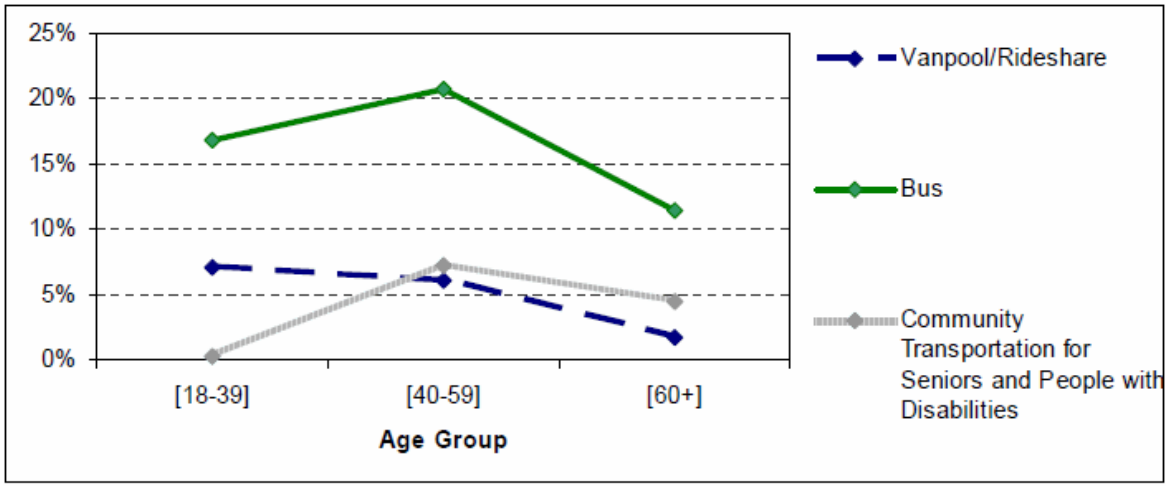
Public Transit Division

Activities and Programs

Mobility is needed to live independently and participate in Oregon's economy. The Public Transit Division provides grants, policy leadership, training, and technical assistance to communities and local transportation providers. The division also assists in the development and use of transit, ridesharing, and other alternatives to driving alone as ways to reduce congestion, diminish environmental impacts, and make more efficient use of Oregon's transportation system.

In 2009, Oregonians took 124.4 million rides in urban transit districts and 3.4 million rides in rural areas. People with special transportation needs (older adults and people with disabilities) took 3.4 million van or volunteer trips. Total trips provided averaged more than 35 rides per Oregonian.

The 2009 ODOT Oregon Transportation Needs and Issues Survey showed that Oregonians of all ages use public transportation. The figure below shows ages and the percent of respondents using services in the month prior to the Survey.



Note: scale is to 25%.

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General Public Transit

Mass Transit Vehicle Grants: The division administers a capital grant program that helps public entities replace urban transit vehicles that have exceeded federal condition standards. This helps communities provide general public transit service with vehicles that are safe and appropriately designed for the route. The program is funded with federal Surface Transportation Program (STP) funds.

Rural Transit Grants: The division provides grant assistance, training, and technical expertise to local governments that offer transit choices within and between rural communities to support Oregon's goals for productive and healthy communities. The source of funding is the Federal Transit Administration (FTA). Funds may be used for planning, operations, and capital purchases or technology improvements in communities of under 50,000 population. Thirty-six communities around the state receive annual grants through this program.

Oregon Street Car Fund

The 2007 Oregon Legislature created the Oregon Streetcar Project Fund for the purpose of financing grants to municipalities for the purchase of contemporary rail-based streetcars used in public transit systems. The streetcars are to be purchased from an Oregon–owned and Oregon-based manufacturer. $20 million dollars of lottery backed revenue is available for this project. The Fund is assisting the City of Portland to purchase 6 contemporary streetcars for an extension of the popular Portland Streetcar network to Lloyd Center. The new streetcars are being built in Portland by Oregon Iron Works.

Jobs Access Reverse Commute Grants: The division coordinates a competitive grant process for rural (under 50,000 population) and small urban areas (from 50,000 to 200,000 population) to provide grants for employment-related transportation for low-income and individuals with disabilities. The source of funding is the FTA.

Special Needs Transportation Program

Special Transportation Grants: Funds for vehicles and services benefiting older adults and individuals with disabilities are available through the state funded Special Transportation Fund (STF) and from FTA funds. STF funds are allocated to transportation districts, counties, and nine federally recognized Tribal governments. STF funds consist of cigarette tax revenues, state Identification Card fees, and non-highway use state gas tax revenues. Federal funds for Special Needs Transportation are composed of FTA and FHWA STP sources that support vehicle purchases, service and improved access for seniors and people with disabilities that are identified through local coordinated transportation plans. The division offers training and technical assistance and coordinates the state and federal planning requirements associated with special needs transportation.

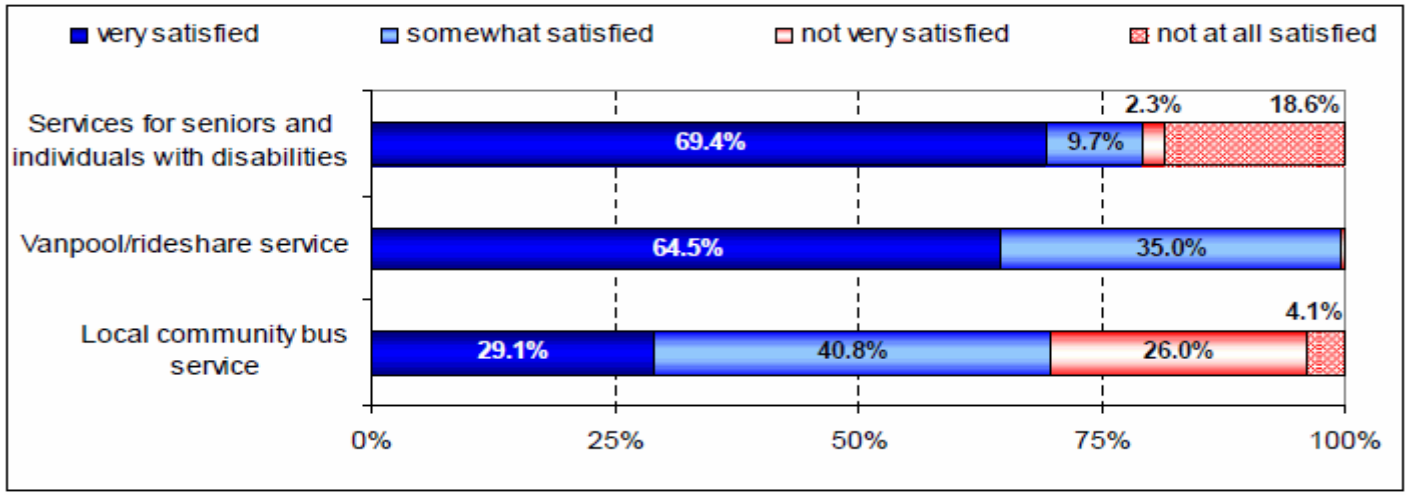
The 2009 Legislature allocated $10 million in state general fund dollars to fund operating grants benefiting the Elderly and Disabled. Due to budget shortfalls this amount was amended by HB5100 during the February 2010 session to $7.7 million General Fund and $2.3 million Transportation Operating Fund. These funds were distributed for the sole purpose of funding operations.

New Freedom Grants: The division coordinates a competitive grant program to develop additional transportation services for individuals with disabilities that will increase access to the job market. This program encourages projects that provide public transportation options for individuals with disabilities that are new, and go beyond the requirements of the Americans with Disabilities Act. The source of funding is the FTA.

Transportation Demand Management

This program helps ODOT achieve national and state goals for land use, air quality, congestion management, energy conservation, and promotion of mobility alternatives for commuters. The Transportation Demand Management (TDM) Program, also called "Transportation Options", helps fund the development of services and facilities that better manage ODOT transportation system capacity and improve citizens' alternatives to drive alone travel. Examples include rideshare programs, park-and-ride lots, marketing, consumer education and information, and incentive programs to encourage the use of alternatives to driving alone. The program is currently responding to an increased demand for ride sharing program options due to increasing fuel costs and climate change issues.

As indicated by the adjacent figure, the "FY2009 Oregon Transportation Needs and Issues Survey" reports that those Oregonians surveyed that used vanpool and rideshare in the month prior to the survey were satisfied with this mode of public transportation service.



ODOT Regions contribute funds to TDM projects within their areas. This program also administers $1.5 million in federal STP funds that are dedicated to traditional and individualized marketing initiatives. A mass marketing campaign, “Drive Less. Save More.” was originally focused on the Portland Metro area but will go statewide during 09-11 biennium. The “Drive Less. Save More.” message is a simple one; there are a large number of easy things the public can do to reduce their drive alone trips.

Intercity Passenger Program

Rural Intercity Bus Program: This FTA funded program promotes intercity passenger bus services. The program funds intercity service, vehicle purchases, information systems, intermodal facilities, technology and equipment to make vehicles accessible. Emphasis is placed on strengthening the Oregon intercity bus network by connecting communities with the next larger market economy, supporting intercity bus service on underserved corridors, closing service gaps, supporting improved coordination of intercity service, and connecting bus, rail and air. Staff provides technical assistance, identify service gaps, work with committees to prioritize needs, and manage grants to meet priority needs.

During the 09-11 biennium the division has worked to enhance and improve three Oregon intercity bus services. The NorthWest POINT provides two round trips a day between Portland and Astoria. Amenities include AC outlets, free Wi-Fi, and extended leg room for passengers and a web site. The SouthWest POINT provides daily round trip service between Klamath Falls and Brookings. Amenities include free Wi-Fi on buses and at the Klamath Falls and Brookings passenger terminals, and a web site. The HighDesert POINT provides two daily round trips between Redmond and Chemult. The HighDesert POINT connects with Amtrak passenger rail service in Chemult. Amenities include free Wi-Fi on buses, and an informational web site. For additional Oregon POINT information see www.Oregon –POINT.com.

Public Transit Planning

The Transit Planning Program supports statewide transit planning and policy development. Division staff develops and provide technical expertise in the development of local, regional, and statewide plans to ensure the appropriate consideration of public transit needs. FTA funds are made available to support statewide and local transit plan development.

Metropolitan Planning Grants: The division administers FTA pass-through funds for Metropolitan Planning Organizations (MPO) in the Eugene, Portland, Salem, Bend, Corvallis, and Medford areas. The funds are used for intermodal transportation planning.

Issues and Trends

Global Warming, Emissions Reductions and Carbon Constraints

The Oregon Transportation Plan names global warming as one of the priorities that ODOT is to address. Governor Kulongoski and Oregon Legislature have declared that the policy of the state is to halt increases in Oregon's greenhouse gas emissions by 2010, and then reduce those emissions to 10 percent below 1990 levels by 2020 and to 75 percent below 1990 levels by 2050. The Governor's Climate Change Integration Group Report has identified transportation as a key area for accomplishing many of these emissions reductions. Within transportation, it named vehicle miles traveled (VMTs) as a key measurement for reduction.

2009 passage of HB 2186 seeks to reduce Oregon's Greenhouse gas emissions. Section 10 requires MPOs to evaluate land use and transportation planning scenarios that will meet community growth needs, while reducing greenhouse gas emissions. PTD contributes FTA funds to these MPO planning efforts.

Use of public transit and other transportation options (carpooling, vanpooling, bicycling, etc.) significantly reduces VMT and carbon emissions from the same distances traveled in the drive-alone mode. These travel-modes make efficient use of existing road capacity. By reducing the number of cars on the road they reduce traffic congestion and help freight move more swiftly and predictably to protect Oregon's economic health. Urban transit has seen unprecedented service increases and requests for rideshare information continues to grow. There is growing pressure to improve the transportation options available to Oregonians as strategies to address climate change are implemented.

Economic Issues

Urban congestion is a serious economic issue for Oregon. The Oregon Progress Board's Population Survey for 2004 indicates that 47 percent of people living in the Portland Metro area see traffic congestion as a serious or critical issue. Urban transit and other travel options program alternatives are viewed as essential to preserving and enhancing the Portland Metro economy.

In addition to Oregon public transportation providers responding to the climate change and urban congestion goals for a more sustainable Oregon, public transportation providers play a key role in reinvigorating the state economy. Public Transit providers benefited from American Reinvestment and Recovery Act (ARRA) capital investments in infrastructure during 2009. These investments are an important start to an improved system. However, Oregon systems still face the challenge of a poor economy with reduced operating funds to be able to use and maintain the improved infrastructure in good condition.

The following financial challenges continue as demand for sustainable alternative transportation service increases. Public transportation providers are facing the following issues in the 2011–2013 biennium:

- Continued pressure to transition to equipment and practices that are more cost effective, energy efficient and have less environmental impact
- Pressure to add operational improvements, i.e. more routes, amenities and additional service on popular routes
- Pressure to enhance services and modernize aging facilities
- Pressure to reduce bus headways
- Pressure to add commuter bus and rail capacity
- Pressure to modernize bus options and design
- Pressure to modernize travel information and upgrade communications and security equipment

Aging Population

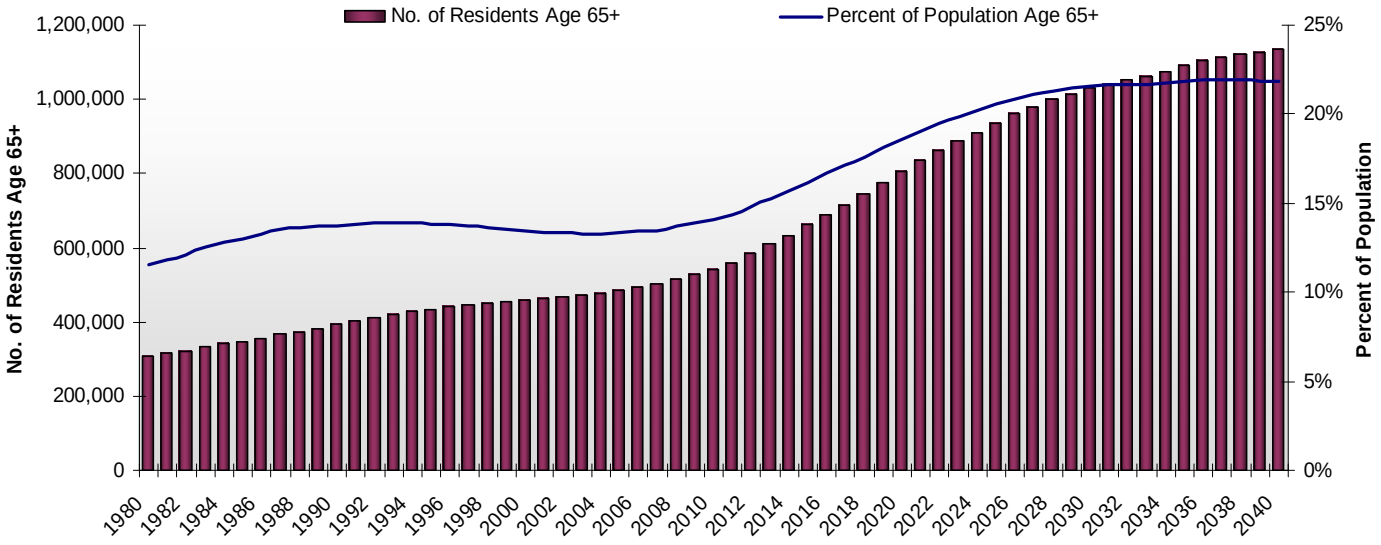
One of the most significant challenges that transit faces is that Oregon's population is aging. In the 2000 Census, Oregon had the 10th highest percentage of population aged 65+, and Oregon is projected to have the third highest percentage by 2040.

From national studies, we know that 25 percent of people over 75 years of age do not drive, and that, on average, people live from seven to 11 years after they stop driving. We also know that crash rates per mile driven are higher than for middle-aged drivers, but that because of voluntary reductions in driving, crash rates per person are about the same. However, seniors are much more likely to die from injuries suffered in a crash.

The following table shows the number of people age 65+ (vertical bars scaled on the left axis) and the age 65+ population as a percentage of state population (the line scaled on the right axis):

Oregon Population Trend, Age 65+

Actual and Projected Oregon Population Age 65+ from 1980 to 2040



Source: DAS Economic Forecast; Portland State University; and 2000 US Bureau of Census.

Public and Human Service Transportation Coordination
The division is engaged with other state and local agencies managing transportation resources for general public, special needs and social services clients' transportation. A desired coordination outcome is to invest state and federal resources in coordination with all other resources so that more people can be served at any given level of investment.

During 2009 and 2010, the division provided support to the 42 County, Tribe, and Transit Districts that coordinate the STF program in their areas to update their "coordinated human service–public transit plan." These plans identify transportation needs of older adults, individuals with disabilities and people with low income and establish goals for service development. The division will continue this effort to help agencies improve the plans in order to invest effectively and gain the benefits of a coordinated system.

Rural Transit Service
In 2009 the division partnered with Portland State University to study rural public transportation. The results, "Rural Transit in Oregon; Current and Future Needs; January 2010", reports that 43% of all Oregonians live in rural areas and currently 55% of those rural Oregonians have some level of public transportation available.

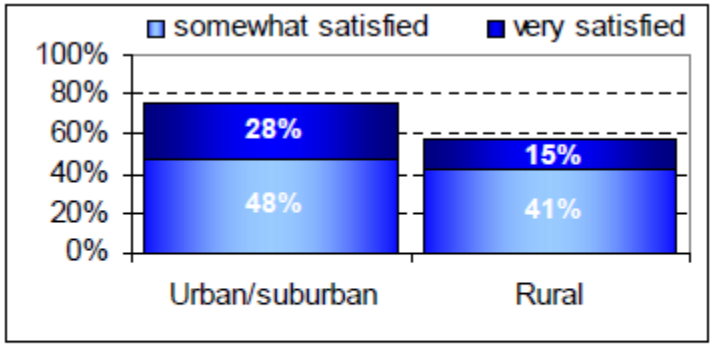
The 2009 ODOT "Transportation Needs and Issues Survey", December 2009 found that only 41% of Oregonians surveyed that did not have driver licenses were satisfied with available transportation choices. (See table below.)

Table printing correctly?

Satisfaction with ODOT's efforts to make transportation options available to all, comparing responses of drivers (licensed) to non-drivers.

	Are you a licensed driver?	
	No	Yes
very satisfied	33%	25%
somewhat satisfied	8%	46%
not very satisfied	13%	23%
not at all satisfied	46%	5%

Additional information from the survey indicated Oregonians living in rural areas were not as satisfied with available transportation choices as those in urban areas.



Satisfaction with ODOT's efforts to make transportation options available to all, comparing responses of urban/suburban to rural residents.

These results challenge the division to continue work on Oregon's rural public transportation. The PSU study estimated that additional funds of $16 million per year in 2015 are needed to improve service levels that will meet the demand for those living in rural communities. During 2011-13 the division will use study information to consider program improvements and target areas for additional investments.

Activities

Stakeholder Participation

PTD convenes an advisory committee of representative public and private transit stakeholders to advise on improving public transit in Oregon. In 2008, the Public Transportation Advisory Committee (PTAC) prioritized 13 transit project proposals seeking Connect*Oregon* II Funds. Gresham, Columbia County, City of Veneta, Keizer, and the City of Bend transit projects were selected for a total investment of $11 million. In March 2010 the PTAC prioritized sixteen transit project proposals to compete in the 2010 Connect*Oregon* III program.

Transit Information

Convenient access to transit information is a critical component of a useable transit system.

- Public Transit publishes and distributes the "Oregon Intercity Passenger Timetable" three times a year. (http://www.oregon.gov/ODOT/PT/PROGRAMS/INTERCITY/Intercity_Passenger_Timetables.pdf)
- Public Transit supports and updates the TripCheck-TO transit information web site (http://www.tripcheck.com/rtp-to/CityToCity/CityToCitySearch.aspx).
- Public Transit is also supporting communities in their efforts to create GTFS (Google Transit Feed Specification) data for their fixed route transit systems. This data will allow third party vendors (like Google Transit) to offer the public comprehensive transit information and itinerary planning.

Statewide Rideshare Program

PTD and TDM stakeholders from across the state are embarking on a project that will bring a unified, highly robust, modern Statewide Rideshare Program to the state, offering Oregonians a highly attractive, viable alternative to Single Occupancy Vehicle (SOV) travel. Oregon will be joining Washington and Idaho in investing in a web based, multi-state rideshare database that will replace the four existing standalone rideshare systems currently in use in Oregon. Key features of this regional system include: ride match opportunities that cross state lines, a system that supports both one time and ongoing rideshare trips, a user friendly calendaring function to record non-SOV trips, a system that supports incentive programs, and the ability to interface with a wide variety of social networking tools.

American Recovery and Reinvestment Act (ARRA)

From February to June 2009, the division allocated $17 million in ARRA funds for projects including funding 95 vehicles, 15 facilities and infrastructure projects, 51 passenger shelters and numerous other capital projects to enhance existing transit operations and/or facilities. This resulted in the creation or sustaining of 542 jobs as of mid-March 2010.

2011-2013 Expected Results: Performance Measures

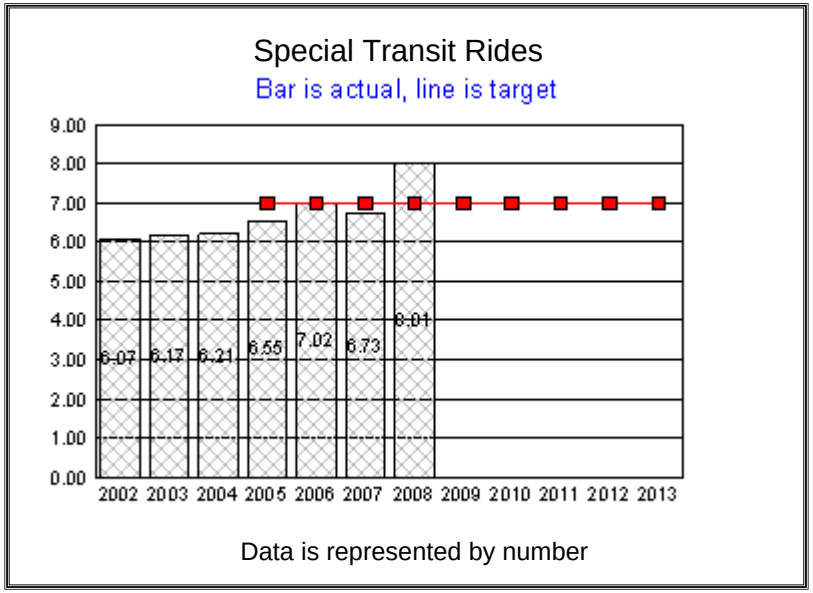
KPM #10	Special Transit Rides: Average number of special transit rides per each elderly and disabled Oregonian annually.	Measure Since 1999
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmark #59, Independent Seniors; Oregon Benchmark #60 Working Disabled	
Data Source	Public Transit Division, ODOT	
Owner	Public Transit Division, ODOT, Dinah Van Der Hyde, 503-986-3885	

1. OUR STRATEGY

Transportation Mobility: ODOT invests in and promotes the use of accessible transportation services for older adults and persons with disabilities. State and Federal Programs have been developed to provide equality of access for those with mobility needs.

2. ABOUT THE TARGETS

The target and data support for this measure is outdated. ODOT is now developing a new measure that will more accurately reflect the needs and performance to meet those needs for trips to sustain livability. ODOT has completed work with Association of Oregon Counties and Portland State University to assess the transportation needs for older adults and people with disabilities. We hope to develop a new target for the 2011-13 Budget period. Through 2008 we show the outdated target; the goal is to develop a 2009 baseline and include the new methodology for the 2011-13 period.



3. HOW WE ARE DOING

Since 1998, average rides steadily increased until 2007. In 2007 the average number of rides declined due to population and fuel cost increases with no commensurate resource increase. 2008 shows a small recovery and the first year of improvement in rides beyond the 1990 benchmark.

4. HOW WE COMPARE

Data is not available to compare Oregon with other states.

5. FACTORS AFFECTING RESULTS

Average rides available diminished during the 1990s as older adult populations increased and resources for transportation were static. Oregon population increases are outpacing fund availability; rapidly increasing costs of providing service are also constraining service availability. Recent investments of additional funds are beginning to show increased rides per individual but the 2008 Portland State University needs assessment indicates that the target for trips needed is much higher than the current target of 7 rides.

6. WHAT NEEDS TO BE DONE

Continue to emphasize improved access to transportation services for seniors and people with disabilities to sustain service levels. Complete work on an updated target.

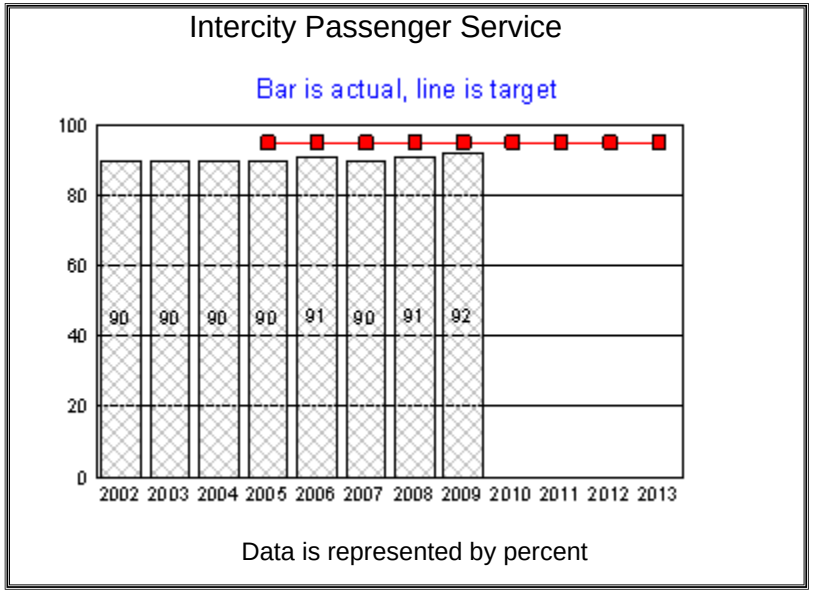
7. ABOUT THE DATA

The data is compiled by the Public Transit Division using the U. S. Census and Portland State University and provider reports to Public Transit Division of annual rides provided to elderly and disabled Oregonians. For the 2011-13 biennium ODOT will complete a new target and methodology to more accurately determine how well special transit rides meet the needs of the elderly and disabled population in Oregon.

KPM #12	Intercity Passenger Service: Percent of Oregon communities of 2,500 or more with intercity bus or rail passenger service.	Measure Since 1998
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Increase access to the transportation system and services	
Data Source	Public Transit Division, ODOT	
Owner	Public Transit Division, ODOT, Dinah Van Der Hyde, 503-986-3885	

1. OUR STRATEGY

Connecting Communities: Viable transportation options are important for rural communities. ODOT has placed an emphasis on strengthening connections for rural communities. Mechanisms to support this include incentive funding and vehicle purchase for providers of intercity passenger service.



2. ABOUT THE TARGETS

The target of 95 percent for this measure comes from the Oregon **Transportation** Plan, demonstrating alignment between ODOT's key performance measures and long-term planning. The goal for 2011-2013 biennium is to maintain existing progress and meet the goal of 95%.

3. HOW WE ARE DOING

Since 2002, at a minimum, 90% of all communities with a population of 2,500 or more have bus service to the next regional service market and accessible connections to statewide and regional intercity transportation service. This goal helps to meet the needs of rural Oregon communities for travel alternative and intercity service access. We have kept up with growth in number of communities and population.

4. HOW WE COMPARE

Data is not available to compare with other states.

5. FACTORS AFFECTING RESULTS

Investments in transit information (TripCheck-TO, General Transit Feed Specification) are making it easier for the public and planners to see and understand Oregon's intercity transit network.

6. WHAT NEEDS TO BE DONE

Continued investment in appropriate levels of intercity bus service with an emphasis on Oregon's transit network as a whole. Continued investment in transit information systems that bridge the gaps of currently available transit and multi-modal trip planners.

7. ABOUT THE DATA

This measure is reported using the Portland State University Center for Population Research annual measure of population and comparing self reported intercity provider information.

KPM #13	Alternatives to One-Person Commuting: Percent of Oregonians who commute to work during peak hours by means other than Single Occupancy Vehicles	Measure Since 2000
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmarks #68 Traffic Congestion, and #70 Alternative Commuting	
Data Source	ODOT Needs and Issues Survey, ODOT Research Unit, Transportation Development Division in recent years and the Oregon Progress Board, Oregon Population Survey in earlier years	
Owner	ODOT, Public Transit Division, Dinah Van Der Hyde, 503-986-3885	

1. OUR STRATEGY

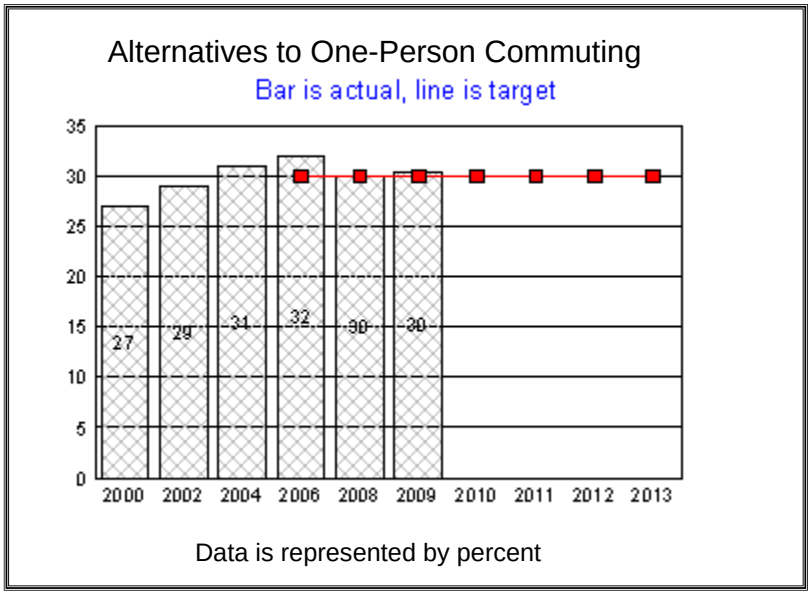
Transportation Options: ODOT seeks to promote the use of transportation modes other than SOVs by enhancing existing facilities and increasing transportation options where possible. These improvements lead to a reduction in travel delay and stress on the highway system and can ensure multi-modal options for Oregonians.

2. ABOUT THE TARGETS

For this measure, a higher percentage of people using alternatives to one-person commuting is desired.

3. HOW WE ARE DOING

The proportion of Oregonians commuting during peak hours by means other than a Single Occupancy Vehicle (SOV) is essentially at target level.



4. HOW WE COMPARE

This measure reports the percentage of commuters that use alternatives to one-person commuting during peak hours. Oregon does well during peak hours and also compares well nationally when looking at commuting choices during all hours. Oregon is 5th in nation as compared to results for the U.S. based on census figures for 2000 (27 percent for Oregon compared to 24 percent for the U.S. in 2005).

5. FACTORS AFFECTING RESULTS

Efforts to reduce SOV commuting are impacted by the fact that many people combine their commute with household trips to help balance the time demands of work, home, children and travel. Economic factors also have an affect, such as fuel prices and increases or decreases in growth. Education and awareness of alternatives to SOV commuting can also affect change.

6. WHAT NEEDS TO BE DONE

The current program is working and should be maintained and improved where opportunities exist. ODOT's Transportation Demand Management program will continue and new techniques and strategies will be applied where appropriate.

7. ABOUT THE DATA

The data source for this measure has recently transferred from the Oregon Population Survey managed by the Progress Board to the Transportation Needs and Issues survey managed by the ODOT Research Unit. Additional analysis would help determine how closely the historical data from the prior survey compares with the new survey and if changes should be made in the questions or methodology.

Budget Highlights

Policy Option Packages included in the Agency Request Budget

#260 Transportation Demand Management Place Holder 2 Positions 2.00 FTE

Currently, the Public Transit Division provides one FTE to administer approximately$2.2 million in TDM grant funds to four providers. It's important to point out that a true TDM program does not currently exist. Rather, the one program manager administers a handful of grants and oversees a number of separate and distinct events and activities.

Oregon has committed to greenhouse gas (GHG) reductions. Transportation Demand Management (TDM) is known as a prime means of GHG reduction, and a prime low-cost alternative to building more roads. ODOT's TDM program, however, has a staff of one. This Policy Option Package would expand the TDM program to a staff of three.

Revenue / Funding Sources

Public Transit Division

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Transfer-In Department of Revenue - Cigarette Tax	Special Transportation Program	$8,082,436	Funds dedicated to Special Transportation Fund for Seniors and People with Disabilities	No Match required
Other	FHWA - TDM Federal as Other Funds	Transportation Options Program	$132,953	Limited to Public Transit use, primarily transit capital improvements	10.27% match --- paid by grantees
Other	Interest Income	Special Transportation Program	$223,000	Limited to Special Transportation Program for seniors and people with disabilities	NA
Other	Transfer-In Highway Funds	Special Programs	$12,905,698		N/A

Public Transit Division, continued

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Transfer-In - Intrafund (Lawnmower Fund)	Special Transportation	$6,682,989	Limited to Special Needs Transportation and Public Transit programs	No match required
Other	Transfer-In - Intrafund (DMV Photo Identification)	Seniors and Individuals with disabilities	$4,614,632	Dedicated revenue for Special Transportation Fund	No match required
Federal	Federal Transit Administration	General Public Transit	$26,643,775	Federals grants must be used as required by program circular instructs.	20% match paid by local grantee
Federal	Federal Transit Administration	E & I w/ Disabilities	$18,424,311	Federals grants must be used as required by program circular instructs.	43.92% match --- paid by grantee
Federal	Federal Transit Administration	Transportation Options Program	$1,784,336	Federals grants must be used as required by program circular instructs.	20% match
Federal	Federal Transit Administration	Statewide Planning	$1,145,281	Federals grants must be used as required by program circular instructs.	50% match-- paid by local grantee
Federal	Federal Transit Administration	Transit Administration	$933,693	Federals grants must be used as required by program circular instructs.	20% match-- paid by local grantee

Public Transit Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-out ($20,000,000) other funds for the Street Car Program
- Phase-out ($7,700,000) general funds for Senior and Disabled Transportation Operating Grant program
- Phase-out ($2,300,000) other funds for Senior and Disabled Transportation Operating Grant program

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay, and Special Payments expenditure
- 11.00 percent inflation for Attorney General costs
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 inflation for leasing of Non-Uniform Rent
- 1.10 percent above the general inflation factor was applied for Fuels and Utilities.
- 3.10 percent inflation for non-state employees services (Professional Services and IT Related Professional Services)
- This package also includes a decrease of $12,839 in State Government Service Charges.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Public Transit**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-400-11-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	978	-	-	-	978
Overtime Payments	-	-	162	-	-	-	162
Public Employees' Retire Cont	-	-	23	-	-	-	23
Pension Bond Contribution	-	-	(18,335)	27,547	-	-	9,212
Social Security Taxes	-	-	86	-	-	-	86
Mass Transit Tax	-	-	524	-	-	-	524
Vacancy Savings	-	-	12,941	8,628	-	-	21,569
Total Personal Services	**-**	**-**	**($3,621)**	**$36,175**	**-**	**-**	**$32,554**
Total Expenditures							
Total Expenditures	-	-	(3,621)	36,175	-	-	32,554
Total Expenditures	**-**	**-**	**($3,621)**	**$36,175**	**-**	**-**	**$32,554**
Ending Balance							
Ending Balance	-	-	3,621	(36,175)	-	-	(32,554)
Total Ending Balance	**-**	**-**	**$3,621**	**($36,175)**	**-**	**-**	**($32,554)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Public Transit**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-400-11-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	(7,700,000)	-	-	-	-	-	(7,700,000)
Total Revenues	**($7,700,000)**	**-**	**-**	**-**	**-**	**-**	**($7,700,000)**
Special Payments							
Dist to Other Gov Unit	-	-	(20,000,000)	-	-	-	(20,000,000)
Other Special Payments	(7,700,000)	-	(2,300,000)	-	-	-	(10,000,000)
Total Special Payments	**($7,700,000)**	**-**	**($22,300,000)**	**-**	**-**	**-**	**($30,000,000)**
Total Expenditures							
Total Expenditures	(7,700,000)	-	(22,300,000)	-	-	-	(30,000,000)
Total Expenditures	**($7,700,000)**	**-**	**($22,300,000)**	**-**	**-**	**-**	**($30,000,000)**
Ending Balance							
Ending Balance	-	-	22,300,000	-	-	-	22,300,000
Total Ending Balance	**-**	**-**	**$22,300,000**	**-**	**-**	**-**	**$22,300,000**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Public Transit
Cross Reference Number: 73000-400-11-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	237	542	-	-	779
Out of State Travel	-	-	323	1,037	-	-	1,360
Employee Training	-	-	431	1,173	-	-	1,604
Office Expenses	-	-	297	808	-	-	1,105
Telecommunications	-	-	211	277	-	-	488
State Gov. Service Charges	-	-	(12,839)	-	-	-	(12,839)
Data Processing	-	-	248	332	-	-	580
Publicity and Publications	-	-	292	627	-	-	919
Professional Services	-	-	1,860	52,589	-	-	54,449
Attorney General	-	-	301	378	-	-	679
Employee Recruitment and Develop	-	-	44	39	-	-	83
Dues and Subscriptions	-	-	73	-	-	-	73
Facilities Rental and Taxes	-	-	1,494	-	-	-	1,494
Agency Program Related S and S	-	-	3,908	87,407	-	-	91,315
Intra-agency Charges	-	-	5,225	2,315	-	-	7,540
Other Services and Supplies	-	-	70	748	-	-	818
Expendable Prop 250 - 5000	-	-	5	728	-	-	733
IT Expendable Property	-	-	122	-	-	-	122
Total Services & Supplies	**-**	**-**	**$2,302**	**$149,000**	**-**	**-**	**$151,302**
Special Payments							
Dist to Cities	-	-	-	186,131	-	-	186,131
Dist to Counties	-	-	204,675	230,666	-	-	435,341
Dist to Other Gov Unit	-	-	261,123	358,334	-	-	619,457
Dist to Non-Gov Units	-	-	270,318	183,490	-	-	453,808

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Public Transit
Cross Reference Number: 73000-400-11-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Special Payments							
Dist to Individuals	-	-	-	8,628	-	-	8,628
Total Special Payments	**-**	**-**	**$736,116**	**$967,249**	**-**	**-**	**$1,703,365**
Total Expenditures							
Total Expenditures	-	-	738,418	1,116,249	-	-	1,854,667
Total Expenditures	**-**	**-**	**$738,418**	**$1,116,249**	**-**	**-**	**$1,854,667**
Ending Balance							
Ending Balance	-	-	(738,418)	(1,116,249)	-	-	(1,854,667)
Total Ending Balance	**-**	**-**	**($738,418)**	**($1,116,249)**	**-**	**-**	**($1,854,667)**

Public Transit Policy Package #260
Transportation Demand Management

Total Request: PLACE HOLDER

Purpose

Significantly increase the state's investment in ODOT's Transportation Demand Management (TDM) program. The FTE for the program would increase from one to three, and program funding would increase from $2,500,000 to approximately $7,500,000.

Currently, the Public Transit Division provides one FTE to administer approximately $2.2 million in TDM grant funds to four providers. It is important to point out that a true TDM program does not currently exist. Rather, the one program manager administers a handful of grants and oversees a number of separate and distinct events and activities.

Oregon has committed to greenhouse gas (GHG) reductions. Transportation Demand Management (TDM) is known as a prime means of GHG reduction, and a prime low-cost alternative to building more roads. ODOT's TDM program, however, has a staff of one. This package would expand the TDM program to a staff of three.

How Achieved

Examples of an expanded TDM program include: the establishment of a Trip Reduction Program; Telework and Compressed WorkWeek Programs; an organized State Employee Transportation Program; establishment of a Commute Trip Reduction Program for MPO employers in key, congested corridors; and a Park and Ride Lot Program.

The goals for these programs would be to:

- Reduce greenhouse gas emissions to meet statutory goals and directives
- Use existing, unused capacity of roads and vehicles to better move people and freight
- Reduce dependence on fossil fuels
- Increase bicycle and pedestrian use (especially trips of two miles and less)
- Increase access to work opportunities
- Reduce traffic congestion

Staffing Impact

Number of Positions	FTE	Position Classification	Position Type	Effective Date
1	1.00	Operations Policy Analyst 3	Permanent Full-time	July 1, 2011
1	1.00	Program Analyst 2	Permanent Full-time	July 1, 2011
Total: 2	**2.00**			

Revenue Sources

Highway Fund and Federal Funds

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Public Transit**

Pkg: 260 - Transportation Demand Management | **Cross Reference Number: 73000-400-11-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Transfer In - Intrafund	-	-	306,408	-	-	-	306,408
Total Revenues	**-**	**-**	**$306,408**	**-**	**-**	**-**	**$306,408**
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	201,552	-	-	-	201,552
Empl. Rel. Bd. Assessments	-	-	82	-	-	-	82
Public Employees' Retire Cont	-	-	29,044	-	-	-	29,044
Social Security Taxes	-	-	15,419	-	-	-	15,419
Worker's Comp. Assess. (WCD)	-	-	118	-	-	-	118
Flexible Benefits	-	-	60,192	-	-	-	60,192
Total Personal Services	**-**	**-**	**$306,407**	**-**	**-**	**-**	**$306,407**
Services & Supplies							
Agency Program Related S and S	-	-	1	-	-	-	1
Total Services & Supplies	**-**	**-**	**$1**	**-**	**-**	**-**	**$1**
Total Expenditures							
Total Expenditures	-	-	306,408	-	-	-	306,408
Total Expenditures	**-**	**-**	**$306,408**	**-**	**-**	**-**	**$306,408**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Public Transit**

Pkg: 260 - Transportation Demand Management | **Cross Reference Number: 73000-400-11-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total Positions							
Total Positions							2
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**2**
Total FTE							
Total FTE							2.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**2.00**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
9913046	OA C0872	AA OPERATIONS & POLICY ANALYST 3	1	1.00	24.00	02	4,495.00		107,880			107,880
									53,995			53,995
9913047	OA C0861	AA PROGRAM ANALYST 2	1	1.00	24.00	02	3,903.00		93,672			93,672
									50,860			50,860
		TOTAL PICS SALARY							201,552			201,552
		TOTAL PICS OPE							104,855			104,855
		TOTAL PICS PERSONAL SERVICES =	2	2.00	48.00				306,407			306,407

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-400-11-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	-	132,953	132,953	132,953	-	-
Charges for Services	600	-	-	-	-	-
Lottery Bonds	21,606,277	-	-	-	-	-
Interest Income	235,794	275,000	275,000	223,000	-	-
Sales Income	-	150,000	150,000	-	-	-
Transfer In - Intrafund	8,791,503	21,331,465	23,631,465	24,203,319	-	-
Transfer In - Indirect Cost	-	708,911	708,911	-	-	-
Tsfr From Revenue, Dept of	8,290,110	7,543,519	7,543,519	8,082,436	-	-
Transfer Out - Intrafund	(1,692,827)	-	-	-	-	-
Transfer Out - Indirect Cost	-	(210,688)	(210,688)	-	-	-
Total Other Funds	**$37,231,457**	**$29,931,160**	**$32,231,160**	**$32,641,708**	**-**	**-**
Federal Funds						
Federal Funds	40,327,375	47,468,744	47,468,744	48,931,396	-	-
Transfer Out - Indirect Cost	-	(498,223)	(498,223)	-	-	-
Total Federal Funds	**$40,327,375**	**$46,970,521**	**$46,970,521**	**$48,931,396**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	571,141	628,157	628,157	1,010,192	-	-
Federal Funds	1,854,006	1,778,905	1,778,905	1,775,685	-	-
All Funds	2,425,147	2,407,062	2,407,062	2,785,877	-	-
SERVICES & SUPPLIES						
Other Funds	336,167	618,442	618,442	618,442	-	-
Federal Funds	929,816	5,701,256	5,701,256	5,701,256	-	-
All Funds	1,265,983	6,319,698	6,319,698	6,319,698	-	-
SPECIAL PAYMENTS						
General Fund	-	10,000,000	7,700,000	7,700,000	-	-
Other Funds	16,752,510	50,671,495	52,971,495	52,971,495	-	-
Federal Funds	37,543,553	40,302,031	40,302,031	40,302,031	-	-
All Funds	54,296,063	100,973,526	100,973,526	100,973,526	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
General Fund	-	10,000,000	7,700,000	7,700,000	-	-
Other Funds	17,659,818	51,918,094	54,218,094	54,600,129	-	-
Federal Funds	40,327,375	47,782,192	47,782,192	47,778,972	-	-
All Funds	57,987,193	109,700,286	109,700,286	110,079,101	-	-
AUTHORIZED POSITIONS	15	15	15	15	-	-
AUTHORIZED FTE	14.75	15.00	15.00	14.75	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	(3,621)	-	-
Federal Funds	-	-	-	36,175	-	-
All Funds	-	-	-	32,554	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SPECIAL PAYMENTS						
General Fund	-	-	-	(7,700,000)	-	-
Other Funds	-	-	-	(22,300,000)	-	-
All Funds	-	-	-	(30,000,000)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	2,302	-	-
Federal Funds	-	-	-	149,000	-	-
All Funds	-	-	-	151,302	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	736,116	-	-
Federal Funds	-	-	-	967,249	-	-
All Funds	-	-	-	1,703,365	-	-
TOTAL LIMITED BUDGET (Essential Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
General Fund	-	-	-	(7,700,000)	-	-
Other Funds	-	-	-	(21,565,203)	-	-
Federal Funds	-	-	-	1,152,424	-	-
All Funds	-	-	-	(28,112,779)	-	-
LIMITED BUDGET (Current Service Level)						
General Fund	-	10,000,000	7,700,000	-	-	-
Other Funds	17,659,818	51,918,094	54,218,094	33,034,926	-	-
Federal Funds	40,327,375	47,782,192	47,782,192	48,931,396	-	-
All Funds	57,987,193	109,700,286	109,700,286	81,966,322	-	-
AUTHORIZED POSITIONS	15	15	15	15	-	-
AUTHORIZED FTE	14.75	15.00	15.00	14.75	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 9						
260 TRANSPORTATION DEMAND MANAGEMENT						
PERSONAL SERVICES						
Other Funds	-	-	-	306,407	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	1	-	-
AUTHORIZED POSITIONS	-	-	-	2	-	-
AUTHORIZED FTE	-	-	-	2.00	-	-
TOTAL LIMITED BUDGET (Policy Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	306,408	-	-
AUTHORIZED POSITIONS	-	-	-	2	-	-
AUTHORIZED FTE	-	-	-	2.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
General Fund	-	10,000,000	7,700,000	-	-	-
Other Funds	17,659,818	51,918,094	54,218,094	33,341,334	-	-
Federal Funds	40,327,375	47,782,192	47,782,192	48,931,396	-	-
All Funds	57,987,193	109,700,286	109,700,286	82,272,730	-	-
AUTHORIZED POSITIONS	15	15	15	17	-	-
AUTHORIZED FTE	14.75	15.00	15.00	16.75	-	-
OPERATING BUDGET						
General Fund	-	10,000,000	7,700,000	-	-	-
Other Funds	17,659,818	51,918,094	54,218,094	33,341,334	-	-
Federal Funds	40,327,375	47,782,192	47,782,192	48,931,396	-	-
All Funds	57,987,193	109,700,286	109,700,286	82,272,730	-	-
AUTHORIZED POSITIONS	15	15	15	17	-	-
AUTHORIZED FTE	14.75	15.00	15.00	16.75	-	-
TOTAL BUDGET						
General Fund	-	10,000,000	7,700,000	-	-	-
Other Funds	17,659,818	51,918,094	54,218,094	33,341,334	-	-
Federal Funds	40,327,375	47,782,192	47,782,192	48,931,396	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
All Funds	57,987,193	109,700,286	109,700,286	82,272,730	-	-
AUTHORIZED POSITIONS	15	15	15	17	-	-
AUTHORIZED FTE	14.75	15.00	15.00	16.75	-	-

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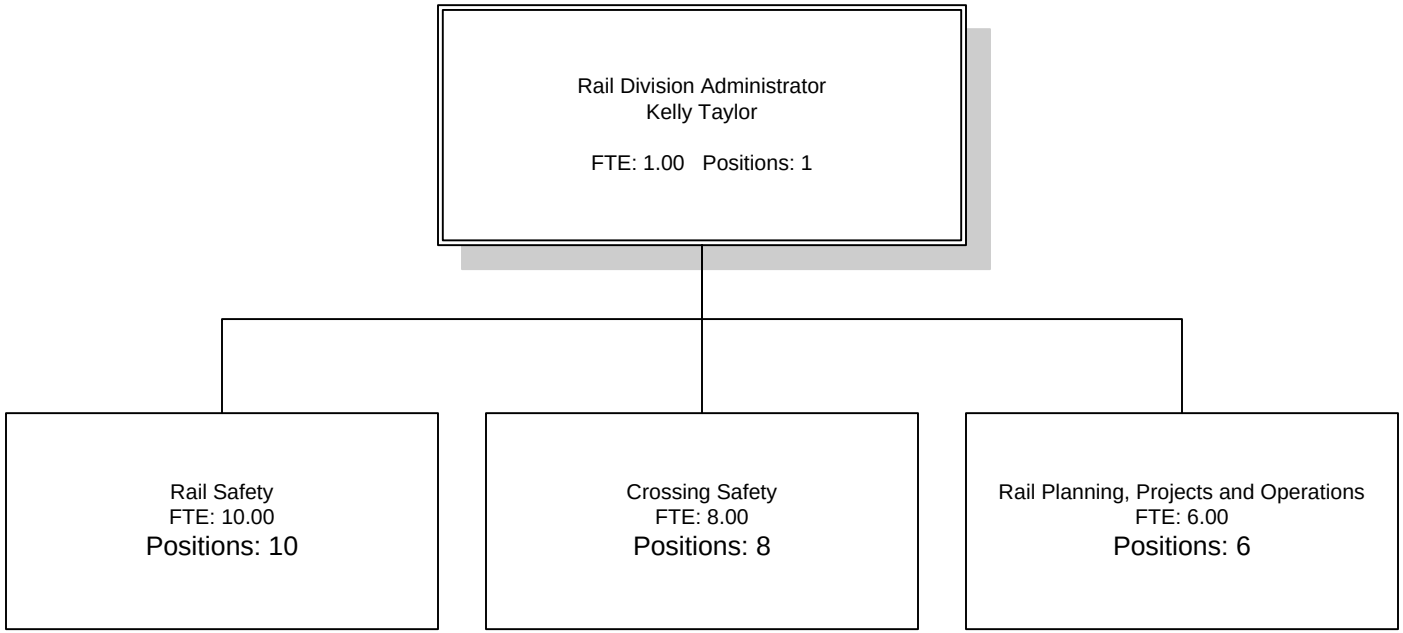
Rail Division

Positions: 25 FTE: 25.00



Rail Division

Activities and Programs

The Rail Division represents and advocates for customers of railroads, both passenger and freight, to ensure a safe, efficient, and reliable rail transportation system.

Administration
Division administration defines overall state rail policies, actively represents the interests of rail customers and ensures that rail transport opportunities are adequately addressed at the federal, state, and local levels. Administration also coordinates the various functions of the Division.

Rail Safety
The Division ensures compliance with state and federal regulations related to track, locomotives, rail cars, hazardous material transport, and railroad operating practices. This program is critical in reducing the potential for railroad derailments and releases of hazardous materials. The Rail Safety Program, in cooperation with the federal government, uses a combination of inspections, enforcement actions and industry education to improve railroad safety. Under a separate statutory program, the Division inspects railroad sidings, yards and loading docks to ensure the safety of railroad workers. Under this program, the Division's jurisdiction covers not only the 22 operating railroads, but also 702 rail-served industries. These programs are funded by the Rail Fund.

Rail Transit Safety Oversight
The Division has responsibility for the safety oversight of rail fixed guideway systems, i.e. light rail, streetcars and trolleys. The Rail Transit Specialist works closely with rail transit agencies in developing safety and security policies and procedures in compliance with Federal Transit Administration Guidelines. The Rail Transit Specialist also participates in incident and accident investigations and makes recommendations for improvement, if necessary. A Crossing Signal Compliance Specialist inspects crossings of rail transit operations to insure compliance with federal and state regulations. This program is funded from an assessment on the rail fixed guideway operations (Tri-Met, Portland Streetcar, Astoria Trolley and Willamette Shore Trolley).

Crossing Safety

The Rail Division enforces state laws and administrative rules as well as federal laws and regulations related to crossing safety. This encompasses, by statute, regulatory authority over all public highway-rail grade crossings in the state. The Rail Division, through its Crossing Safety Section, authorizes the construction, alteration or elimination of highway-rail grade crossings within the State. Through regular inspection of the 2,420 public crossings statewide, the Crossing Safety Section enforces numerous state and federal safety requirements. The Crossing Safety Section manages safety improvement projects through administration of federal highway funds and state funds provided by the Grade Crossing Protection Account. Through projects such as construction of grade-separated crossings, signal upgrades and elimination of highway-rail grade crossings, injuries and fatalities at Oregon highway-rail grade crossings has been significantly reduced. In addition to its regulatory role, Crossing Safety Section staff work cooperatively with railroad companies, State, Federal and local government agencies and the general public to address crossing safety concerns and participate in transportation planning activities to improve the mobility of highway and rail traffic. These programs are funded by an assessment on all railroads based on annual gross operating revenues generated in Oregon (Rail Fund). The Rail Division's crossing safety functions are funded 50 percent from the Rail Fund and 50 percent from the Grade Crossing Protection Account.

Rail Planning, Projects & Operations

Planning

Since 1972, ODOT has developed rail planning documents and administered both federal and state rail rehabilitation funds to help retain quality rail service to Oregon communities and businesses. As directed by law, the Division continues to participate in federal proceedings related to railroad mergers, line abandonments and rail service.

Projects

The Division manages railroad improvement projects associated with both passenger and freight rail operations and develops and implements freight and passenger rail plans. In addition, as funds are made available, the Division provides project management and technical expertise to communities interested in developing rail transport opportunities, such as commuter rail, interurban rail and excursion rail. This program is funded with Federal and Other funds.

Passenger Rail

The Division manages and markets intercity passenger rail operations, related Thruway motor coach service and coordinates Oregon's partnership in the Pacific Northwest High Speed Rail Corridor. This program is funded with Other Funds.

Crossing Blockage
The Division had statutory authority to regulate the length of time that a public highway-railroad crossing is blocked by railroad equipment. However, that authority was recently nullified by a court ruling. The BNSF Railway, one of the Class I railroads, petitioned for judicial review of the blockage related authority and the court ruled that the crossing blocking regulation is preempted by the Interstate Commerce Commission Termination Act (ICTA).

Railroad Property Management
Involves 155 miles of railroad right of way and the Salem railroad station. Responsibilities include managing property, issuing permits and negotiating leases and private crossing agreements in cooperation with the operating railroad that has an exclusive easement over the property. The railroad right of way was donated to the state by the Burlington Northern Santa Fe Railway in 1997. The Salem railroad station was acquired in 1995 with Transportation Enhancement Funds and restored with the same federal funds and a contribution from Amtrak.

Issues and Trends

The Rail Division's priorities and resource allocation strategies are driven by three primary goals: Public Safety, Mobility and Livability.

Public Safety
Under Oregon law, the Rail Division is responsible for ensuring the safety of railroads in the state. This mandate covers various components of the railroad system including public highway-rail crossings, infrastructure (tracks, signals), locomotives and cars, along with rail transit systems. These efforts are focused on ensuring operating practices, maintenance activities and road construction projects maximize safety for citizens, railroad employees, commercial customers of the rail system, and passengers.

Mobility
Railroads facilitate the efficient movement of people and goods, which directly impacts local and regional economies. Each of the modes, including rail, are being challenged by the growing need for transportation, both within and beyond the state's boundaries on infrastructure that is often constrained. Public investment in expansion of capacity on the freight rail system is warranted because railroads are a vital part of the transportation system. The Division manages the public funds invested in rail infrastructure projects, such as smaller railroads, by upgrading their infrastructure to accommodate heavier freight cars, and enhancing rail access to ports and other intermodal facilities. The Division also facilitates the expansion of passenger rail service and encourages partnerships in

developing public/private agreements to help address significant infrastructure challenges. The Rail Division realizes it is imperative for the modes to work cooperatively to address the State's mobility needs, as no one mode can satisfy current and future demands in isolation.

Livability

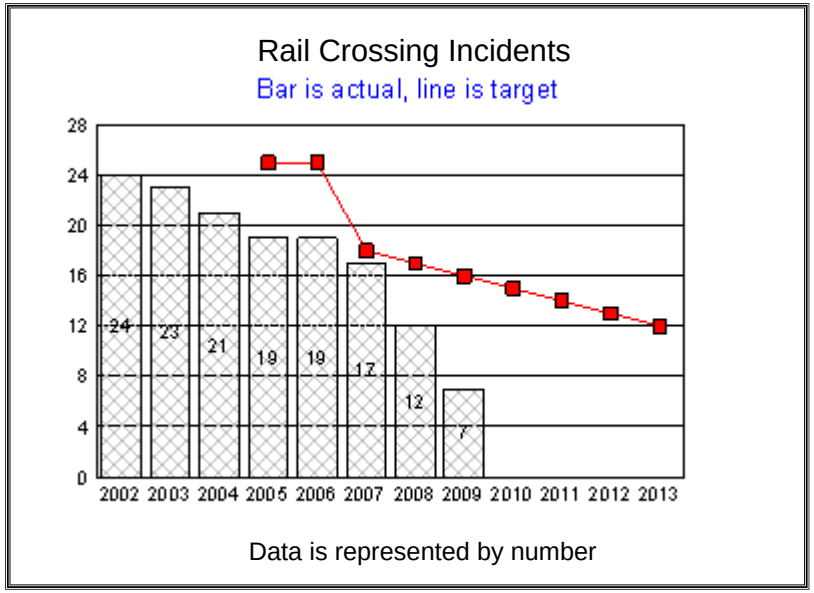
Division mandates and programs contribute to Oregon's livability through development of efficient, safe and comprehensive rail service that minimizes environmental impact, contributes to effective land use, sustains jobs, and contributes to a favorable business climate. The ability of Oregon's railroads to help divert road traffic for both freight and passenger trips, helps congestion management efforts and enhances the useable life of road investments. Division regulation of public highway-rail crossings, which includes blocked crossings, aids local access, emergency response times and overall livability (reduced noise and air pollution from idling, etc.). The state-sponsored intercity passenger rail service and related bus service offers citizens and visitors an alternative travel mode to communities.

2011–2013 Expected Results: Performance Measures

KPM #6	Rail Crossing Incidents: Number of highway-railroad at-grade incidents.	Measure Since 1999
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, 503-986-4321	

1. OUR STRATEGY

Safe Infrastructure: A priority for ODOT is to have the safest infrastructure possible. Safe infrastructure is promoted by implementing design practices that mitigate structural safety risks on Oregon's transportation system. There are several ODOT activities specific to the Rail Division associated with this general strategy. The Crossing Safety Section manages crossing improvement projects and inspects crossings to ensure they are appropriately maintained. The Division works with public and private entities, including the railroad companies, public road authorities and law enforcement to address crossing safety concerns and participate in transportation planning activities to improve the mobility of highway and rail traffic.



2. ABOUT THE TARGETS

The Rail Division strives for a zero incident performance. The target reflects the reality that some number of incidents is outside the control of the Division and its transportation safety partners.

3. HOW WE ARE DOING

In 2009, the number of rail crossing incidents (7) was below target. Since 2001, there has been a decline in the number of incidents. The data shows that in 2009, 6 incidents involved motor vehicles and 1 incident involved a pedestrian, resulting in a fatality.

4. HOW WE COMPARE

The Federal Railroad Administration reports that Oregon has been in or near the top ten states for least number of motor vehicle incidents at public crossings, both in terms of number of vehicles and number of crossings during recent years.

5. FACTORS AFFECTING RESULTS

Some incidents are caused by deliberate actions rather than lack of safety education or crossing safety devices.

6. WHAT NEEDS TO BE DONE

Options to continue the decline in incidents include maintaining inspection efforts, increasing funding for crossing investments and increasing education outreach on crossing safety to the driving public and pedestrians.

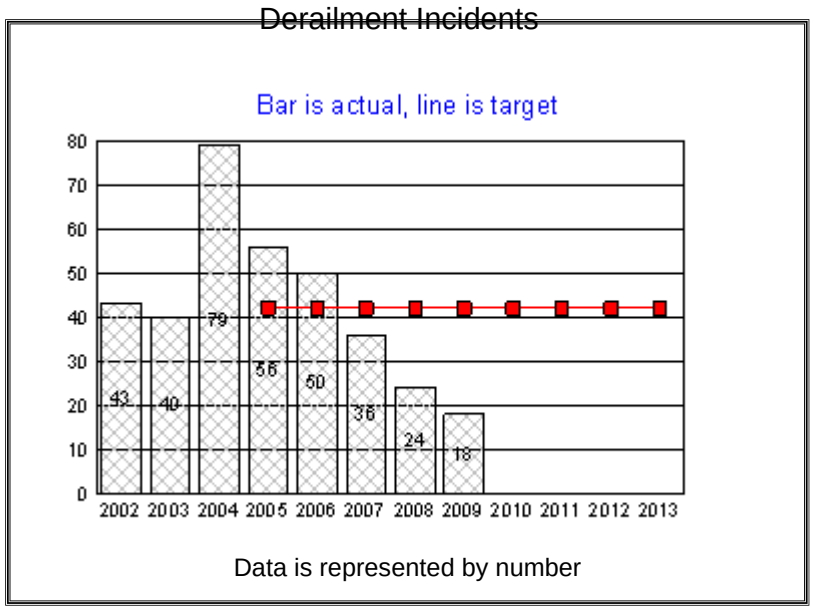
7. ABOUT THE DATA

The reporting cycle is calendar year. The data is based upon incident reports submitted by the railroads to the Federal Railroad Administration (FRA). Under federal regulations, the railroads are required to complete and submit accurate reports to the FRA.

KPM #7	Derailment Incidents: Number of train derailments caused by human error, track or equipment.	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, 503-986-4321	

1. OUR STRATEGY

Safe Infrastructure: A priority for ODOT is to provide safe infrastructure and mitigate structural safety risks on Oregon's transportation system. The Rail Division, working with the Federal Railroad Administration (FRA), uses a combination of inspections, enforcement actions and industry education to improve railroad safety and reduce the incidence of derailments and the potential for release of hazardous materials.



2. ABOUT THE TARGETS

Fewer incidents of derailments are desired.

3. HOW WE ARE DOING

In 2009, there were 18 derailment incidents, a decrease from the 24 derailments that took place in 2008. Over the past five years, derailment incidents have decreased by 77 percent after reaching a peak in 2004. Derailments are below the target. This trend indicates significant improvement; however some of the decrease can likely be attributed to reduced train volumes due to the current recession.

4. HOW WE COMPARE

According to FRA's data, derailments decreased in Oregon and its neighboring states of Washington, Idaho, Nevada and California. Oregon showed a 25 percent reduction. The rail systems differ in terms of track miles and the number of carloads, e.g. California has a much larger system than Oregon while Idaho has a much smaller system.

5. FACTORS AFFECTING RESULTS

The decrease in derailments can be partially attributed to an increase in inspections and a full staff of certified inspectors. The decline has steadily continued since 2004 with the hiring, training and certification of new inspectors to replace the turnover in staff. This supports the need for certified inspectors performing regular inspections.

6. WHAT NEEDS TO BE DONE

Recruitment and retention of qualified compliance (inspector) personnel is vital as new hires require at least one-year of training to become federally-certified to conduct inspections. Staff turnover combined with the required training period limits the Division's effectiveness in identifying non-compliant, potential derailment conditions. Also, analysis of data from previous inspections (track conditions, operating issues, etc.) aids the Division in identifying areas of concern on which to focus resources and inspections to reduce incidents.

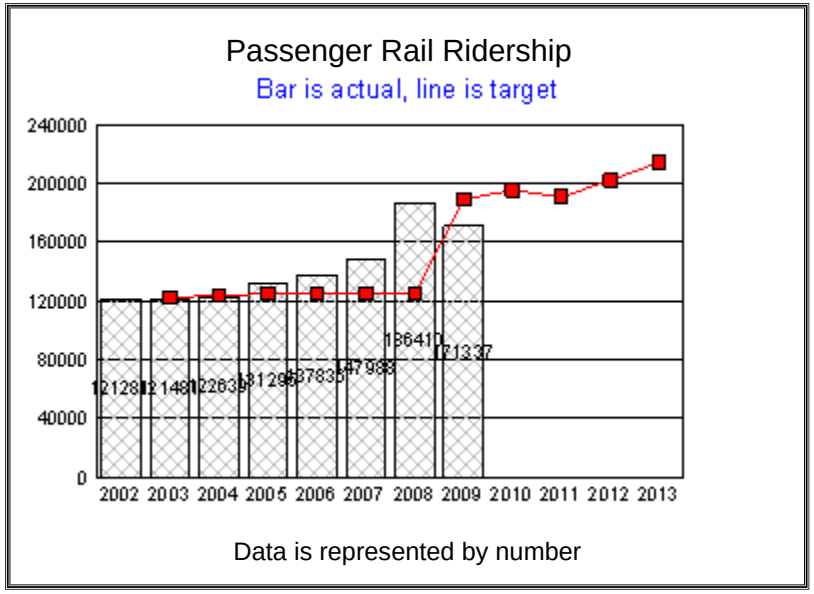
7. ABOUT THE DATA

The reporting cycle is calendar year. The data is based upon reports submitted by the railroads to the FRA. Under federal regulations, railroads are required to report all derailments meeting federally mandated thresholds to the FRA.

KPM #11	Passenger Rail Ridership: Number of state-supported rail service passengers.	Measure Since 1999
Goal	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
Oregon Context	Oregon Benchmarks #70 Alternative Commuting, and #71 Vehicle Miles Traveled (VMT)	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, 503-986-4321	

1. OUR STRATEGY

Transportation Options: ODOT seeks to promote the use of transportation modes other than Single Occupant Vehicles (SOV's) by improving existing facilities and creating new transportation options where possible. Alternative modes of transportation are provided to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians.



2. ABOUT THE TARGETS

The target projections are based on historical increases in state-supported Cascades trains and Thruway buses. An increase in rail ridership is desirable and could be an indication that transportation options in Oregon have expanded.

3. HOW WE ARE DOING

Since 2000, passenger rail ridership has steadily increased, reaching its highest level in 2008. Passenger rail ridership fell short of the 2009 target by 15,073, an eight percent decrease from 2008 numbers.

4. HOW WE COMPARE

Oregon's passenger rail program is very modest compared to Washington's and California's program. Both Washington and California have aggressive investment programs for passenger rail, resulting in corresponding benefits for passenger and freight rail.

5. FACTORS AFFECTING RESULTS

In general, ridership increases result from reductions in travel time, increased train frequencies and improvements in on-time reliability. Each of these conditions is largely dependent upon sufficient capital investment. Washington and California are investing multiple hundreds of millions more in their respective rail systems than Oregon, which provide expanded service and increased passenger rail ridership as well as freight rail system benefits.

6. WHAT NEEDS TO BE DONE

There are several steps that ODOT can take in terms of improving rail ridership:

a. Seek increased funding options to increase train speed and frequency and range of service
b. Continue passenger rail marketing

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is provided by Amtrak, the passenger rail service provider. This data represents the total number of rail passengers each year and does not indicate how this number relates to changes in the population of Oregon. As the population of Oregon grows and gas prices increase, the number of rail users is likely to rise as well, but a large number of users does not necessarily correlate to an increased proportion of the population using rail service.

Budget Highlights

Policy Options Packages – None

Revenue Sources

Rail Division

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Intrafund Transfer-In -- From DMV Custom License Plates Willamette Valley Passenger Rail Program	Passenger Rail	$7,907,038	Funds one round trip train daily between Eugene and Portland, with continuing service to Seattle and Vancouver, BC (funded by the State of Washington and Amtrak).	
Other	Intrafund Transfer-In Transportation Operating Fund (Non-Hwy Fuels Tax)	Passenger Rail	$3,157,171,	Passenger Rail Program.	
Other	Railroad Gross Revenue Fee Paid by Oregon railroads based on their previous year's gross revenue.		$3,500,000	Funds can only be spent on rail safety and rail crossing regulation.	
Other	Rail Fixed Guideway fee	Guideway Program	$287,500	Covers cost of rail transit safety and security oversight program.	
Other	TriMet Light Rail Project Carry over of bond proceeds (Beginning balance adj)	TriMet Light Rail	0	TriMet Light Rail Project	
Federal as Other	Federal Highway-Railroad Grade Crossing Hazard Elimination Funds (Sec. 130)—Federal as Other	Crossing Safety Projects	$4,200,000	Crossing Safety Projects	10% match (see above)

Rail Division, continued

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Federal as Other	Federal Transit Administration Section 5311	Rural and Small Urban	$0	Intercity Passenger Bus Grant from Public Transit Division	
Other	Crossing Blockage Penalties	Grade Crossing Improvement Account	$0	Monies used for crossing safety improvement projects.	Other
Other	Railroad Right of Way Lease Fees Received from leases of state-owned land along railroads. Revenue estimates are based on the number of current lease agreements.		$125,000	Cover the costs associated with Right of Way property management.	
Other	Interest Income	Rail Division	$100,000		
Other	Transfer-In Special Programs Grade Crossing Protections Account (GCPA) Projects and Program Costs	Grade Crossing Protection	$1,400,000	Generated from driver license and vehicle registration fees. Used for crossing safety regulation and improvement projects at public railroad crossings.	Used as Match on Federal Projects for Crossing Safety
Federal	Federal Railroad Administration; Includes both freight and High Speed Rail Corridor projects as made available by Congress.		$16,394,354	Project-specific funds used for engineering, design, construction, equipment purchases and contracts. A portion of the funds goes towards program management.	

Rail Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-out ($1,000,000) due to the completion of the Rail Study
- Phase-out ($251,442,964) due to the completion of the Trimet Southeast Metro Commuter Rail program.

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures.
- 11.00 percent inflation for Attorney General costs.
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent).
- 4.40 percent inflation for leasing of Non-Uniform Rent.
- This package also includes an increase of $104,362 in State Government Service Charges.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Rail**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	1,056	-	-	-	1,056
Overtime Payments	-	-	695	-	-	-	695
Public Employees' Retire Cont	-	-	100	-	-	-	100
Pension Bond Contribution	-	-	22,804	-	-	-	22,804
Social Security Taxes	-	-	133	-	-	-	133
Mass Transit Tax	-	-	1,388	-	-	-	1,388
Vacancy Savings	-	-	(22,491)	-	-	-	(22,491)
Total Personal Services	**-**	**-**	**$3,685**	**-**	**-**	**-**	**$3,685**
Total Expenditures							
Total Expenditures	-	-	3,685	-	-	-	3,685
Total Expenditures	**-**	**-**	**$3,685**	**-**	**-**	**-**	**$3,685**
Ending Balance							
Ending Balance	-	-	(3,685)	-	-	-	(3,685)
Total Ending Balance	**-**	**-**	**($3,685)**	**-**	**-**	**-**	**($3,685)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Rail**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Professional Services	-	-	(1,000,000)	-	-	-	(1,000,000)
Agency Program Related S and S	-	-	(251,442,964)	-	-	-	(251,442,964)
Total Services & Supplies	**-**	**-**	**($252,442,964)**	**-**	**-**	**-**	**($252,442,964)**
Total Expenditures							
Total Expenditures	-	-	(252,442,964)	-	-	-	(252,442,964)
Total Expenditures	**-**	**-**	**($252,442,964)**	**-**	**-**	**-**	**($252,442,964)**
Ending Balance							
Ending Balance	-	-	252,442,964	-	-	-	252,442,964
Total Ending Balance	**-**	**-**	**$252,442,964**	**-**	**-**	**-**	**$252,442,964**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Rail**
Pkg: 031 - Standard Inflation | **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	3,071	282	-	-	3,353
Out of State Travel	-	-	571	215	-	-	786
Employee Training	-	-	545	61	-	-	606
Office Expenses	-	-	828	356	-	-	1,184
Telecommunications	-	-	1,366	-	-	-	1,366
State Gov. Service Charges	-	-	104,362	-	-	-	104,362
Publicity and Publications	-	-	276	137	-	-	413
Professional Services	-	-	12,511	-	-	-	12,511
Attorney General	-	-	7,072	-	-	-	7,072
Employee Recruitment and Develop	-	-	229	-	-	-	229
Dues and Subscriptions	-	-	13	-	-	-	13
Facilities Rental and Taxes	-	-	1,558	-	-	-	1,558
Fuels and Utilities	-	-	376	-	-	-	376
Facilities Maintenance	-	-	817	-	-	-	817
Agency Program Related S and S	-	-	66,381	85,862	-	-	152,243
Intra-agency Charges	-	-	18,282	267	-	-	18,549
Other Services and Supplies	-	-	603	271	-	-	874
IT Expendable Property	-	-	842	-	-	-	842
Total Services & Supplies	**-**	**-**	**$219,703**	**$87,451**	**-**	**-**	**$307,154**
Total Expenditures							
Total Expenditures	-	-	219,703	87,451	-	-	307,154
Total Expenditures	**-**	**-**	**$219,703**	**$87,451**	**-**	**-**	**$307,154**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: Rail**
Pkg: 031 - Standard Inflation **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(219,703)	(87,451)	-	-	(307,154)
Total Ending Balance	**-**	**-**	**($219,703)**	**($87,451)**	**-**	**-**	**($307,154)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: Rail**
Pkg: 033 - Exceptional Inflation **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	173	-	-	-	173
Total Services & Supplies	**-**	**-**	**$173**	**-**	**-**	**-**	**$173**
Total Expenditures							
Total Expenditures	-	-	173	-	-	-	173
Total Expenditures	**-**	**-**	**$173**	**-**	**-**	**-**	**$173**
Ending Balance							
Ending Balance	-	-	(173)	-	-	-	(173)
Total Ending Balance	**-**	**-**	**($173)**	**-**	**-**	**-**	**($173)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Rail**
Pkg: 060 - Technical Adjustments | **Cross Reference Number: 73000-400-12-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	5,180,153	-	-	-	5,180,153
Total Services & Supplies	**-**	**-**	**$5,180,153**	**-**	**-**	**-**	**$5,180,153**
Special Payments							
Dist to Cities	-	-	(556,219)	-	-	-	(556,219)
Dist to Counties	-	-	(89,468)	-	-	-	(89,468)
Dist to Other Gov Unit	-	-	(4,534,466)	-	-	-	(4,534,466)
Total Special Payments	**-**	**-**	**($5,180,153)**	**-**	**-**	**-**	**($5,180,153)**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-400-12-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Gross Receipts Business Taxes/Fees	3,945,380	4,500,000	4,500,000	3,500,000	-	-
Federal Revenues	(18,979)	4,270,600	4,270,600	4,200,000	-	-
Charges for Services	616,705	-	-	-	-	-
Fines and Forfeitures	57,800	225,000	225,000	287,500	-	-
Rents and Royalties	96,886	200,000	200,000	125,000	-	-
Lottery Bonds	273,053,321	-	-	-	-	-
Interest Income	1,238,356	275,000	275,000	100,000	-	-
Sales Income	22,975	-	-	-	-	-
Other Revenues	2,236,208	-	-	-	-	-
Loan Proceeds	400,000	-	-	-	-	-
Transfer In - Intrafund	12,877,159	11,331,884	11,331,884	12,464,209	-	-
Transfer Out - Intrafund	(21,486,953)	-	-	-	-	-
Total Other Funds	**$273,038,858**	**$20,802,484**	**$20,802,484**	**$20,676,709**	**-**	**-**
Federal Funds						
Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-
Total Federal Funds	**-**	**$16,306,903**	**$16,306,903**	**$16,394,354**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	4,401,702	4,321,646	4,321,646	5,100,186	-	-
SERVICES & SUPPLIES						
Other Funds	8,065,478	256,926,716	256,926,716	256,926,716	-	-
Federal Funds	-	3,643,769	3,643,769	3,643,769	-	-
All Funds	8,065,478	260,570,485	260,570,485	260,570,485	-	-
CAPITAL OUTLAY						
Other Funds	79,501	-	-	-	-	-
SPECIAL PAYMENTS						
General Fund	4,504,713	-	-	-	-	-
Other Funds	10,437,282	18,166,987	18,166,987	18,166,987	-	-
Federal Funds	-	12,663,134	12,663,134	12,663,134	-	-
All Funds	14,941,995	30,830,121	30,830,121	30,830,121	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
General Fund	4,504,713	-	-	-	-	-
Other Funds	22,983,963	279,415,349	279,415,349	280,193,889	-	-
Federal Funds	-	16,306,903	16,306,903	16,306,903	-	-
All Funds	27,488,676	295,722,252	295,722,252	296,500,792	-	-
AUTHORIZED POSITIONS	24	24	24	25	-	-
AUTHORIZED FTE	24.00	24.00	24.00	25.00	-	-

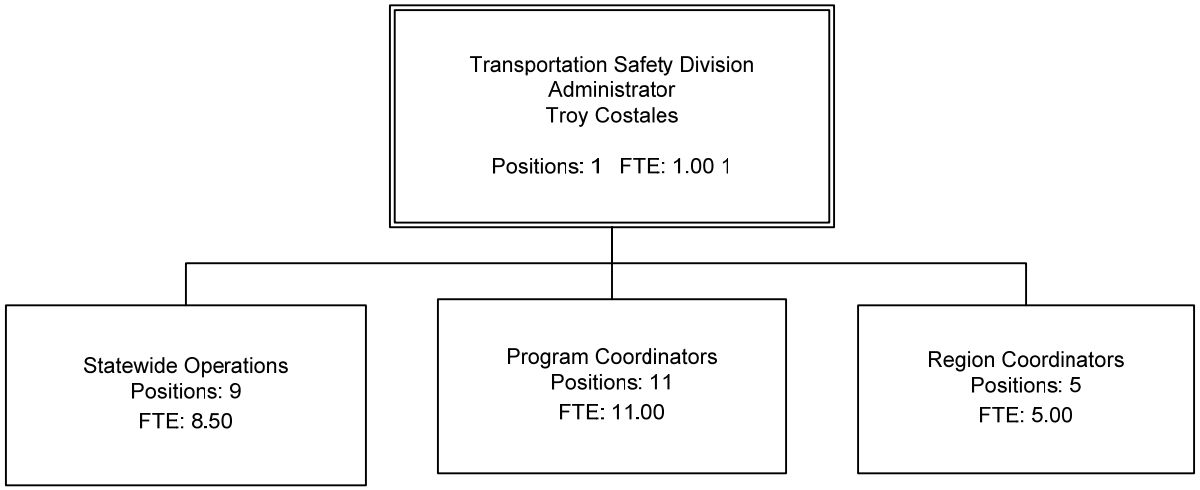
Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	3,685	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(252,442,964)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	219,703	-	-
Federal Funds	-	-	-	87,451	-	-
All Funds	-	-	-	307,154	-	-
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	173	-	-
060 TECHNICAL ADJUSTMENTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	5,180,153	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	(5,180,153)	-	-
TOTAL LIMITED BUDGET (Essential Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	(252,219,403)	-	-
Federal Funds	-	-	-	87,451	-	-
All Funds	-	-	-	(252,131,952)	-	-
LIMITED BUDGET (Current Service Level)						
General Fund	4,504,713	-	-	-	-	-
Other Funds	22,983,963	279,415,349	279,415,349	27,974,486	-	-
Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-
All Funds	27,488,676	295,722,252	295,722,252	44,368,840	-	-
AUTHORIZED POSITIONS	24	24	24	25	-	-
AUTHORIZED FTE	24.00	24.00	24.00	25.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
General Fund	4,504,713	-	-	-	-	-
Other Funds	22,983,963	279,415,349	279,415,349	27,974,486	-	-
Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-
All Funds	27,488,676	295,722,252	295,722,252	44,368,840	-	-
AUTHORIZED POSITIONS	24	24	24	25	-	-
AUTHORIZED FTE	24.00	24.00	24.00	25.00	-	-
OPERATING BUDGET						
General Fund	4,504,713	-	-	-	-	-
Other Funds	22,983,963	279,415,349	279,415,349	27,974,486	-	-
Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
All Funds	27,488,676	295,722,252	295,722,252	44,368,840	-	-
AUTHORIZED POSITIONS	24	24	24	25	-	-
AUTHORIZED FTE	24.00	24.00	24.00	25.00	-	-
TOTAL BUDGET						
General Fund	4,504,713	-	-	-	-	-
Other Funds	22,983,963	279,415,349	279,415,349	27,974,486	-	-
Federal Funds	-	16,306,903	16,306,903	16,394,354	-	-
All Funds	27,488,676	295,722,252	295,722,252	44,368,840	-	-
AUTHORIZED POSITIONS	24	24	24	25	-	-
AUTHORIZED FTE	24.00	24.00	24.00	25.00	-	-

Transportation Safety Division

Positions: 26 FTE: 25.50



Transportation Safety Division

Activities and Programs

The Transportation Safety Division, in consultation with the Transportation Safety Committee, works with many partners to organize, plan and conduct a statewide transportation safety program. These partners include other state agencies, governor-appointed advisory committees, local agencies, nonprofit groups and citizens. The staff coordinates general activities and programs of the several departments, divisions or agencies of the state engaged in promoting transportation safety. The division promotes transportation safety through education, enforcement, emergency medical services and engineering. The division serves as a clearinghouse for all transportation safety materials and information used throughout the state. The division cooperates in promoting research, special studies and analysis of problems concerning transportation safety and makes recommendations to the legislature concerning safety regulations and laws.

Transportation Safety Programs

Statewide Operations

Funds in the statewide operations program provide planning, program evaluation, monitoring, development, training, and administration of grants and contracts. Staff also provides public information, safety education, a traffic safety library, audio-visual services, interagency coordination, legislative research and support of local volunteer groups.

Field Programs

Division staff provide grants, contracts and services to the public and government agencies. Examples of these grants include the DUII Resource Prosecutor, the Malheur County Coordinator, the Portland Safe Community Project, Motorcycle Training, Driver Education and the Child Safety Seat Resource Center. Types of activities that are funded are DUII, Speed and Occupant Protection and Workzone overtime enforcement. We provide judicial, law enforcement, school resource officer training on new legislation, laws and best practices. Working with our Governor's Advisory Committees on DUII and Motorcycle Safety, the division heightens public awareness of the seriousness of impaired driving and motorcycle safety. The division coordinates the Student Driver Education program and the TEAM Oregon motorcycle program. The Traffic Records Coordinating Committee provides direction to the division in the area of improving transportation safety data systems that provide the data needed to make important decisions about where our efforts are most needed.

Issues and Trends

Impaired Driving

Almost 41 percent of Oregon's traffic fatalities in 2008 can be attributed to impaired drivers. Transportation Safety supports increased penalties for drivers under the influence of intoxicants who are transporting minors in their vehicles, additional penalties for repeat offenders or high alcohol content, and an expansion of the definition of Driving Under the Influence of Intoxicants (DUII) to include all substances that impair driving.

Safety Belts

Safety belts reduce the risk of death or injury by 50–65 percent. More than 110 individuals who died last year were not wearing their safety belts. At least 60 of these people would have survived the crash if they had worn seat belts.

Driving Too Fast for Conditions

Almost 50 percent of Oregon's traffic fatalities in 2008 can be attributed to speeding or driving too fast for road and weather conditions. Transportation Safety supports increased penalties for drivers caught excessively speeding, particularly in work zones, school zones and safety corridors. Street racing has emerged as an issue in many suburban neighborhoods.

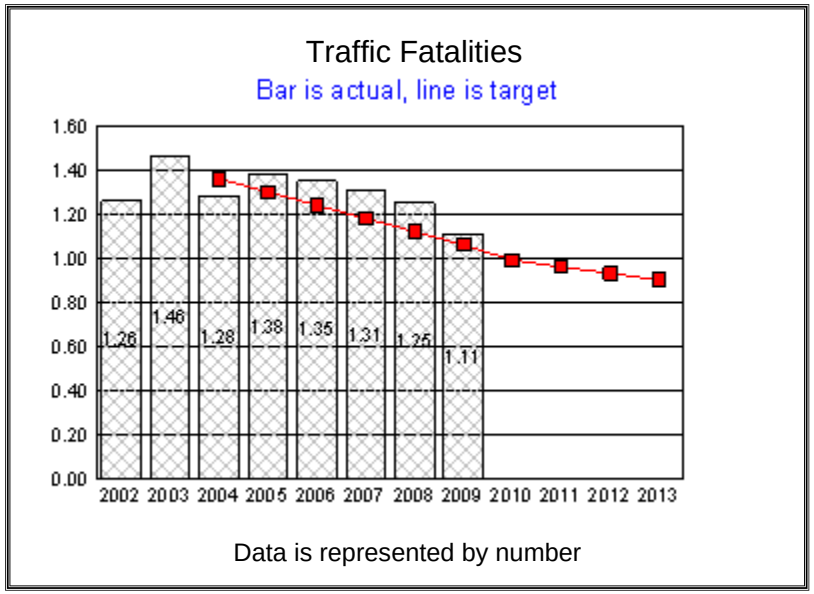
The past eleven years have been unprecedented in the number of lives saved and injuries eliminated on Oregon's transportation system. The number of traffic fatalities has dropped to the lowest number since the late 1950's, yet it is still possible to further reduce that number. The number of people injured in crashes has also dropped to record lows. If there were no improvements in vehicles, roadways and driver behaviors, Oregon would have suffered more than 2,200 fatalities and 150,000 injuries in 2009. Through strong partnerships and focused work, Oregon's safety profile is one of the best in the nation. Continued strong support from the Legislature, Governor, state agencies, local agencies, nonprofit organizations and citizens will allow for even more improvements and continued energy invested in highway safety.

2009–2011 Expected Results: Performance Measures

KPM #1	Traffic Fatalities: Traffic fatalities per 100 million vehicles miles traveled (VMT).	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT; Fatality Analysis Reporting System, National Highway Traffic Safety Administration, USDOT	
Owner	Transportation Safety Division, ODOT, Troy Costales, 503-986-4192	

1. OUR STRATEGY

ODOT's strategy to reduce traffic fatalities is to continue to implement traffic safety programs based on the causes of fatal crashes in Oregon. For example, the Oregon Traffic Safety Performance Plan and the ODOT Transportation Safety Action Plan catalog safety activities directed at safe driving, DUI, safety belt use, speeding, motorcycle safety, child safety seats, equipment standards and other areas. ODOT also seeks to combat traffic fatalities through strategic highway safety improvements, such as median cable barriers, rumble strips and pedestrian crossings as well as DMV medical at risk program.



2. ABOUT THE TARGETS

ODOT seeks downward trends for fatality statistics. Targets are set based on ODOT's desire to reduce fatality rates gradually over time to achieve the longer term goal of dramatically reducing fatality rates to 0.99 per 100 million VMT by 2010.

3. HOW WE ARE DOING

There was an 11 percent decrease from 2008 to 2009 in the number of fatalities per 100 million VMT. The 2009 statistic of 1.11 was slightly above the aggressive target of 1.06.

4. HOW WE COMPARE

ODOT compares Oregon traffic fatality data with national data provided by the National Highway Traffic Safety Administration (NHTSA). Despite a lower than expected fatality rate decline, Oregon's rate (1.11) compares favorably to the U.S. national fatality rate. Oregon's 2007, 2008, and 2009 fatality rates were also below the national rate.

5. FACTORS AFFECTING RESULTS

Several factors affected the traffic fatality rate in 2009. Among those factors were continuing increases in crashes involving motorcycles and crashes involving pedestrians. The number of available traffic law enforcement officers also continues to be an issue. Another factor is that it is harder to make changes when the fatality rate is so low. Over the last twelve years, Oregon has experienced the lowest fatality count since the late 1950s.

6. WHAT NEEDS TO BE DONE

ODOT must continue its efforts to reduce fatalities by reviewing the causes of fatalities, targeting safety activities accordingly and allocating safety resources to the programs most effective at reducing fatal crashes.

7. ABOUT THE DATA

Traffic fatality rates are reported on a calendar year basis. The data that ODOT uses to measure traffic fatality rates has several strengths. It is coded to national standards, which allows for state to state comparisons, and it is a comprehensive data set that includes medical information. Some weaknesses of the data are that it is sometimes difficult to get blood alcohol content reports and death certificates for coding purposes, and emphasis is placed on coding the data and not on creating localized reports for state, city, and county agencies and organizations

KPM #2	Traffic Injuries: Traffic injuries per 100 million vehicles miles traveled (VMT).	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT;	
Owner	Transportation Safety Division, ODOT, Troy Costales, 503-986-4192	

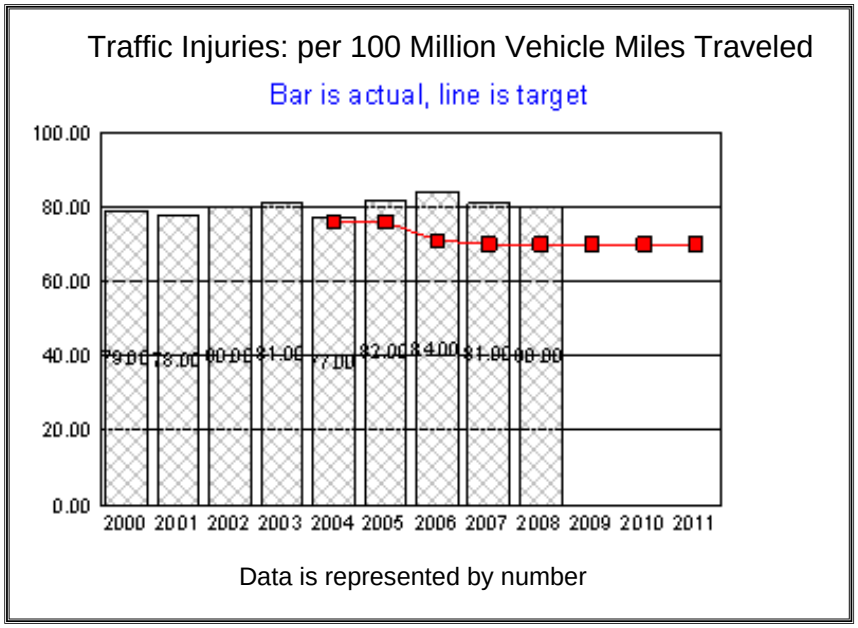
1. OUR STRATEGY

Reducing the number of traffic crashes is the primary strategy to reduce traffic injuries, but when a crash happens, reducing the severity becomes the secondary strategy. This is influenced in three primary ways:

a. Safe Infrastructure: Implement design practices that mitigate structural safety risks on Oregon's transportation system.

b. Driver Behavior: Deploy safety information/education programs in order to reduce accidents caused by driver behavior; DMV driver improvement program.

c. Emergency medical services at the scene and trauma centers.



2. ABOUT THE TARGETS

Like fatalities, ODOT seeks downward trends for injuries due to traffic crashes. Although trends for these crashes fluctuate up and down year to year, the targets are set with reductions in mind.

3. HOW WE ARE DOING

Traffic injuries decreased slightly in 2008 compared to the previous years, as did the vehicle miles traveled. This reduction is desirable; however it is not out of line with typical trends. The graph above shows how traffic injuries have fluctuated over the past several years.

4. HOW WE COMPARE

The nationwide injury rate is 80 injuries per 100 million vehicle miles traveled (VMT). This rate is based on the (2007 Traffic Safety Annual Assessment - A Preview) published by the National Center for Statistics; Analysis of the National Highway Traffic Safety Administration (NHTSA). The Oregon rate (80) is below this national average.

5. FACTORS AFFECTING RESULTS

Several factors affected the injury rate in 2008. Significant positive factors affecting injury rates were high rates of the use of safety belts, child safety seats and booster seats. On the negative side was a continued increase in motorcyclist injuries.

6. WHAT NEEDS TO BE DONE

ODOT should continue to review the causes of crashes and target safety activities accordingly. Also, ODOT will continue to monitor the success of various safety programs to efficiently and effectively target efforts to reduce major and moderate injuries.

7. ABOUT THE DATA

Traffic injury rates are reported on a calendar year basis just like fatalities. However, unlike fatalities data that allows state to state comparisons, injury data is not comparable. This is because some definitions of injury are not consistent across the country so comparisons to California, Washington or Idaho, for example, are not valid. Some comparisons can be made against the national data because this is created based on a sample. This is useful for understanding state trends versus national trends to provide a sense of how Oregon is doing.

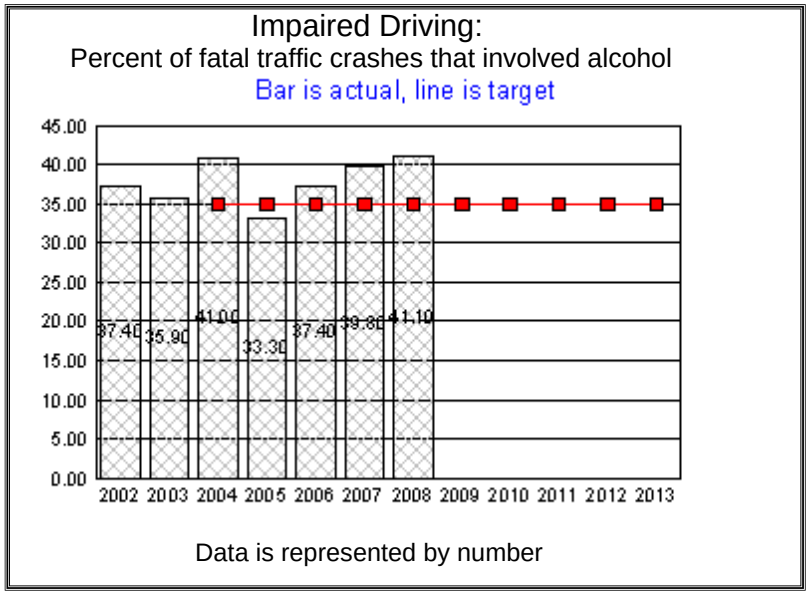
KPM #3	Impaired Driving: Percent of fatal traffic accidents that involved alcohol.	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Crash Analysis and Reporting, ODOT; Fatality Analysis Reporting System, National Highway Traffic Safety Administration, USDOT	
Owner	Transportation Safety Division, ODOT, Troy Costales, 503-986-4192	

1. OUR STRATEGY

ODOT will continue to monitor all aspects of fatalities due to impairments and will channel efforts through two primary areas of influence:

a. Driver Behavior: Deploy safety information/education programs in order to reduce accidents caused by driver behavior.

b. Enforcement: Keep unsafe drivers and vehicles off the system to improve safety and feelings of safety among Oregon system users through enforcement efforts.



2. ABOUT THE TARGETS

The lower the percentage, the better the results, so ODOT continues to strive for reductions. The target of 35 percent for 2008 is below the national average for the same year according to statistics published by the National Highway Traffic Safety Administration (NHTSA).

3. HOW WE ARE DOING

The 2008 rate of 41 percent alcohol-involved fatalities ties with the same rate in 2004 as the highs for the past six years. This rate is

above the target of 35 percent. There have been more reductions in the “innocent victim” crashes but not alcohol-related crashes. So the relative percentage has gone up even though the annual total of alcohol related fatalities has held steady.

4. HOW WE COMPARE

The 2008 outcome of 41 percent of crashes involving alcohol matches the national average of 41 percent reported in the National Highway Traffic Safety Administration’s (NHTSA) “2006 Traffic Safety Annual Assessment—Alcohol-Related Fatalities.” Both the state and national trends show an increase from the prior year (nationally up from 39 percent in 2005), but Oregon’s increase was slightly higher. Oregon experienced a few multi-fatal alcohol related crashes and an increase of combination of drug and alcohol crashes in 2008, something Oregon has not experienced during recent years.

5. FACTORS AFFECTING RESULTS

This is a measure of a variety of influences that contribute to the result. ODOT efforts are focused to make gains on driver behavior and choices through education and enforcement, but social and economic influences will also remain significant factors.

6. WHAT NEEDS TO BE DONE

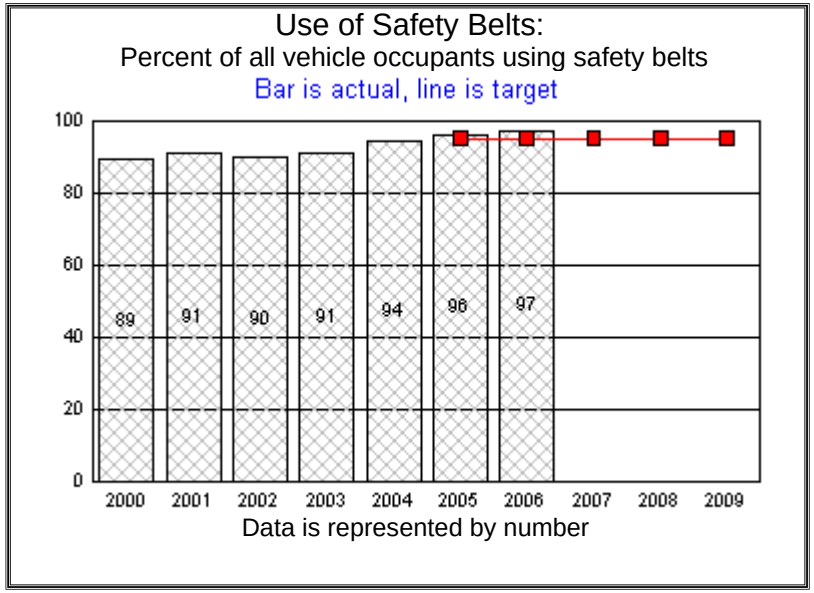
ODOT will continue to monitor all aspects of fatalities due to impairment. ODOT’s Safety Division is charged with the coordination and staff for the Governor’s DUII Advisory Committee, which is focused on reducing the impacts of DUII in Oregon. Input from this committee and ODOT staff contribute to strategies developed to continue the reduction of alcohol-involved traffic fatalities. These strategies are listed in the Oregon Traffic Safety Performance Plan. They are typically enforcement- or education-based, such as training for police, prosecutors and judges; grants to pay for DUII enforcement overtime; community-based campaigns, public information and other education campaigns.

7. ABOUT THE DATA

The data is reported on a calendar year basis. It comes from reliable sources, particularly because it stems from traffic fatalities. It includes fatalities due to alcohol or alcohol in combination with other impairment, but does not include impairment due solely to other drugs.

KPM #4	Use of Safety Belts: Percent of all vehicle occupants using safety belts.	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Transportation Safety Division, ODOT; Occupant Protection Observation Study, Intercept Research Corporation	
Owner	Transportation Safety Division, ODOT, Troy Costales, 503-986-4192	

1. OUR STRATEGY



ODOT's current strategies for increasing safety belt usage among the traveling public include the provision of grants to pay for law enforcement overtime related to safety belts, speed and impaired driving laws, and efforts to increase the availability of information in rural areas and for non-English speakers. In addition, ODOT's safety division conducts public awareness efforts to communicate to Oregonians the importance of wearing safety belts in reducing premature deaths and injuries and in improving travel safety in Oregon.

2. ABOUT THE TARGETS

ODOT seeks to influence a greater percentage of the public to use safety belts, so an upward trend is desirable as is maintenance of a high use rate. A very high percentage has been set as the target because Oregon has consistently been in the top five among states with a high percentage use of safety belts.

3. HOW WE ARE DOING

This measure shows progress toward improving travel safety in Oregon and exceeds the target ODOT has set every year since 2005. ODOT Safety Division programs have been effective toward increasing the percentage of Oregonians using safety belts.

4. HOW WE COMPARE

Oregon's rate of 97 percent cannot be compared to other states because the Oregon safety observation study uses a more comprehensive methodology than the national survey. Oregon has routinely been in the top five among states with the highest rates of safety belt usage according to the NHTSA's safety belt survey. This survey does not does not review all seats in a vehicle like the Oregon survey does.

5. FACTORS AFFECTING RESULTS

Education and outreach efforts have recently been more focused on child occupants in order to increase the proper usage of child restraints and booster seats. Grant dollars for police overtime for targeted enforcement related to safety belts has also had positive results.

6. WHAT NEEDS TO BE DONE

Safety belt usage is such an important contributor to reductions in traffic fatalities that ODOT will continue its efforts to further increase safety belt use among Oregonians. ODOT will continue to monitor safety belt usage and direct efforts to keep usage increasing, particularly among children.

7. ABOUT THE DATA

Safety belt surveys are not done on a continuous basis, but represent a "snapshot" in time. These surveys are done annually and are statistically valid and reliable. Restraint usage is also reported at the time of traffic crashes, but this is not as reliable as data from these standard surveys.

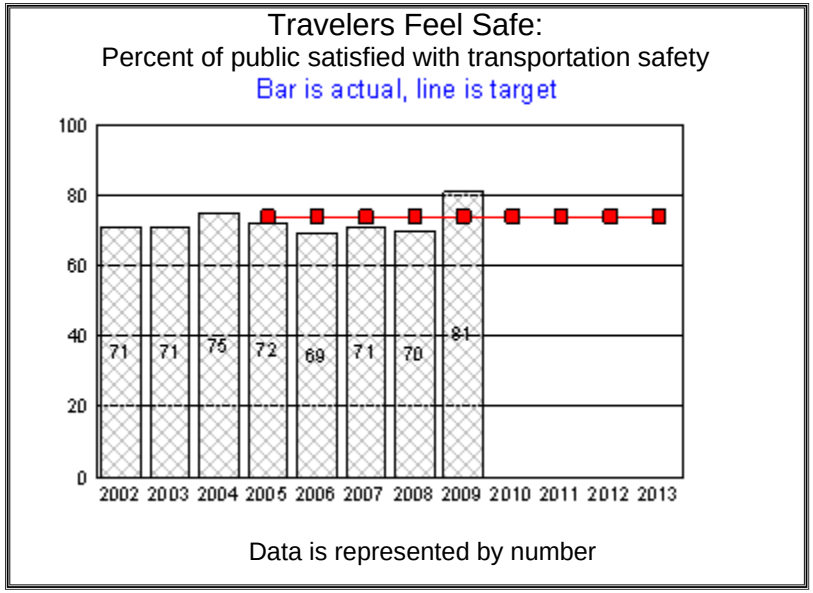
KPM #8	Travelers Feel Safe: Percent of public satisfied with transportation safety.	Measure Since 1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Transportation Safety Division, ODOT, Traffic Safety Attitude Survey, Intercept Research Corporation	
Owner	Transportation Safety Division, ODOT, Troy Costales, 503-986-4192	

1. OUR STRATEGY

ODOT's current strategies for increasing perception of safety on Oregon's transportation system fall primarily in two areas:

a. Education: Information campaigns educate about safety and department activities that support safety. A more knowledgeable public is likely to feel safer.

b. Visible Police Presence: This visibility increases safety and perception of safety through enforcement.



2. ABOUT THE TARGETS

ODOT seeks to influence a greater percentage of the public that perceives the transportation system to be safe so an upward trend is desirable.

3. HOW WE ARE DOING

This measure usually hovers around a reasonable range despite being below the target, but it increased to an all time high of 81% in 2010. The average for the previous six years is 72% so the 2010 result is well above the average of the previous six years, and it is above the target. Although an upward trend is generally desirable, complacency on the part of the traveling public would not be a desirable outcome based on too high a perception of safety.

4. HOW WE COMPARE

Oregonians' perception of safety of the transportation system cannot be compared to other states because this survey is not compiled on a nationwide basis.

5. FACTORS AFFECTING RESULTS

ODOT's Transportation Safety Division coordinates safety activities within ODOT and numerous safety programs exist within other ODOT divisions such as Highway, Motor Vehicle Services and Motor Carrier Transportation. These programs sustain constant efforts, but public awareness campaigns inform Oregonians about department activities to improve safety within the state. Some correlation likely exists between increased awareness of safety activities and perception of safety. A less visible presence of police due to reductions may also be a factor in perceptions of safety as it is certainly a factor in enforcement.

6. WHAT NEEDS TO BE DONE

ODOT will sustain its focus on all aspects of safety as it remains the agency's highest priority. Continued information campaigns will not only increase public awareness of safe choices and behaviors, it also informs them of department activities. Grant monies will also continue to be provided for focused police presence to improve safety. Additional efforts for coordination of safety programs for public transit and rail may also be of benefit.

7. ABOUT THE DATA

Like other surveys participated in by ODOT, the Traffic Safety Attitude Survey represents a snapshot in time. This survey is done annually and is conducted using methods that produce statistically valid and reliable results.

Budget Highlights

Policy Option Packages included in the Agency Request Budget

#240	Mandatory Teen Driver Education	1,500,000	0 Positions	0 FTE

This Policy Option Package will provide funding to increase the number of teens participating in driver education programs before obtaining their Provisional License. The program will be limited to Clackamas, Washington and Multnomah counties during the 2011 - 2013 biennium.

Revenue Sources

Transportation Safety Division

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Student Driver Training Fund ORS 807.370 (19) (*transfer-in from DMV)*		$4,384,948	Provides reimbursement for the cost of ODOT approved driver education through Community Colleges, Educational Service Districts and High Schools	
Other	Motorcycle Safety Sub-account Fee ORS 807.370 (20) *(transfer-in from DMV)*		$2,376,087	Funds training courses for the Motorcycle endorsement on a driver license	
Other	Transfer-in from DMV	Administration	$1,573,724	Funds the TSD portion of the Central Services Assessment and the match required on TSD's Federal planning and adminstrative grant	
Other	Transfer-in from Highway Division		$781,951	Funds 5 safety staff out in the Region offices providing local support	
Other	Transfer-in from Transportation Operating Fund		$192,656	Funds K-12 highway safety programs no longer eligible for federal funding	
Other	Other Revenue - awards, donations, non-federal grantors, etc.		$0	Earmarked according to the grantor	
Other	Interest Income		$132,000		

Transportation Safety Division, continued

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Transfer-Out Central Services		($925,686)		
Federal as Other	Federal Highway Administration (FHWA)	Work-zone enforcement	$4,200,000	Funds straight and overtime for OSP and local agencies in federally funded work zones	20% supplied through additional enforcement time
Federal	NHTSA Section 402	State and Community Highway Safety	$6,000,000	Used in highway safety field programs	Federal sliding scale and cash match for administration (see OF above)
Federal	NHTSA Section 406	Safety Belt Performance Program	$4,501,607	Used in highway safety field programs	None
Federal	NHTSA Section 410	Impaired Driving Incentive Program	$2,200,000	Limited to DUII or drug-related driving programs	50% and 75%, usually soft match by grant recipient
Federal	NHTSA Section 408	Traffic Records and Data Program	$1,000,000	Limited to transportation safety data programs and improvements	20%, usually soft match by grant recipient

Transportation Safety Division, continued

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Federal	NHTSA Section 405	Safety Belt Restraint Program	$800,000	Limited to safety belt and air bag programs	75%, usually soft match by grant recipient
Federal as Other	FHWA Section 1404	Safe Routes to School Program	$1,000,000	Infra and non-infrastructure activities to encourage walking and bicycling to school	None
Federal	NHTSA Section 1906	Prohibit Racial Profiling	$223,000	Used for evaluating and programs to reduce racial profiling	20%, usually soft match by grant recipient
Federal	NHTSA Section 2010	Motorcycle Safety	$200,000	Used for motorcyclist safety training and awareness programs	None
Federal	NHTSA Section 2011	Child Safety & Booster Seat Incentive Grants	$234,000	Used in child safety seat and restraint programs	25% 1st – 3 years 50% fourth year
Federal	NHTSA Section 164	Impaired Driving	$2,000,000	Limited to DUII or drug-related driving programs	

Summary of Proposed Legislation

11 – Transportation Safety – Enhanced Driver Education Requirements

Problem: ODOT's Driver Education program, combined with the Provisional License restrictions, has reduced the number of 16 and 17 year old drivers involved in fatal and injury crashes by more than 50 percent. The teens that have taken the ODOT-approved Driver Education classes have out-performed their peers with lower crash rates, lower conviction rates and lower suspension rates. However, only one-third of the eligible teens now take the driver education option on their way to the provisional license.

Solution: This concept requires 16 and 17 year olds in Clackamas, Multnomah and Washington counties to complete a driver education prior to applying for their provisional driver license. This is the first step toward requiring all 16 and 17-year-old license applicants to complete an approved driver education course.

12 – Transportation Safety – Abstinence During Diversion

Problem: Some DUII offenders go through treatment, complete it, but "fall off the wagon" before the conditions of their diversion agreement are completed. Maintaining sobriety is a logical condition of the diversion agreement. Last session, this requirement was assigned to minors as part of their MIP/DUII consequences. Expecting the same behavior of adults is a logical step.

Solution: It is reasonable to expect DUII offenders exercising the privilege of using the diversion agreement not to drink or use other intoxicating substances while they are in diversion. They have already pled guilty to driving under the influence of intoxicants and gone through treatment for substance abuse. This concept would expand offenses that might be considered to include non-traffic charges such as domestic violence that resulted from the use of use of alcohol or other substances while the person was participating in a diversion agreement.

13 – Transportation Safety – Drug Recognition Expert Evaluation Steps

Problem: Some courts believe that the collection of a urine sample in a Drug Recognition Expert (DRE) case is mandatory as one of the evaluation steps. It is actually simply used to corroborate the determination the DRE has already made that the offender is under the influence of a particular substance other than alcohol. When the report comes back from the lab, the officer knows if they "called" the category correctly.

Solution: This concept would clarify that the collection of urine is not necessary in order to determine a person has drugs in their system.

14 – Transportation Safety – DUII Convictions After Prior DUII Felony

Problem: This concept would assure that someone who was convicted of Driving Under the Influence of Intoxicants (DUII) felony offense, in this state or its statutory counterpart, remained in felony status if convicted of another DUII. IF someone has a felony in another state, they would not be diversion eligible in this state.

In Oregon, in order to get a DUII felony, the offender, in effect has had at least five convictions: one diversion, three other convictions and then upon the fifth conviction is awarded a felony.

Solution: This concept prevents someone who had received a previous DUII felony from starting over with a clean slate. To allow chronic DUII offenders to start over with misdemeanors is not good public safety policy.

15 – Transportation Safety – Exempt 3-Wheel Motorcycle Operators From Training Requirement

Problem: The purpose of this concept is to remove the requirement of taking an approved motorcycle safety training course for those riders who are seeking a motorcycle endorsement restricted to 3-wheel operation only.

Currently, approved motorcycle safety training courses are available only for 2-wheel (single track) motorcycle riders. Handling characteristics of a single track motorcycle are considerably different than a 3-wheeler or side car configuration. 3-wheel motorcycles are not represented in crash data.

Solution: This concept would change the requirement of SB 546 to exempt from training those persons seeking an endorsement restricted to 3-wheel operation only. The concept allows DMV to continue to conduct both knowledge and skills testing in those individuals.

Transportation Safety Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2009–2011 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay and Special Payments expenditures.
- 11.00 percent inflation for Attorney General costs.
- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent).
- 4.40 percent inflation for leasing of Non-Uniform Rent.
- This package also includes a decrease of $58,865 in State Government Service Charges.

050 Fund Shift

- Because of the availability of Federal funds, a shift was made from Other Funds to Federal Funds.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Transportation Safety**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-400-13-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	251	367	-	-	618
Overtime Payments	-	-	78	-	-	-	78
Public Employees' Retire Cont	-	-	11	-	-	-	11
Pension Bond Contribution	-	-	7,763	2,654	-	-	10,417
Social Security Taxes	-	-	25	28	-	-	53
Unemployment Assessments	-	-	37	40	-	-	77
Mass Transit Tax	-	-	209	-	-	-	209
Vacancy Savings	-	-	-	(15,102)	-	-	(15,102)
Total Personal Services	**-**	**-**	**$8,374**	**($12,013)**	**-**	**-**	**($3,639)**
Total Expenditures							
Total Expenditures	-	-	8,374	(12,013)	-	-	(3,639)
Total Expenditures	**-**	**-**	**$8,374**	**($12,013)**	**-**	**-**	**($3,639)**
Ending Balance							
Ending Balance	-	-	(8,374)	12,013	-	-	3,639
Total Ending Balance	**-**	**-**	**($8,374)**	**$12,013**	**-**	**-**	**$3,639**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Transportation Safety
Cross Reference Number: 73000-400-13-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	691	2,434	-	-	3,125
Out of State Travel	-	-	363	404	-	-	767
Employee Training	-	-	334	1,170	-	-	1,504
Office Expenses	-	-	2,081	4,202	-	-	6,283
Telecommunications	-	-	514	795	-	-	1,309
State Gov. Service Charges	-	-	(58,865)	-	-	-	(58,865)
Data Processing	-	-	1,338	1,702	-	-	3,040
Publicity and Publications	-	-	655	3,049	-	-	3,704
Professional Services	-	-	1,031	43,690	-	-	44,721
Attorney General	-	-	562	226	-	-	788
Employee Recruitment and Develop	-	-	123	364	-	-	487
Dues and Subscriptions	-	-	223	230	-	-	453
Facilities Rental and Taxes	-	-	15,321	639	-	-	15,960
Facilities Maintenance	-	-	8	-	-	-	8
Agency Program Related S and S	-	-	569	18,176	-	-	18,745
Intra-agency Charges	-	-	917	1,604	-	-	2,521
Other Services and Supplies	-	-	662	9,082	-	-	9,744
Expendable Prop 250 - 5000	-	-	69	459	-	-	528
IT Expendable Property	-	-	123	247	-	-	370
Total Services & Supplies	**-**	**-**	**($33,281)**	**$88,473**	**-**	**-**	**$55,192**
Capital Outlay							
Automotive and Aircraft	-	-	674	-	-	-	674

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Transportation Safety
Cross Reference Number: 73000-400-13-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Other Capital Outlay	-	-	1,074	2,206	-	-	3,280
Total Capital Outlay	**-**	**-**	**$1,748**	**$2,206**	**-**	**-**	**$3,954**
Special Payments							
Dist to Cities	-	-	17,542	36,336	-	-	53,878
Dist to Counties	-	-	36,941	31,603	-	-	68,544
Dist to Other Gov Unit	-	-	97,338	15,507	-	-	112,845
Dist to Non-Gov Units	-	-	14,201	126,109	-	-	140,310
Dist to Comm College Districts	-	-	17,791	18	-	-	17,809
Other Special Payments	-	-	165	-	-	-	165
Spc Pmt to Justice, Dept of	-	-	-	8,400	-	-	8,400
Spc Pmt to Judicial Dept	-	-	-	4,206	-	-	4,206
Spc Pmt to Police, Dept of State	-	-	47,916	48,191	-	-	96,107
Spc Pmt to Pub Safety Stds/Trng	-	-	-	9,194	-	-	9,194
Spc Pmt to Higher Education, Dept of	-	-	35,945	6,434	-	-	42,379
Total Special Payments	**-**	**-**	**$267,839**	**$285,998**	**-**	**-**	**$553,837**
Total Expenditures							
Total Expenditures	-	-	236,306	376,677	-	-	612,983
Total Expenditures	**-**	**-**	**$236,306**	**$376,677**	**-**	**-**	**$612,983**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Transportation Safety
Cross Reference Number: 73000-400-13-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Ending Balance							
Ending Balance	-	-	(236,306)	(376,677)	-	-	(612,983)
Total Ending Balance	**-**	**-**	**($236,306)**	**($376,677)**	**-**	**-**	**($612,983)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 050 - Fundshifts

Cross Reference Name: Transportation Safety
Cross Reference Number: 73000-400-13-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	(384,683)	384,683	-	-	-
Empl. Rel. Bd. Assessments	-	-	(166)	166	-	-	-
Public Employees' Retire Cont	-	-	(55,432)	55,432	-	-	-
Social Security Taxes	-	-	(29,350)	29,350	-	-	-
Worker's Comp. Assess. (WCD)	-	-	(231)	231	-	-	-
Flexible Benefits	-	-	(119,170)	119,170	-	-	-
Total Personal Services	**-**	**-**	**($589,032)**	**$589,032**	**-**	**-**	**-**
Total Expenditures							
Total Expenditures	-	-	(589,032)	589,032	-	-	-
Total Expenditures	**-**	**-**	**($589,032)**	**$589,032**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	589,032	(589,032)	-	-	-
Total Ending Balance	**-**	**-**	**$589,032**	**($589,032)**	**-**	**-**	**-**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
0000002 OA	C0862 AA	PROGRAM ANALYST 3	1-	1.00-	24.00-	09	5,985.00		49,412- 21,287-	94,228- 40,596-		143,640- 61,883-
0000002 OA	C0862 AA	PROGRAM ANALYST 3	1	1.00	24.00	09	5,985.00			143,640 61,883		143,640 61,883
0000006 UA	C0861 AA	PROGRAM ANALYST 2	1-	1.00-	24.00-	09	5,442.00			130,608- 59,008-		130,608- 59,008-
0000006 UA	C0861 AA	PROGRAM ANALYST 2	1	1.00	24.00	09	5,442.00		52,243 23,602	78,365 35,406		130,608 59,008
0000009 OA	C0861 AA	PROGRAM ANALYST 2	1-	1.00-	24.00-	07	4,951.00			118,824- 56,409-		118,824- 56,409-
0000009 OA	C0861 AA	PROGRAM ANALYST 2	1	1.00	24.00	07	4,951.00		23,765 11,282	95,059 45,127		118,824 56,409
0000010 UA	C0860 AA	PROGRAM ANALYST 1	1-	1.00-	24.00-	07	4,090.00		19,141- 10,111-	79,019- 41,739-		98,160- 51,850-
0000010 UA	C0860 AA	PROGRAM ANALYST 1	1	1.00	24.00	07	4,090.00		19,632 10,370	78,528 41,480		98,160 51,850
0000011 OA	C0861 AA	PROGRAM ANALYST 2	1-	1.00-	24.00-	09	5,442.00		130,608- 59,008-			130,608- 59,008-
0000011 OA	C0861 AA	PROGRAM ANALYST 2	1	1.00	24.00	09	5,442.00		26,122 11,801	104,486 47,207		130,608 59,008
0000012 UA	C0861 AA	PROGRAM ANALYST 2	1-	1.00-	24.00-	09	5,442.00		130,608- 59,008-			130,608- 59,008-
0000012 UA	C0861 AA	PROGRAM ANALYST 2	1	1.00	24.00	09	5,442.00		26,122 11,801	104,486 47,207		130,608 59,008
0000013 UA	C0870 AA	OPERATIONS & POLICY ANALYST 1	1-	1.00-	24.00-	02	3,235.00			77,640- 47,324-		77,640- 47,324-
0000013 UA	C0870 AA	OPERATIONS & POLICY ANALYST 1	1	1.00	24.00	02	3,235.00		24,845 15,144	52,795 32,180		77,640 47,324
0000014 OA	C0107 AA	ADMINISTRATIVE SPECIALIST 1	1-	1.00-	24.00-	07	3,086.00			74,064- 46,535-		74,064- 46,535-
0000014 OA	C0107 AA	ADMINISTRATIVE SPECIALIST 1	1	1.00	24.00	07	3,086.00		14,813 9,307	59,251 37,228		74,064 46,535

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
0000020	UA C0860 AA	PROGRAM ANALYST 1	1-	1.00-	24.00-	09	4,495.00		52,235- 26,144-	55,645- 27,851-		107,880- 53,995-
0000020	UA C0860 AA	PROGRAM ANALYST 1	1	1.00	24.00	09	4,495.00		21,576 10,799	86,304 43,196		107,880 53,995
0000023	MESNZ7012 AA	PRINCIPAL EXECUTIVE/MANAGER G	1-	1.00-	24.00-	10	10,156.00		109,734- 37,123-	134,010- 45,337-		243,744- 82,460-
0000023	MESNZ7012 AA	PRINCIPAL EXECUTIVE/MANAGER G	1	1.00	24.00	10	10,156.00		97,498 32,984	146,246 49,476		243,744 82,460
0012002	OA C0119 AA	EXECUTIVE SUPPORT SPECIALIST 2	1-	1.00-	24.00-	09	3,727.00		89,448- 49,928-			89,448- 49,928-
0012002	OA C0119 AA	EXECUTIVE SUPPORT SPECIALIST 2	1	1.00	24.00	09	3,727.00		26,834 14,979	62,614 34,949		89,448 49,928
0713091	MMS X0873 AA	OPERATIONS & POLICY ANALYST 4	1-	1.00-	24.00-	08	7,224.00		30,549- 12,059-	142,827- 56,384-		173,376- 68,443-
0713091	MMS X0873 AA	OPERATIONS & POLICY ANALYST 4	1	1.00	24.00	08	7,224.00		34,675 13,689	138,701 54,754		173,376 68,443
0714013	OA C0861 AA	PROGRAM ANALYST 2	1-	1.00-	24.00-	06	4,716.00		56,592- 27,583-	56,592- 27,581-		113,184- 55,164-
0714013	OA C0861 AA	PROGRAM ANALYST 2	1	1.00	24.00	06	4,716.00		113,184 55,164			113,184 55,164
0716005	OA C0862 AA	PROGRAM ANALYST 3	1-	1.00-	24.00-	08	5,703.00		136,872- 60,390-			136,872- 60,390-
0716005	OA C0862 AA	PROGRAM ANALYST 3	1	1.00	24.00	08	5,703.00		91,704 40,461	45,168 19,929		136,872 60,390
1011015	OA C0104 AA	OFFICE SPECIALIST 2	1-	1.00-	24.00-	09	3,086.00			74,064- 46,535-		74,064- 46,535-
1011015	OA C0104 AA	OFFICE SPECIALIST 2	1	1.00	24.00	09	3,086.00		7,406 4,654	66,658 41,881		74,064 46,535
1011023	E C0862 AA	PROGRAM ANALYST 3	1-	1.00-	24.00-	09	6,097.00		146,328- 62,476-			146,328- 62,476-
1011023	E C0862 AA	PROGRAM ANALYST 3	1	1.00	24.00	09	6,097.00		58,531 24,990	87,797 37,486		146,328 62,476

PACKAGE: 050 - Fundshifts

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
3000120	OA C0103 AA	OFFICE SPECIALIST 1	1-	.50-	12.00-	02	2,052.00		24,624- 35,628-			24,624- 35,628-
3000120	OA C0103 AA	OFFICE SPECIALIST 1	1	.50	12.00	02	2,052.00			24,624 35,628		24,624 35,628
3471171	OA C0104 AA	OFFICE SPECIALIST 2	1-	1.00-	24.00-	04	2,473.00		59,352- 43,289-			59,352- 43,289-
3471171	OA C0104 AA	OFFICE SPECIALIST 2	1	1.00	24.00	04	2,473.00		11,870 8,658	47,482 34,631		59,352 43,289
		TOTAL PICS SALARY							384,683-	384,683		
		TOTAL PICS OPE							204,349-	204,349		
			---	.....	.....			.....	.....	.....	.....	.....
		TOTAL PICS PERSONAL SERVICES =		.00	.00				589,032-	589,032		

Transportation Safety Policy Package #240
Mandatory Teen Driver Education

Total Package Request: $1,500,000

Purpose

Increase the number of teens participating in driver education programs before obtaining their Provisional License. The program will be limited to Clackamas, Washington and Multnomah counties during the 2011 - 2013 biennium.

How Achieved

ODOT's Driver Education program, combined with the Provisional License restrictions has reduced the number of 16- and 17-year-old drivers behind the wheel in fatal and injury crashes by more than 50 percent. The teens that have taken the ODOT-approved Driver Education classes have outperformed their peers with lower crash rates, lower conviction rates and lower suspension rates. The current student subsidy, up to $210 per qualified student, will cover at least two years of mandatory training at the full 100 percent rate. After two years the pro-rating requirement in ORS may be used if requests outpace the revenue.

Staffing Impact

None

Revenue Sources

Student Driver Training fee on all new and renewed driver licenses in Oregon. Currently there is over $10 M in the Student Driver Training account. The current fund balance and incoming revenue will keep pace with the increased student participation for at least two full years. At that time the "pro-rate" option already in ORS will be used

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 240 - Mandatory Teen Driver Education

Cross Reference Name: Transportation Safety
Cross Reference Number: 73000-400-13-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Special Payments							
Dist to Other Gov Unit	-	-	1,500,000	-	-	-	1,500,000
Total Special Payments	**-**	**-**	**$1,500,000**	**-**	**-**	**-**	**$1,500,000**
Total Expenditures							
Total Expenditures	-	-	1,500,000	-	-	-	1,500,000
Total Expenditures	**-**	**-**	**$1,500,000**	**-**	**-**	**-**	**$1,500,000**
Ending Balance							
Ending Balance	-	-	(1,500,000)	-	-	-	(1,500,000)
Total Ending Balance	**-**	**-**	**($1,500,000)**	**-**	**-**	**-**	**($1,500,000)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-400-13-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Federal Revenues	2,723,984	3,500,000	4,200,000	4,200,000	-	-
Rents and Royalties	2,400	-	-	-	-	-
Interest Income	704,222	120,000	120,000	132,000	-	-
Sales Income	4,371	-	-	-	-	-
Donations	45,054	5,000	5,000	-	-	-
Other Revenues	1,018	25,000	25,000	-	-	-
Transfer In - Intrafund	9,170,594	8,904,666	8,904,666	9,309,367	-	-
Transfer Out - Intrafund	(695,833)	(750,768)	(750,768)	(925,686)	-	-
Total Other Funds	**$11,955,810**	**$11,803,898**	**$12,503,898**	**$12,715,681**	**-**	**-**
Federal Funds						
Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
Total Federal Funds	**$15,074,652**	**$15,057,411**	**$17,057,411**	**$18,158,607**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	2,097,689	2,604,794	2,604,794	2,938,703	-	-
Federal Funds	1,885,831	1,532,648	1,532,648	1,680,148	-	-
All Funds	3,983,520	4,137,442	4,137,442	4,618,851	-	-
SERVICES & SUPPLIES						
Other Funds	690,148	561,815	561,815	561,815	-	-
Federal Funds	2,936,798	3,216,245	3,516,245	3,516,245	-	-
All Funds	3,626,946	3,778,060	4,078,060	4,078,060	-	-
CAPITAL OUTLAY						
Other Funds	34,797	72,833	72,833	72,833	-	-
Federal Funds	6,511	91,930	91,930	91,930	-	-
All Funds	41,308	164,763	164,763	164,763	-	-
SPECIAL PAYMENTS						
Other Funds	8,089,578	10,459,933	11,159,933	11,159,933	-	-
Federal Funds	10,245,512	10,216,588	11,916,588	11,916,588	-	-
All Funds	18,335,090	20,676,521	23,076,521	23,076,521	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	10,912,212	13,699,375	14,399,375	14,733,284	-	-
Federal Funds	15,074,652	15,057,411	17,057,411	17,204,911	-	-
All Funds	25,986,864	28,756,786	31,456,786	31,938,195	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
AUTHORIZED POSITIONS	26	26	26	26	-	-
AUTHORIZED FTE	25.50	26.00	26.00	25.50	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						
PERSONAL SERVICES						
Other Funds	-	-	-	8,374	-	-
Federal Funds	-	-	-	(12,013)	-	-
All Funds	-	-	-	(3,639)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(33,281)	-	-
Federal Funds	-	-	-	88,473	-	-
All Funds	-	-	-	55,192	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	1,748	-	-
Federal Funds	-	-	-	2,206	-	-
All Funds	-	-	-	3,954	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	267,839	-	-
Federal Funds	-	-	-	285,998	-	-
All Funds	-	-	-	553,837	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
050 FUNDSHIFTS						
PERSONAL SERVICES						
Other Funds	-	-	-	(589,032)	-	-
Federal Funds	-	-	-	589,032	-	-
All Funds	-	-	-	-	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(344,352)	-	-
Federal Funds	-	-	-	953,696	-	-
All Funds	-	-	-	609,344	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	10,912,212	13,699,375	14,399,375	14,388,932	-	-
Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
All Funds	25,986,864	28,756,786	31,456,786	32,547,539	-	-
AUTHORIZED POSITIONS	26	26	26	26	-	-
AUTHORIZED FTE	25.50	26.00	26.00	25.50	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 6						
240 MANDATORY TEEN DRIVER EDUCATION						
SPECIAL PAYMENTS						
Other Funds	-	-	-	1,500,000	-	-
TOTAL LIMITED BUDGET (Policy Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	1,500,000	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	10,912,212	13,699,375	14,399,375	15,888,932	-	-
Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
All Funds	25,986,864	28,756,786	31,456,786	34,047,539	-	-
AUTHORIZED POSITIONS	26	26	26	26	-	-
AUTHORIZED FTE	25.50	26.00	26.00	25.50	-	-
OPERATING BUDGET						
Other Funds	10,912,212	13,699,375	14,399,375	15,888,932	-	-
Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
All Funds	25,986,864	28,756,786	31,456,786	34,047,539	-	-
AUTHORIZED POSITIONS	26	26	26	26	-	-
AUTHORIZED FTE	25.50	26.00	26.00	25.50	-	-
TOTAL BUDGET						
Other Funds	10,912,212	13,699,375	14,399,375	15,888,932	-	-
Federal Funds	15,074,652	15,057,411	17,057,411	18,158,607	-	-
All Funds	25,986,864	28,756,786	31,456,786	34,047,539	-	-
AUTHORIZED POSITIONS	26	26	26	26	-	-
AUTHORIZED FTE	25.50	26.00	26.00	25.50	-	-

Debt Service

Other Funds	Series	ARB 2011–2013	Final Payment
Revenue Bonds:			
Highway User Tax - OWIN (estimated $77.5M)		$10,784,776	25 Years
Highway User Tax - Transportation Building (estimated $68M)		9,649,536	25 Years
OTIA Issued			
OTIA III—Local Bridge (Partial Refunded, 2007)	2004A	32,271,825	November 2028
OTIA I (Partial Refunded, 2004, 2007)	2002A	13,522,586	June 2027
2004B Refunding of 2000/2002A	2004B	13,307,700	November 2019
OTIA I and II (Partial Refunded, 2007)	2005A	1,360,825	November 2029
OTIA III	2005B	2,666,431	November 2020
OTIA (Fixed Bonds) (Partial Refunded, 2007)	2006A	41,345,015	November 2031
OTIA (Variable Bonds)	2006B	8,021,600	November 2026
OTIA (Fixed Bonds)	2007A	50,514,478	November 2032
OTIA (Variable Bonds)	2007B	13,200,003	November 2027
Partial Refunding	2007C	19,300,100	November 2026
OTIA III (Fixed Bonds)	2009A	47,826,387	November 2033
OTIA III (Fixed Bonds)	2010A	61,775,796	November 2034
OTIA III (Fixed Bonds)	2010B	11,152,250	November 2017
JTA Authorized			
JTA (Fixed Bonds – Estimated $300M)	2012B	44,729,612	25 Years
JTA (Fixed Bonds – Estimated $300M)	2013B	3,727,468	25 Years
Certificates of Participation (COP):			
DMV Building Refunding	1997B	$1,586,182	June 2020
TOTAL OTHER FUNDS DEBT SERVICE		**$386,742,570**	

Authorized under the American Recovery and Reinvestment Act (ARRA), ODOT issued its first taxable Build America Bonds (BABs) in spring 2010. Under ARRA, issuing these types of bonds qualifies ODOT to receive direct federal subsidy payments equal to 35% of the interest costs of the taxable bonds. During the 2011-13 biennium the total federal subsidy ODOT will receive is $21,621,528, which will be used to offset debt service payments.

The February 2009 Special Legislative Session transferred the Oregon Interoperability Network (OWIN) from Oregon State Police to ODOT. The Legislature allocated General Fund dollars to OWIN to make debt service payments associated with general fund-backed Certificates of Participation. General Fund COPs that have already been issued as well as forecasted sales to fund the Oregon Wireless Interoperability Network (OWIN) are as follows:

General Fund:	Series	ARB 2011–2013	Final Payment
Certificates of Participation (COP):			
Oregon Wireless Interoperability Network	2007	$939,048	November 2012
Oregon Wireless Interoperability Network	2009	$10,935,024	May 2039
Oregon Wireless Interoperability Network – Estimated $191.715M		$40,803,768	
Oregon Wireless Interoperability Network – Estimated $100.8 M		$17,298,418	

The Legislature allocates lottery dollars to ODOT to make debt service payments associated with lottery-backed revenue bonds. Lottery bonds have been and will be issued to fund the following ODOT projects:

Lottery Debt Service	2011-2013
Short Line Infrastructure Assistance	$717,969
Industrial Rail Spur Infrastructure	$1,417,489
South Metro Commuter Rail	$3,343,064
Southeast Metro Milwaukie Extension	$31,287,728

Connect Oregon I	$10,614,718
Connect Oregon II	$14,960,002
Connect Oregon III	$18,831,601
Street Car	$2,718,825
	$83,891,396

Short Line Infrastructure Assistance Program

The 2001 Legislative Assembly authorized a Short-Line Railroad Infrastructure Assistance Program capitalized with the sale of lottery bonds. Lottery bonds in the amount of $2,176,000 were issued in April, 2002. In March of 2004 these bonds were partially refunded. The Debt service payments on the un-refunded bonds are scheduled to continue until April, 2014; the refunded portion is scheduled to continue until April, 2018.

The 2003 Legislative Assembly authorized an additional $2 million. Lottery bonds in the amount of $2,104,661 were issued in August, 2004. Debt service payments are scheduled to continue until April, 2019.

South Metro and Southeast Metro Milwaukie Extension Commuter Rail Projects

The 2001 Oregon Legislature passed House Bill 3861 and House Bill 2275 authorizing lottery bonds to finance a 15-mile South Metro Commuter Rail project that connects Wilsonville, Tualatin, Tigard, and Beaverton.

The 2003 Oregon Legislature passed House Bill 3446 that revised the limit set for the bond sale for the project to $35,542,000. Funding for the project was provided in two separate bond issues. The first was in April, 2002 to cover start-up and administrative costs and the second for project cost was issued in February, 2007. In 2007, the Oregon Legislature passed House Bill 5036 authorizing $250 million in lottery bonds to finance the Southeast Metropolitan Extension Project to extend the light rail between Portland and Clackamas County to Milwaukee. During April 2009, $250 million in lottery bonds were issued.

Industrial Spur

The 2003 Legislative Assembly authorized $8 million in lottery bonds to fund Industrial rail spur infrastructure improvements. Bonds were issued in August, 2004 for $4 million; the final $4 million was issued in February, 2005.

Connect Oregon I, II and III

The 2005 Legislative Assembly authorized $100 million in lottery bonds to fund multimodal transportation projects. Funding is restricted to non-Highway purposes including air, transit and rail. Funding was in two separate bond issues. The first issue was $25 million in August 2006; the final $75 million was issued in 2007. In 2007, the Oregon Legislature passed House Bill 2278 that approved a second authorization of $100 million. In May of 2008, $10 million in lottery bonds was issued. During April 2009 the remaining $90 million in lottery bonds was issued. In 2009, the Oregon Legislature passed House Bill 2001 that approved a third authorization of $100 million in lottery backed bonds for Connect Oregon III.

Street Car

The 2007 Legislative Assembly authorized $20 million in lottery bonds to fund Oregon Streetcar projects. Funding is restricted to grants to municipalities to provide streetcars for public transit systems, and for administrative costs incurred by the Department. Applicants must operate a public transit system that includes streetcars that are available to the public. Grant funds must only be used for the costs of purchasing newly constructed streetcars from an Oregon-based and Oregon-owned manufacturer. During April 2009, $20 million in lottery bonds was issued with debt service of $3,506,935 for the 2009-2011 biennium.

Budget Highlights

Policy Option Packages included in Agency Requested Budget

150	**OWIN CONSTRUCTION**	**$17,298,418**

This Policy Option Package requests funding to complete the construction of the Oregon Wireless Interoperability Network., which includes installing infrastructure in South-Central and Southwest Oregon and implementing voice and data systems. OWIN's primary source of financing is derived by issuing General fund-backed COPs.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Debt Service**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-500-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Other Services and Supplies	-	-	(2,295,649)	-	-	-	(2,295,649)
Total Services & Supplies	**-**	**-**	**($2,295,649)**	**-**	**-**	**-**	**($2,295,649)**
Total Expenditures							
Total Expenditures	-	-	(2,295,649)	-	-	-	(2,295,649)
Total Expenditures	**-**	**-**	**($2,295,649)**	**-**	**-**	**-**	**($2,295,649)**
Ending Balance							
Ending Balance	-	-	2,295,649	-	-	-	2,295,649
Total Ending Balance	**-**	**-**	**$2,295,649**	**-**	**-**	**-**	**$2,295,649**

Oregon Wireless Interoperability Network
Policy Package #150
Implementation for 11-13 Biennium

Total Package Request: **$118,687,889**
Highway: $604,471
Capital Construction: $100,785,000
Debt Service: $17,298,418

Purpose

Oregon Wireless Interoperability Network (OWIN) was established to meet the narrow banding and interoperability requirement for four state agencies and has completed the first phases of this task. The purpose of this policy option package is to secure funding for construction and ultimately the completion of OWIN infrastructure construction during the 2011-13 biennium. Funding will result in installation of infrastructure and implementation of the voice and data systems. Completion of construction of OWIN infrastructure the 2011-13 biennium supports compliance with the Federal Communications Commission's (FCC) mandate requiring users of land mobile radios to convert from wideband to narrowband before January 1, 2013. This mandate is weighted with federal fines and/or loss of several hundred FCC licenses by the State of Oregon public safety agencies.

This policy option package requests additional funds necessary to complete the OWIN project.

How Achieved

The OWIN project is being accomplished in phases spanning from 2007 to 2013. This Policy Option Package requests funding for the final phases which will complete the Installation of infrastructure and implement voice and data systems necessary for the operation of the statewide system.

Staffing Impact

OWIN operated in 2007-2009 and 2009-11 entirely with limited duration (LD) positions; all staffing must be re-established for the 2011-13 biennium. This package requests approval of limited duration positions. The project has moved from design and planning to installation and construction and the retention of 42 existing positions is requested to maintain momentum of the project. There is also a policy package requesting 12 Capital Construction positions from the 2009-11 biennium to be created moved for OWIN's 2011-13 Maintenance and Operation.

Number of Positions	FTE	Position Classification	Position Type	Effective Date
2	2.00	PRINCIPAL EXECUTIVE/MANAGER E	Limited Duration	7/1/2011
4	4.00	PRINCIPAL EXECUTIVE/MANAGER F	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER G	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER H	Limited Duration	7/1/2011
1	1.00	SUPV EXECUTIVE ASSISTANT	Limited Duration	7/1/2011
2	2.00	EXECUTIVE SUPPORT SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	ADMINISTRATIVE SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PUBLIC AFFAIRS SPECIALIST 2	Limited Duration	7/1/2011
2	2.00	FISCAL ANALYST 2	Limited Duration	7/1/2011
1	1.00	FISCAL ANALYST 3	Limited Duration	7/1/2011
1	1.00	ACCOUNTING TECHNICIAN 2	Limited Duration	7/1/2011
1	1.00	SUPPLY SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PROCUREMENT & CONTRACT SPEC 2	Limited Duration	7/1/2011
8	8.00	PROCUREMENT & CONTRACT SPEC 3	Limited Duration	7/1/2011
2	2.00	PROJECT MANAGER 1	Limited Duration	7/1/2011

6	6.00	PROJECT MANAGER 3	Limited Duration	7/1/2011
1	1.00	INFO SYSTEMS SPECIALIST 6	Limited Duration	7/1/2011
3	3.00	INFO SYSTEMS SPECIALIST 7	Limited Duration	7/1/2011
1	1.00	INFO SYSTEMS SPECIALIST 8	Limited Duration	7/1/2011
2	2.00	FACILITIES ENGINEER 2	Limited Duration	7/1/2011
Total: 42	42.00			

Services and Supplies

General Fund Services and Supplies are budgeted at $8,722,420 and Other Fund Services and Supplies total $7,466,552. The largest components of this category are anticipated lease costs for radio sites and associated Department of Justice costs to negotiate the leases: $9,425,908.

Debt Service

$17,298,418 of general funds is requested in this Policy Option Package to service the $100,785,000 in Certificates of Participation requested for the 2011-13 biennium.

Capital Outlay

OWIN is a capital construction project, and over 95% of funds will be used to finance the project with other funds - Certificates of Participation:

- Building and Structures: $14,362,691
- Telecommunications: $37,177,152
- Technical Equipment: $23,633,604

Revenue Sources

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 150 - OWIN Construction

Cross Reference Name: Debt Service
Cross Reference Number: 73000-500-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
General Fund Appropriation	17,298,418	-	-	-	-	-	17,298,418
Total Revenues	**$17,298,418**	**-**	**-**	**-**	**-**	**-**	**$17,298,418**
Debt Service							
Principal - COP	8,365,000	-	-	-	-	-	8,365,000
Interest - COP	8,933,418	-	-	-	-	-	8,933,418
Total Debt Service	**$17,298,418**	**-**	**-**	**-**	**-**	**-**	**$17,298,418**
Total Expenditures							
Total Expenditures	17,298,418	-	-	-	-	-	17,298,418
Total Expenditures	**$17,298,418**	**-**	**-**	**-**	**-**	**-**	**$17,298,418**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-500-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Lottery Funds						
Interest Income	1,198,636	3	3	-	-	-
Tsfr From Administrative Svcs	45,360,803	84,922,176	84,922,176	83,891,421	-	-
Total Lottery Funds	**$46,559,439**	**$84,922,179**	**$84,922,179**	**$83,891,421**	**-**	**-**
Other Funds						
Interest Income	109,493	-	-	-	-	-
Transfer In - Intrafund	236,366,025	273,481,139	273,481,139	365,121,042	-	-
Transfer Out - Intrafund	(356,566)	(3,793,991)	(3,793,991)	-	-	-
Total Other Funds	**$236,118,952**	**$269,687,148**	**$269,687,148**	**$365,121,042**	**-**	**-**
Nonlimited Other Funds						
Refunding Bonds	7,067,508	-	-	-	-	-
Transfer Out - Intrafund	(12,441)	(12,441)	(12,441)	-	-	-
Total Nonlimited Other Funds	**$7,055,067**	**($12,441)**	**($12,441)**	**-**	**-**	**-**
Nonlimited Federal Funds						
Federal Funds	-	-	1	21,621,528	-	-
Total Nonlimited Federal Funds	**-**	**-**	**$1**	**$21,621,528**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
SERVICES & SUPPLIES						
Other Funds	66	2,295,649	2,295,649	2,295,649	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	66	2,295,649	2,295,649	2,295,649	-	-
LIMITED BUDGET (Essential Packages)						
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(2,295,649)	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(2,295,649)	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	66	2,295,649	2,295,649	-	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	66	2,295,649	2,295,649	-	-	-
NONLIMITED BUDGET (Excluding Packages)						
SERVICES & SUPPLIES						
Other Funds	58,315	-	-	-	-	-
TOTAL NONLIMITED BUDGET (Excluding Packages)						
Other Funds	58,315	-	-	-	-	-
NONLIMITED BUDGET (Current Service Level)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	58,315	-	-	-	-	-
TOTAL NONLIMITED BUDGET (Including Packages)						
Other Funds	58,315	-	-	-	-	-
OPERATING BUDGET						
Other Funds	58,381	2,295,649	2,295,649	-	-	-
DEBT SERVICE (Excluding Packages)						
DEBT SERVICE						
General Fund	-	-	8,999,171	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	501,691,101	-	-
TOTAL DEBT SERVICE (Excluding Packages)						
General Fund	-	-	8,999,171	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	501,691,101	-	-
DEBT SERVICE (Current Service Level)						
General Fund	-	-	8,999,171	52,678,638	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	501,691,101	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
DEBT SERVICE (Policy Packages)						
PRIORITY 3						
150 OWIN CONSTRUCTION						
DEBT SERVICE						
General Fund	-	-	-	17,298,418	-	-
TOTAL DEBT SERVICE (Policy Packages)						
General Fund	-	-	-	17,298,418	-	-
TOTAL DEBT SERVICE (Including Packages)						
General Fund	-	-	8,999,171	69,977,056	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	188,604,909	301,690,901	301,690,901	365,121,042	-	-
All Funds	235,164,348	387,136,004	396,135,175	518,989,519	-	-
DEBT SERVICE NONLIMITED (Excluding Packages)						
DEBT SERVICE						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
TOTAL DEBT SERVICE NONLIMITED (Excluding Pac						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
DEBT SERVICE NONLIMITED (Current Service Level)						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
TOTAL DEBT SERVICE NONLIMITED (Including Pack						
Other Funds	7,009,193	-	-	-	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	7,009,193	-	1	21,621,528	-	-
TOTAL BUDGET						
General Fund	-	-	8,999,171	69,977,056	-	-
Lottery Funds	46,559,439	85,445,103	85,445,103	83,891,421	-	-
Other Funds	195,672,483	303,986,550	303,986,550	365,121,042	-	-
Federal Funds	-	-	1	21,621,528	-	-
All Funds	242,231,922	389,431,653	398,430,825	540,611,047	-	-

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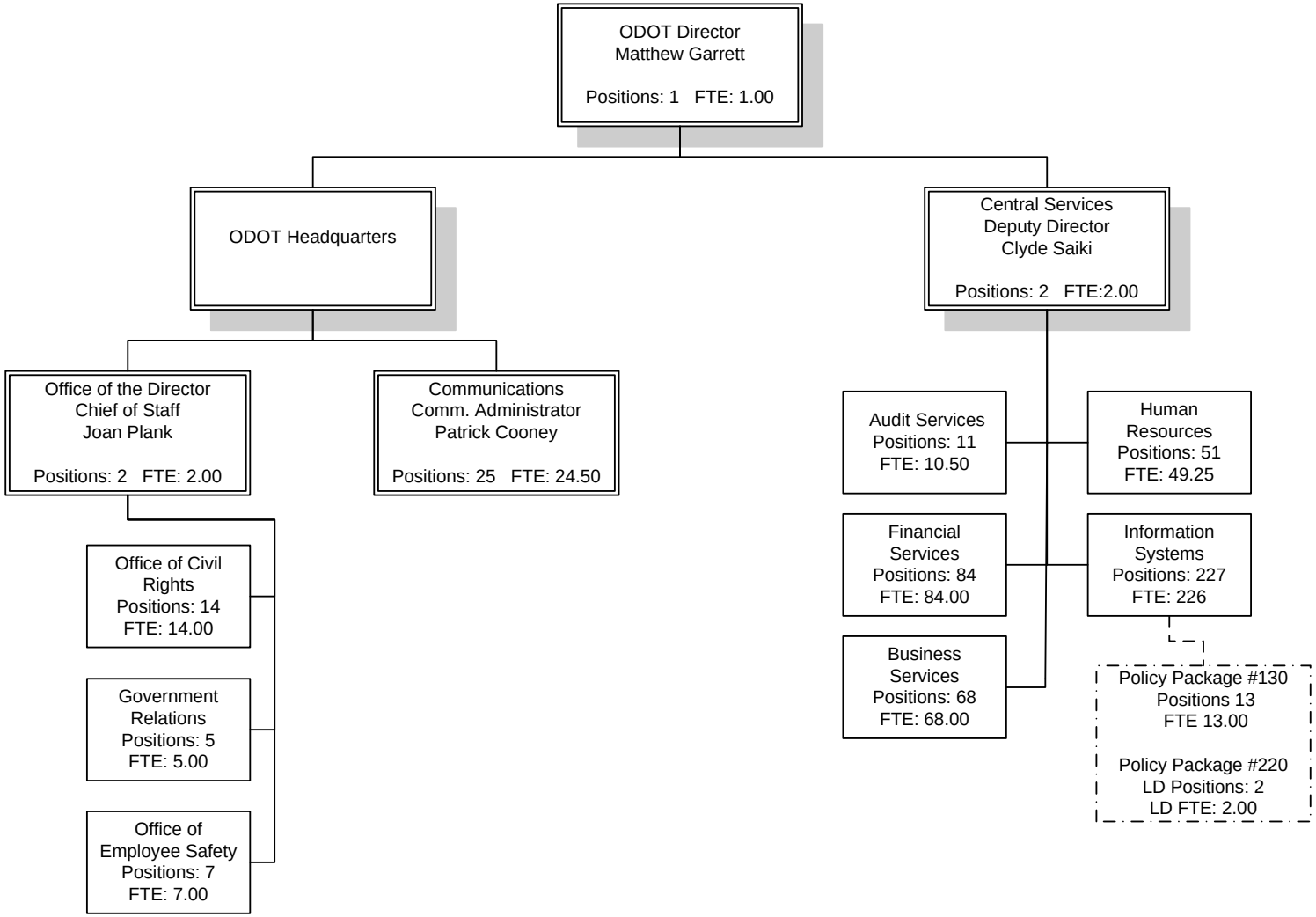
Central Services Limitation

Positions: 497 (512 with Packages FTE: 493.25 (508.25 with Packages)



Central Services Limitation

Purpose, Customers, and Source of Funding

The Central Services limitation includes two administrative support divisions—the ODOT Headquarters and Central Services Division—providing centralized administrative, support, and managerial services to ODOT's seven operating divisions, the Oregon Transportation Commission, external partners, and stakeholders. Funding for this limitation is provided through internal assessment. Other Funds are the primary source for payment.

Activities, Programs and Issues

ODOT HEADDQUARTERS:

ODOT Headquarters includes the Office of the Director (composed of the ODOT Director, Deputy Director for Central Services, the Chief of Staff, Office of Civil Rights, Office of Employee Safety, Government Relations, and the Sustainability Program) and the Communications Division.

Office of Civil Rights (OCR)

The Office of Civil Rights (OCR) is responsible for the assurance of equal access, participation, and compliance with affirmative action, equal opportunity, and accessibility. Its vision is to provide fair and equitable access to ODOT's projects and programs with a focus on economic stimulus through increased small business opportunities, apprenticeships, training, programs, and supportive services. Compliance is accomplished through internal and external processes that include training, technical assistance, investigations, and on-site reviews. Programs include: Workforce Development; Small Business Programs - Disadvantaged Business Enterprise (DBE); Emerging Small Business (ESB); Minority or Women Business Enterprise (MWBE) Initiatives; and Title VI (Environmental Justice and Limited English Proficiency). Workforce Development Programs that include pre-apprenticeship training, supportive services and Equal Employment Opportunity (EEO), On-the-Job/Apprenticeship Training Programs and Labor Compliance; and Title VI (Environmental Justice and Limited English Proficiency). OCR and ODOT's Human Resources Section are also responsible for coordinating and co-managing the Internal Civil Rights and Americans with Disability Act (ADA) programs.

Office of Employee Safety

- Provides agency leadership to maintain employee safety, occupational health and wellness; manages risk and workers compensation programs.
    - Designs and implements programs, standards and training to mitigate risks; evaluates program effectiveness
    - Develops and assists management to minimize adverse effects of accidental and business related losses
    - Provides reports on the status of its safety health and risk efforts

Government Relations Section

- Manages a comprehensive government relations program that encompasses federal, state and local legislative and liaison activities responding to multi-modal transportation, economic and land use issues.
- Provides fiscal and policy analysis and direction for federal, state and local transportation-related programs and legislation.
- Represents the department, the OTC, and the governor and his senior transportation policy staff as the primary contact and liaison in matters before Oregon's state legislature and congressional delegation related to transportation policy, funding, administrative rules and legislation governing transportation.

Sustainability Program

Sustainability uses, develops and protects resources in a manner that enables people to meet current needs while providing for future generations to meet their needs, from the joint perspective of environmental, economic and community objectives.

- Due to the state's sustainability mandates, the emerging challenges in the transportation sector and the value of sustainability practices to the agency, ODOT has developed and integrated a sustainability program. The program provides central oversight and coordination and is a resource to staff incorporating sustainability goals into their work. The program is cross-divisional and addresses both internal support functions and the external transportation system-related activities of the agency.

Communications Division

- Oversees ODOT's employee communications and media relations, and informs Oregonians and Oregon transportation system users about transportation issues, policies, and projects.
- Provides construction project and program information.

- Interprets technical information, explains statutes and administrative processes for the public, the media, stakeholders, and users of transportation systems.
- Keeps the agency workforce informed about ODOT activities and directives.
- Provides logistical, administrative and spokesperson support to the Oregon Transportation Commission and the director's office.
- Helps all agency divisions and programs increase the success of their public outreach by developing and implementing communication plans, providing communication workshops and training, and producing publications and other forms of information.
- Oversees the *Ask* ODOT Office which provides help desk and ombudsman services for Oregon citizens as an avenue to resolve issues and concerns at the earliest possible opportunity and provides ODOT's employees a resource to bring forward ethical issues and concerns or to receive policy guidance and interpretation.

CENTRAL SERVICES DIVISION:

Central Services Division includes Financial Services, Human Resources, Information Systems, Business Services and Audit Services.

Financial Services

- Provides budget services that coordinate the department's legislative budget development process including all Emergency Board requests and program budget development. Provides allotment plans, quarterly business reviews, and permanent financing plans.
- Provides cost allocation, cost/benefit and quantitative analyses and labor and equipment rate development.
- Provides debt management and oversees the Oregon Transportation Infrastructure Act (OTIA) bonding and other bonding programs for the Department. Provides and monitors loans and financial assistance to local governments through the Oregon Transportation Infrastructure Bank. In addition, provides financing proposals and manages investments and cash for the Department.
- Provides economic and financial analyses such as Highway Fund revenue forecasts, economic and feasibility studies, cash flow forecasting, revenue impacts, and DMV transaction analysis. In addition, provides economic, financial and policy studies to determine Highway cost allocation, Western States Automobile taxation comparison, Motor Carrier fee and tax comparisons, transportation finance, value of travel time and cost of delay estimates, and job and income generation impacts of construction projects.

- Provides financial support to the Department in the areas of accounts payable, accounts receivable, contractor payments, payroll support, retirement and benefits coordination, travel claims processing, financial policy development, financial training, labor and equipment rate development, financial coordination and reporting, asset accounting, federal billing and coordination with the State of Oregon Statewide Financial Management Application.
- Administers the fuels tax law and ordinances for Oregon as well as many city and county jurisdictions. Processes licenses and revenue tax reports for motor vehicle fuel dealers, use fuel users and sellers, and audits licensees for fuels tax compliance and reporting.
- Provides collections services for various sections of the Oregon Department of Transportation

Human Resources

- Provides statewide business consulting services to ODOT Divisions in the areas of performance management (coaching, counseling, performance evaluation, documentation and correction or discipline); leaves of absence, policy and union contract interpretation, workers' compensation and unemployment insurance matters
- Advances the Department's equal employment opportunity and affirmative action goals, as well as ensures that the Department addresses employee and public accommodation/accessibility issues in accordance with the Americans with Disabilities Act (ADA) and responds to all internal discrimination complaints based on "protected class" status.
- Provides recruitment, selection, retention and diversity services to enhance the recruitment and retention of a qualified and diverse workforce
- Provides statewide coordination of training and staff development, human resource policies, labor-management partnership efforts and union contract negotiations
- Provides assistance in the areas of job classification, compensation, position control and position management, employee records management, and coordination of the general business, communications and facility needs of Human Resources.

Information Systems

Provides information systems technology and services including:

- Provides business systems planning, architecture, development and maintenance.
- Provides information technology systems analysis and technology consultation services.
- Performs information technology project management, including the design, development and implementation of Information Technology projects.
- Provides personal computer and software computer support, security and disaster recovery.
- Coordination of infrastructure services and delivery with the State Data Center.

- Supports Intelligent Transportation System (ITS) development and support.
- Provides Information Technology purchasing and management of Information Technology assets.

Business Services (Support Services)

- Business Services provides management and guidance in the protection and preservation of the department's records. The section coordinates the department's policies and procedures, delegations, administrative rules, agency forms and publications, and the Jackson Scholarship Program. This section also maintains and operates the department's graphic design, photo/video, and reprographic services; general files and historical records for the director and commission; and the ODOT library. Business Services also coordinates agency updates to the state telephone directory and manages central mail service for the agency.
- ODOT Procurement Office (OPO) supports the wide range of agency business functions and mission critical objectives through strategic procurements for personal services, good and trades, public works, price agreements, and highway construction projects. ODOT Business lines require architectural, engineering, information technology, environmental, heavy equipment construction and project management resources to support the State Transportation Improvement Program. Services are procured from many large and small businesses, women-owned, minority, emerging small business and disadvantaged business enterprises. The ODOT Procurement office is also responsible for establishing and maintaining the inter-governmental agreements that facilitate sharing of federal and state funds with local governments in support of state and local transportation projects. OPO is committed to performing procurement services that add value as a quality assurance check point for fairness and transparency of process, competitive opportunity for best quality and pricing of services, and ensuring ODOT business lines have dependable and knowledgeable professionals assisting them with their procurement needs.

Note: The majority of the Support Services programs—Fleet Services and Facilities Services—are budgeted in Maintenance Limitation not the Central Services Limitation. These programs are discussed in the Maintenance Limitation section of this document.

Audit Services

- Conducts internal audits of department programs and functions to make recommendations for improving operations, in accordance with generally accepted government auditing standards.
- Conducts external audits and special analysis to ensure costs charged to ODOT by consultants, contractors and other external entities are accurate, reasonable and comply with applicable federal and state regulations.
- Provides technical assistance to the department in developing and refining performance measures to assist in the management of the department's statewide responsibilities.

Issues and Trends

Employee Safety

OSHA-recordable injuries were down; however three work-related deaths occurred during 09-11. Several issues have been identified that must be overcome in order to reduce future injuries.

Financial Services

ODOT has used the Transportation Environment Accounting and Management System (TEAMS) as the primary accounting system to process financial transactions since the mid-1980s. The design and architecture of TEAMS is based on older business models and on technologies that are less flexible and becoming obsolete. Over time, this has led to the creation of numerous independent “stove-piped” systems to meet a variety of accounting and management reporting needs throughout ODOT. The result is an increased number of system interfaces to TEAMS, many of which require duplicate data entry. Currently, reporting on business unit performance and product or services costs frequently generates results that require considerable manual effort to reconcile. In addition, there is no common database for financial, human resource and procurement systems, which must reconcile with each other. A project was begun in the 2007-09 biennium to start the processes necessary for implementing an integrated financial and human resource management information system. However, this project has been curtailed due to a number of factors. The department is working on a phased approach to upgrade systems.

Human Resources

There is a continuing demand for reliable data for use in decision-making. Details on pay differential, retirement eligibility, performance measurement, turnover and other workforce management subjects are a priority for our business partners. However, systems which allow for the easy gathering or reporting are non-existent or disconnected from other key systems making data gathering cumbersome and inefficient.

Another issue is the aging of the workforce. The department is working on succession planning to ensure transfer of knowledge and business continuity.

Information Systems

ODOT business units will continue to use information technology in their operations, creating new demands for application software, information delivery, and meeting external mandates. The context of these changes are the cumulative results of a workforce and public that is technologically more sophisticated, leading to broader expectations for IT services. Oregon's citizens and businesses will place increasing demands on ODOT to provide information and services via the internet in a manner similar to their experience with the private sector. At the same time, the agency is addressing the problem of decades-old software systems that must be replaced to meet current and future business requirements and to reduce ongoing support costs. Examples are DMV systems and ODOT's accounting system.

There is an increased need to cooperate and work with other agencies, entities, and business partners to resolve common information technology problems as well as manage enterprise solutions. A specific area of concern is the need to quickly replace and recover critical systems in the event of a disaster.

Information security concerns have resulted in a number of Department of Administrative Services policies as well as legislation requiring agencies to protect personal information and develop more comprehensive information security procedures. The department is working with DAS and other state agencies to ensure the security of the states information assets.

Support Services: Procurement Office

The ODOT Procurement Office continues to experience heavy demand for its services across the agency related to the State Transportation Improvement Program (STIP), The STIP, combined with the Oregon Transportation Investment Act requires procurement services to outsource approximately $875M annually ($1.75billion biennially.). The 2009 influx of federal ARRA funds, and emphasis on supporting distribution of those funds to local governments to use for transportation projects, resulted in an extended period of high volume production of contracts. Future programs of this nature would result in similar demand levels. OPO services have and will continue to assure funds are committed and services are delivered in an accountable and transparent environment. OPO procurement functions support an increase in the number of opportunities made available to small, women-owned, minority, disadvantaged, and emerging small businesses.

ODOT requires design, construction, planning, and hardware to support services to citizens. In the past decade, significant growth has been observed in reliance upon procurement of information technology systems, software, and hardware to support the public safety and services infrastructure. The reliance upon information technology, and the complexity of planning for efficient and effective systems

based upon information, has resulted in an increase in procurement volume and time required to develop sustainable and accountable IT systems and products.

Additionally, OPO has increased training to internal customers on technical procurement aspects, up-to-the-minute legal perspectives on topics such as anti-trust and consumer fraud, ethics, contract administration, and best practices for procurement. These subjects help ensure business lines and professional staff understand how to be fair, accountable, and transparent when managing outsourcing opportunities. OPO also participates in many outreach opportunities to educate the supplier community on how to do business with ODOT, upcoming projects, compliance with civil rights goals in contracting, and generally supporting a wide variety of communication forums with suppliers and the public. OPO will continue these training and outreach efforts for the agency during the 2011-2013 biennium.

Support Services: Business Services

The current statewide agency Enterprise Information Resource Management Strategy 2010-2015 identifies increasing data and records management challenges for all agencies, including ODOT. "Data and records management challenges are substantial and increasing. Data storage, the requirement for ready access to that data, and the integration of data as a routine component of work flow combine to pose a strategic challenge. Facets of data and records management include, but are not limited to: data management; document management; records management; records archiving; records retention; electronic discovery; imaging; standardization; and data transmission and storage."

Business Services Section houses the department's records management program which is responsible for aligning with the statewide vision and mission as it relates to records management. This includes supporting the DAS-required classification of information assets and the department's electronic records management systems.

Audit Services

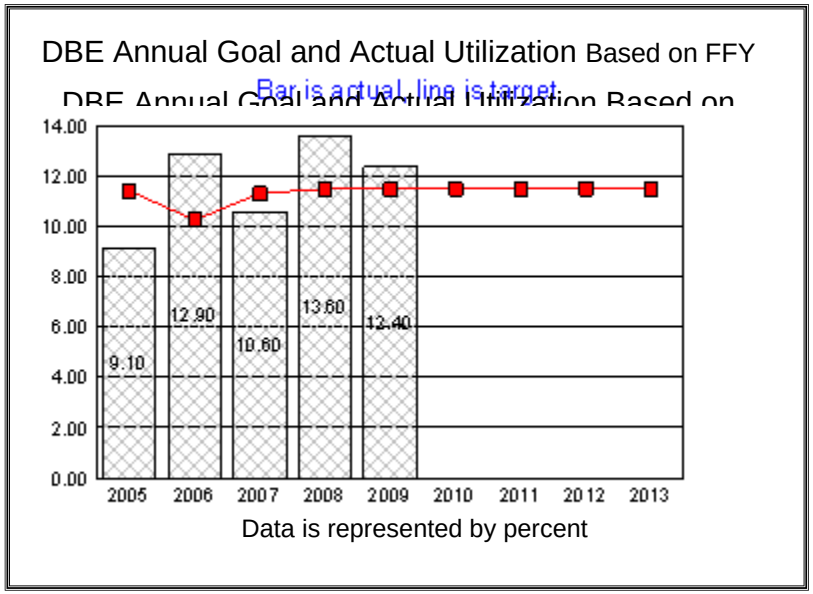
Audit Services develops an annual audit plan based on a department-wide risk assessment. Audits have increased in complexity as ODOT's business lines have adapted their programs to meeting the changing needs of Oregon's transportation system. To maximize available resources, Audit Services works closely with audit organizations from other state departments of transportation to share best practices, improve consistency in audit approaches and confirm compliance with generally accepted government auditing standards.

2011–2013 Expected Results: Performance Measures

KPM #22	Certified Businesses (DMWESB*): Percent of ODOT contract dollars awarded to disadvantaged, minority, women, and emerging small businesses	Measure Since 2006
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Oregon Benchmark #4: Net Job Growth, Economic Impact: Create business opportunities in economically distressed communities as a result of transportation improvements.	
Data Source	Data is compiled using information from Trns*port which is downloaded to the Civil Rights Compliance Tracking (CRCT) system.	
Owner	Office of Civil Rights, Executive Office, ODOT, Michael Cobb, 503-986-5753	

1. OUR STRATEGY

The US DOT requires that ODOT set an annual Disadvantaged Business Enterprise (DBE) participation goal based on availability of certified firms. DBE utilization must be tracked and reported in order for the state to receive federal funds for highway construction.



2. ABOUT THE TARGETS

In previous years, the DBE Annual Goal was calculated using data from the ODOT bidders list. The DBE Program and goal are required, but achievement is aspirational. As a result of a 9th US Circuit Court opinion, Oregon attempted to meet the DBE Goal through race-neutral and gender-neutral means from April 19, 2006 to September 8, 2008. A component of this effort was the setting of Aspirational Targets to provide guidance for what constitutes a reasonable participation level. Since the completion of the Disparity Study, DBE Aspirational Targets have been discontinued. In September 2008, a waiver was approved by the US DOT which allows ODOT to set DBE Goals for African American, Asian Pacific and Subcontinent Asian firms for projects where sufficient subcontracting availability exists. In addition, ODOT had been setting MWESB Aspirational Targets for construction projects estimated to cost over $1 million and non-construction projects

over $500,000. A recent directive from FHWA has required that ODOT discontinue the MWESB Targets on all federal-aid projects, but the Agency will continue to evaluate state-funded projects for the participation level that is appropriate for the project.

3. HOW WE ARE DOING

ODOT has satisfactorily complied with the federal DBE Program requirements for making a good faith effort to achieve the identified DBE Annual Goal, and for reporting those efforts. Based on the 9th US Circuit Court decision and guidance from the Federal Highway Administration, ODOT was prohibited from setting contract-specific goals, but with the completion of the Disparity Study and approval of a waiver of the Federal Regulations from FHWA allowing group-specific goals on projects where appropriate, ODOT has resumed setting DBE Goals. For Federal Fiscal Year (FFY) 2007, the DBE Annual Goal was 11.32% and actual utilization was 10.60%. In 2008, the FFY Goal was 11.5% and utilization was 13.6%.The Minority, Women, and Emerging Small Business (MWESB) Aspirational Targets will no longer be set for federal-aid projects, but will be considered on state-funding-only projects.

4. HOW WE COMPARE

Due to the wide variation in metrics that are based on demographics, population and industry, it is not statistically feasible to compare this function on a state-to-state basis. We continue to meet the USDOT expectations for the DBE Program.

5. FACTORS AFFECTING RESULTS

The USDOT requires that annual goals must be set for each federal fiscal year, and results are calculated to align with the same time period. A recent rule change will allow ODOT to set overall DBE Goals triennially rather than annually. ODOT Information Technology has recently improved the Civil Rights Compliance Tracking (CRCT) database to gather information not only from Trns*port, but also from Personal/Professional Service Contracts (PSK). Further refining and testing of this integration will lead to improvements in data accuracy. The addition of ARRA-funded projects has significantly increased the federal-aid contracting, and has added reporting requirements that may impact efficient and timely data evaluation processes. In addition to the semi-annual and full-year reports, ODOT now submits monthly reports which include ARRA-funded projects since the beginning of the Recovery Act, and total federal-aid projects since the beginning of the Federal Fiscal Year.

6. WHAT NEEDS TO BE DONE

There should be one unified tracking database that contains all ODOT contracting information, including prime and subcontractor information, goals, payments and project progress/status. In addition to Trns*port, data from Purchasing and Contracts Management Software (PCMS) should be downloaded into CRCT. There should be a consistent data capturing format, and a system that can

produce reports for all ODOT contracting. The ODOT Information Technology group is working to integrate all data systems to provide comprehensive information and is expected to have the reporting system in place in early 2009.

7. ABOUT THE DATA

DBE participation in ODOT construction contracts is tracked in the Civil Rights Compliance Tracking (CRCT) system, and, per USDOT requirements, is calculated on a federal fiscal year basis. CRCT recently was updated to integrate PSK data into the system. ODOT tracks and reports Minority Business Enterprise and Women Business Enterprise utilization for the state Executive Order 08-16 on a quarterly basis.

KPM #23	CUSTOMER SERVICE - Percent of customers rating their satisfaction with the agency's customer service as "good" or "excellent": overall customer service, timeliness, accuracy, helpfulness, expertise and availability of information.	Measure Since 2006
Goal	Customer Service – Provide excellent customer service	
Oregon Context	Government performance and accountability	
Data Source	Biennial surveys of customers by DMV and Motor Carrier Division.	
Owner	ODOT, Central Services Division, Audit Services Branch, Scott Bassett, 503-986-4462	

1. OUR STRATEGY

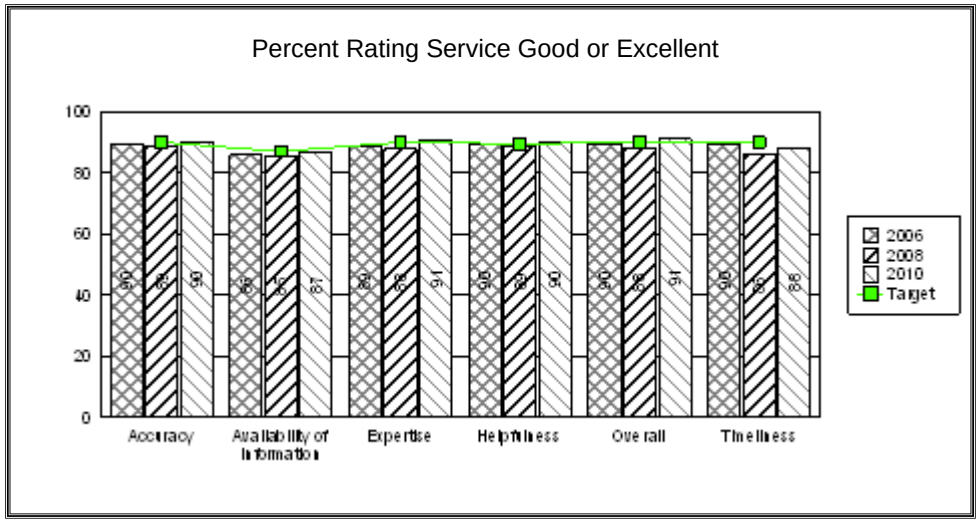
Provide excellent customer service to customers.

2. ABOUT THE TARGETS

The overall target for 2009-11 is 90 percent customer satisfaction with ODOT services. The actual performance in 2010 was 91.0%.

3. HOW WE ARE DOING

ODOT continues to achieve high overall customer service ratings from customers. On the whole ODOT continues to provide customers with good to excellent service, improving customer satisfaction ratings from 88 percent in 2008 to 91 percent in 2010.



4. HOW WE COMPARE

Data to compare with other State Department of Transportation organizations is not yet available. Specific to Motor Carrier, Oregon is one of just a handful of states asking the trucking industry about satisfaction with motor carrier enforcement.

5. FACTORS AFFECTING RESULTS

Sampling of customers for the 2010 survey included major customer groups of DMV and Motor Carrier. In future surveys, additional customer groups will be added.

6. WHAT NEEDS TO BE DONE

ODOT will continue to monitor customer satisfaction levels and take corrective action as needed.

7. ABOUT THE DATA

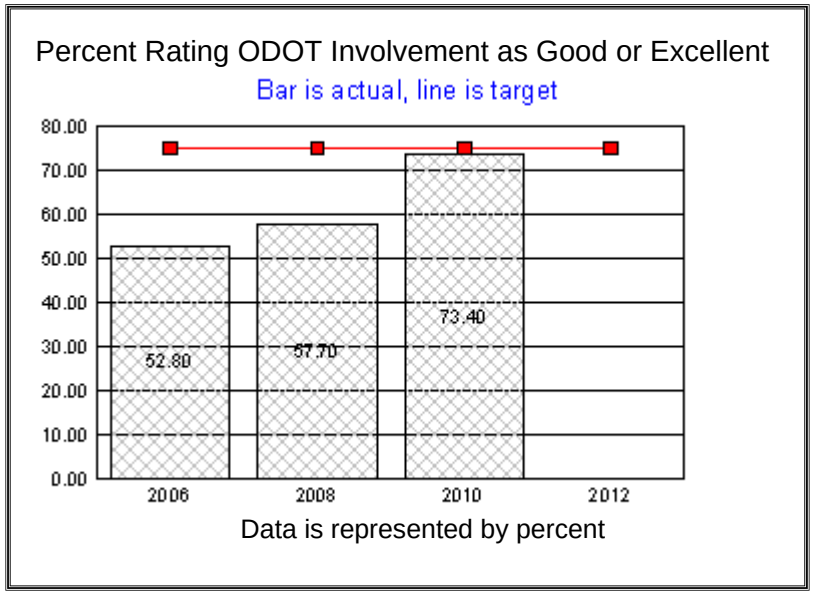
Both DMV and Motor Carrier conduct surveys of customers that are based on the recommended Statewide Customer Service Performance Measure guidelines. DMV received over 400 survey responses in 2010 from customers who visited the DMV field offices. Customers were selected on a random, repetitive basis from the DMV computer system database of driver and motor vehicle transactions during the month of January. DMV also collects customer satisfaction using a cumulative average of the division's monthly customer satisfaction survey. Using the cumulative average provides a broader sampling and response from customers.

Motor Carrier surveys nine customer groups. Survey groups included companies subject to safety compliance reviews, truck safety inspections, or audits. The surveys also cover drivers subject to driver safety inspections and persons calling for registration or over-dimension permits. Taken together, the nine Motor Carrier surveys have a total of over 1,300 responses. This is large enough to provide a 95 percent confidence level and a 2 percent margin of error. The margin of error for the DMV survey is larger because of a smaller sample size. To improve the reliability of the data, DMV increased the number of surveys sent to customers. DMV also sends a second survey to customers who fail to return the first survey to help increase the customer response rate.

KPM #25	ECONOMIC REVITALIZATION TEAM CUSTOMER SATISFACTION: - Percent of local participants who rank ODOT involvement with the Economic Revitalization Team as good or excellent.	Measure Since 2009
Goal	ODOT Goal #5: Stewardship -- Maximize value from transportation investments	
Oregon Context	Improve the quality and efficiency of delivering state services to local governments and businesses.	
Data Source	Economic Revitalization Team Customer Satisfaction Study administered by the Governor's Office in 2010 and Department of Administrative Services in 2006 and 2008.	
Owner	Jerri Bohard, ODOT, 503-986-3435 and Christine Valentine, Governor's Office, 503-986-6522.	

1. OUR STRATEGY

State government agencies work together to provide coordinated assistance to local jurisdictions and businesses on high priority economic and community development projects, specifically readying industrial lands for certification and/or development. The five Economic Revitalization Team (ERT) regional coordinators work at the local level with teams of field staff from the following state agencies: Oregon Department of Transportation (ODOT), Oregon Business Development Department (OBDD), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of State Lands (DSL), Oregon Department of Agriculture (ODA), Oregon Housing and Community Services (OHCS), and the Department of Consumer and Business Services (DCBS).



2. ABOUT THE TARGETS

Targets for customer service are set at 75% to serve as a motivator for improving state agency service delivery to local jurisdictions and businesses.

3. HOW WE ARE DOING

The 2010 survey results of 73.4% customer satisfaction are a little below the target of 75% but have improved from 57.7% in 2008. Survey results indicate that local governments and businesses are mostly appreciative of the state agency coordination provided by the ERT process. Seven out of ten local participants in ERT projects perceive the service provided as “good” to “excellent.”

4. HOW WE COMPARE

Results from the 2010 survey are above the levels of customer satisfaction surveys that ERT conducted in 2006 and 2008. The surveys use the standardized questions from Recommended Statewide Customer Service Performance Measure Guidelines. The ODOT results for 2010 of 73.4% were higher than for DLCD of 64.5%, DEQ of 57.3% and DSL of 43.6%.

5. FACTORS AFFECTING RESULTS

For the most part, the projects the ERT is asked to become engaged in have long standing and complicated issues beyond the scope of traditional and individual state agency processes to resolve. The high ranking of the ERT for customer service may be influenced by the fact that ERT coordinators and the ERT process often play a key role in facilitating resolution of issues, in ensuring coordinated state assistance on a project and in some instances, bringing a project that’s been in trouble to a successful conclusion.

6. WHAT NEEDS TO BE DONE

In the 2010 Customer Satisfaction Study, the ERT received the highest rating in the area of knowledge and expertise and the lowest in availability of information. The ERT will work with state agencies to improve access to information about state programs and processes. In addition, responses to the customer service questions were cross-tabbed for each of the five ERT regions and opportunities for improvement were discussed with each ERT regional coordinator.

7. ABOUT THE DATA

Since the cycle time for ERT projects ranges from a couple months for siting a business, to a year or more for readying an industrial site for certification (longer if the site requires extensive and expensive infrastructure or transportation fixes), the reporting cycle for customer service is biennially using Oregon fiscal years. A copy of the 2008 Oregon Economic Revitalization Team Customer Satisfaction Study is available by contacting Christine Valentine, Governor’s Office, 503-986-6522.

Division Performance Measures

CENTRAL SERVICES CUSTOMER SATISFACTION

This measure reflects how the customers of Central Services perceive the services that the division provides. Overall, more than 80 percent of our customers rank our services as good or excellent.

	Employee Helpfulness	Employee Expertise	Timely Services	Accuracy	Available Information	Overall Service
2010	82.5%	85.6%	75.2%	79.6%	74.2%	80.3%
2009	83.8%	84.4%	75.8%	80.4%	74.7%	81.0%
Target	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%

COMMUNICATIONS DIVISION

The *Ask* ODOT Office

- The *Ask* ODOT Office provides a resource to citizens to resolve issues and concerns and to ODOT employees to bring forth ethical issues and concerns or to receive policy guidance and interpretation.

- Each contact is received into the *Ask* ODOT Office, logged into a tracking system and answered directly, on behalf of the governor, director and management staff or assigned to the appropriate ODOT division or region for a response. When a contact is referred to a division or region, the person is required to advise the *Ask* ODOT Office when the case has been completed.

- A performance measure of responding to our customers has been set at five working days with a goal of 100 percent on-time. Below is a table that shows the response times achieved over the last three years.

***Ask* ODOT Office**
On-Time Performance Measure
Yearly Comparisons

Year	Number Assigned	Number on Time	Number Late	Percent on Time
2007	13,971	13,955	16	99.89%
2008	13,785	13,752	33	99.76%
2009	16,460	16,441	19	99.88%

- In addition, performance measures track our client's evaluation of how well the *Ask* ODOT Office fulfills its core values of competence, responsiveness, fairness, trustworthiness, timeliness and reliability. To fulfill this commitment an automatic survey is sent to a random selection of citizens and ODOT employees who contact the *Ask* ODOT Office. Below is a chart showing the results of those surveys.

***Ask* ODOT Office**
Customer Service Performance Measures
Yearly Comparisons

Percentage of Clients Satisfied with:	2007	2008	2009
Timeliness	95%	95%	90%
Response/outcome	83%	88%	82%
Overall experience with ODOT	91%	94%	89%

FINANCIAL SERVICES

- Financial Services tracks performance indicators related to the timely and accurate delivery of products and services to both internal and external customers. Internal customers represent every employee (for payroll, benefits, and expense reimbursements) and every manager/supervisor (for accurate, timely reports on financial results of operations/budget). External customers include every Oregon city and county (for timely monthly processing and distribution of Highway Fund revenues), contractors (for timely payments of construction and maintenance project billings), and all ODOT vendors (utilities, suppliers of goods and services, etc).

- Performance measures in Financial Services support ODOT's values of efficiency and accountability, and the ability to move people and goods efficiently. ODOT adopted administrative statewide financial performance measures and has set goals for these measures. Payment processing targets have generally been met for the biennium. Measures relating to user training for system applications (financial systems and payroll) are generally being met for financial systems, however, additional emphasis in payroll training will continue in the 2011–2013 biennium. Additional emphasis in payroll accuracy and final paycheck processing will continue in the 2011–2013 biennium.

ODOT STATEWIDE FINANCIAL PERFORMANCE MEASURES
Fiscal Year Comparison

	FY 2007	FY 2008	FY 2009	FY 2010	Target
Vendor Payment Accuracy	99.95%	99.95%	99.97%	99.97%	99.95%
Expenditure Coding Accuracy	96.45%	95.33%	93.82%	96.52%	97.50%
Accounts Payable Timely	92.10%	92.37%	96.35%	96.01%	95.00%
Final Paychecks within standards	95.80%	96.60%	99.03%	96.11%	100.00%

HUMAN RESOURCES

- ODOT places great emphasis on creating a dynamic organization by focusing efforts to attract and retain a diverse workforce. The performance measure for number of newly hired employees who are female, persons of color, or disabled is 55 percent. ODOT has made steady progress towards this goal.

- Human Resources (HR) tracks numerous ODOT-wide performance measures that support the values of efficiency and accountability. The *time-to-fill a job vacancy* measure captures both the overall department performance and internal HR service standards regarding a timely recruiting process. Specifically, the measure speaks to the number of calendar days from the date HR receives an approved recruitment to the date the selected candidate begins work. The goal was recently achieved.

- Other HR measures of focus relate to training delivery and the Oregon Benchmark that tracks the hours of training received by each employee and by managers. The benchmark target is for 50 percent of all employees to receive 20+ hours of training each calendar year. The agency consistently meets or exceeds this measurement.

Below is the table that supports HR information.

HUMAN RESOURCES PERFORMANCE MEASURES
Fiscal Year Comparison

	FY2005	FY2006	FY2007	FY2008	FY2009	Target
Quantity: Percent of newly hired employees who are female, a person of color, or disabled	52.90%	54%	57%	49.30%	59.1%	55%
Timeliness: Number of calendar days from the date HR receives an approved recruitment to the date the selected candidate begins work	82 days	75 days	75 days	92 days	81 days	80 days
Quality: Percent of all employees who met benchmarks for training	50%	57%	51%	53.5%	47.5%	50%

INFORMATION SYSTEMS

- The information systems infrastructure is managed by the State Data Center (SDC). Previous operating measures, although collected by IS, reflect the performance of the SDC. The existing performance measures for the computer support desk, purchasing, and application problem resolution are still valid for ODOT-IS.

- Information Systems surveys its customers for satisfaction metrics. Data is collected tracking the timeliness of service, including call resolution rates, outing notification, adding new users in a timely fashion, IS purchase order execution rates and System Wide Availability Team (SWAT) resolutions of Requests For Work.

INFORMATION SYSTEMS PERFORMANCE MEASURES
Fiscal Year Comparison

	ODOT Service Levels					
Service Tracked	**FY2006**	**FY2007**	**FY2008**	**FY2009**	**FY2010**	**Target**
Call Resolution Rate	85.21%	84.95%	84.23%	84.11%	83.20%	80.00%
Outing Notification	100.00%	100.00%	100.00%	100.00%	99.05%	100.00%
New User Setup Within 3 Days	99.71%	99.72%	99.70%	99.09%	99.52%	99.00%
Purchase Orders Completed Within 3 Days	99.12%	99.12%	98.83%	98.23%	98.84%	100.00%
Customer Working Within 1 day on SWATS	84.67%	79.17%	75.50%	78.33%	72.06%	100.00%

SUPPORT SERVICES

The Performance Measures in this chart track the timeliness of execution of all types of Personal Service Contract - Request for Proposals and the resulting Contracts, Contract Amendments, Work Order Contract Amendments and Informal (direct appointment and sole source) Contracts.

SUPPORT SERVICES-BUSINESS SERVICES PERFORMANCE MEASURES Calendar Year Comparison					
	CY2006	**CY2007**	**CY2008**	**CY2009**	**Target**
Work Order Contracts, Contract Amendments (30 Days)	73%	62%	68%	63%	100%
Direct Appointment Contracts, Sole Source Contracts (75 Days)	94%	75%	79%	62%	100%
Requests for Proposal-Formal (90 Days)	32%	57%	63%	35%	100%

Budget Highlights

Policy Option Packages included in the Agency Request Budget

Central Services' 2011–2013 Agency Request Budget includes the following Policy Option Packages:

#130	Replace Contractors with Employees	$0	13 Positions	13.00 FTE

This Policy Option Package allows for the replacement of some of the temporary workforce and contractors with 13 permanent staff positions. As these workers are dedicated to ongoing support of the existing environment and development of the future Information Systems Environment, this will enable continuity in the support of Information Systems Projects.

#220	Credit / Debit card in DMV Field Offices	$416,984	2 Positions	2.00 FTE

This Policy Option Package will enable customers to use credit and debit cards to pay for transaction fees at DMV Field Offices. Currently, DMV only accepts cash or checks at field offices, while credit/debit payments are accepted for vehicle registration renewals processed through the DMV website or at DEQ emission testing stations. In contrast, other state agencies and other parts of ODOT have accepted credit/debit payments from customers for years.

These Limited Duration Information Systems Specialist positions will help achieve the technical analysis, development and testing of this project.

Revenue Sources

The Central Services budget structure is primarily funded by the Department's Operating Divisions through a mechanism referred to as the Assessment. Each division is assessed a prorated share of the CS operating costs—excluding the Financial Services Fuels Tax Program. Fuels Tax Program costs are recovered from gross Motor Fuels Taxes and Weight-mile Taxes.

Central Services Limitation

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Motor Fuel Taxes - Gross FS collects Motor Fuels Taxes. Collection costs - to cover the FS Fuels Tax Program costs - are allowed to be deducted prior to transfer.		$1,105,855,826	Motor Fuels Taxes are constitutionally dedicated. The majority of this revenue (85%) is transferred out to fund programs in the Highway Division, Cities, Counties, Marine Board, Aviation Department, and Department of Parks and Recreation.	
Other	Central Services Assessment - Transfer In		$193,928,458	Central Services Expenditures See the table below for detail.	
Other	Central Services Assessment - Rev Receipts. The Public Transit and Rail Divisions pay the assessment as a budgeted item instead of a revenue transfer.		$1,243,369	Central Services Expenditures See the table below for detail.	
Other	Charges to Outside for Network and Mainframe	IS	$469,900		
Other	Federal as Other - FHWA Grant		$651,260		
Other	Transfer-Out Highway Division		($585,973,947)	Highway Fund	

Central Services Limitation, continued

Funds	Source	Program	Revenue	Limits on use of Funds	*Match
Other	Transfer-Out Transportation Operating Fund (TOF)		($11,238,861)	Transportation Operating Fund - (Lawnmower Fund)	
Other	Transfer-Out Cities		($170,708,346)	Highway Fund	
Other	Transfer-Out Counties		($267,124,220)	Highway Fund	
Other	Transfer-Out Debt Service		($36,296,629)	Debt Service Payments	
Other	Transfer-Out Travel Information Council		($2,190,707)		
Other	Transfer-Out Parks and Recreation Department (All Terrain Vehicle Fuels Tax)		($14,218,810)		
Other	Transfer-Out Aviation Department (Aviation Fuel Taxes)		($4,828,953)		
Other	Transfer-Out Marine Board (Marine Boat Fuel Taxes)		($10,107,652)		
Other	Transfer-Out Office of Governor		($130,000)		
Other	Transfer-Out Fuels Tax		($403,902)	For Central Services assessment	
Federal	Fuels Tax Grant		$19,722	Fuels Tax Evasion	

2011–2013 Central Services Assessment

	ODOT Headquarters	CSD Manager	Financial Services	Human Resources	Business Services	Information Systems	**Total Assessment**
Highway	$14,783,277	$1,613,456	$14,873,994	$8,563,154	$14,159,961	$55,602,340	**$109,596,182**
DMV	4,788,722	522,644	4,875,614	2,773,848	1,318,086	40,978,010	**$55,256,924**
Motor Carrier	1,785,977	194,923	1,854,443	1,034,520	386,271	13,103,013	**$18,359,147**
TPD	1,214,464	132,547	1,221,917	703,473	832,546	4,243,454	**$8,348,401**
Transit	85,266	9,306	85,789	49,390	36,500	224,581	**$490,832**
Safety	147,487	16,097	148,392	85,431	154,979	373,300	**$925,686**
Rail	135,965	14,839	136,799	78,757	30,680	355,495	**$752,535**
Fuels Tax	103,702	11,318	104,338	60,069	18,177	106,297	**$403,901**
Total Assessment	$23,044,860	$2,515,130	$23,301,286	$13,348,642	$16,937,200	$114,986,490	$194,133,608
Percent by Branch	11.87%	1.30%	12.00%	6.88%	8.72%	59.23%	100.00%

Note: Assessment is offset by outside/direct billing.

Summary of Legislation

01 – Central Services – Electronic Filing for Fuel Tax

Problem: ODOT's fuel tax collection system relies on paper tax reports prepared by licensees/taxpayers and does not allow for the electronic filing of fuel tax information. Electronic filing would allow the department to improve the effectiveness of tax administration.

Solution: The concept would allow ODOT to adopt administrative rules for the fuel tax reporting process, including rules for electronic filing of fuel tax reports and electronic payment of fuel taxes. It supports the development of a new fuel tax collection and reporting system.

Central Services Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

010 Vacancy Factor and Non-PICS Personal Services

- Vacancy Factor reduces the PICS-generated personal services budget for the current positions. The adjustment represents the projected savings from staff turnover. This package contains only the change from the prior approved budget.
- Non-PICS items include temporary, overtime, shift differentials, unemployment assessment, and mass transit taxes (rate 0.006). This package reflects the inflation increase for these items.

020 Cost of Phase-in and Phase-out Programs and One-time Costs

- Phase-in $1,024,001 for the Deputy Director Unit reorganization and growth.
- Phase-in $1,500,000 due to SB 894 (2009 Legislative Session), which is to support increase in diversity in the highway construction workforce.
- Phase-out ($3,500,000) due to reduction in the Emerging Small Business Program
- Phase-out ($11,537) due to the availability of Federal Tax Evasion Grant
- Phase-out ($301,182 due to completion of DMV Application Development project
- Phase-out ($74,500,000) for the OWIN project

030 Inflation/Price List Increases

- 2.40 percent general inflation factor applied to most Services and Supplies, Capital Outlay, and Special Payments expenditures
- 11.00 percent inflation for Attorney General costs

- 2.17 percent inflation for leasing of Department of Administrative Services owned properties (Uniform Rent)
- 4.40 percent inflation for leasing of Non-Uniform Rent
- This package also includes an increase of $4,091,739 in State Government Service Charges.

060 Technical Adjustment

- Transferred position 3521177 from Special Programs to Headquarters
- Adjusted budget among Central Services units as result of the reorganization
- Moved budget for the payments made to DAS for the Cost Responsibility Study from Special Payments to Services and Supplies

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**

Pkg: 010 - Non-PICS Psnl Svc / Vacancy Factor | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Temporary Appointments	-	-	5,217	-	-	-	5,217
Overtime Payments	-	-	13,345	-	-	-	13,345
Shift Differential	-	-	382	-	-	-	382
All Other Differential	-	-	9,994	-	-	-	9,994
Public Employees' Retire Cont	-	-	3,418	-	-	-	3,418
Pension Bond Contribution	-	-	287,437	-	-	-	287,437
Social Security Taxes	-	-	2,213	-	-	-	2,213
Unemployment Assessments	-	-	130	-	-	-	130
Mass Transit Tax	-	-	6,773	-	-	-	6,773
Vacancy Savings	-	-	628,491	-	-	-	628,491
Total Personal Services	**-**	**-**	**$957,400**	**-**	**-**	**-**	**$957,400**
Total Expenditures							
Total Expenditures	-	-	957,400	-	-	-	957,400
Total Expenditures	**-**	**-**	**$957,400**	**-**	**-**	**-**	**$957,400**
Ending Balance							
Ending Balance	-	-	(957,400)	-	-	-	(957,400)
Total Ending Balance	**-**	**-**	**($957,400)**	**-**	**-**	**-**	**($957,400)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 021 - Phase-in

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Agency Program Related S and S	-	-	1,024,001	-	-	-	1,024,001
Total Services & Supplies	**-**	**-**	**$1,024,001**	**-**	**-**	**-**	**$1,024,001**
Total Expenditures							
Total Expenditures	-	-	1,024,001	-	-	-	1,024,001
Total Expenditures	**-**	**-**	**$1,024,001**	**-**	**-**	**-**	**$1,024,001**
Ending Balance							
Ending Balance	-	-	(1,024,001)	-	-	-	(1,024,001)
Total Ending Balance	**-**	**-**	**($1,024,001)**	**-**	**-**	**-**	**($1,024,001)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**

Pkg: 022 - Phase-out Pgm & One-time Costs | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	-	(3,001)	-	-	(3,001)
Out of State Travel	-	-	-	(483)	-	-	(483)
Employee Training	-	-	-	(407)	-	-	(407)
Professional Services	-	-	(2,000,000)	-	-	-	(2,000,000)
Agency Program Related S and S	-	-	(301,182)	-	-	-	(301,182)
Expendable Prop 250 - 5000	-	-	-	(7,646)	-	-	(7,646)
Total Services & Supplies	**-**	**-**	**($2,301,182)**	**($11,537)**	**-**	**-**	**($2,312,719)**
Special Payments							
Other Special Payments	-	-	(74,500,000)	-	-	-	(74,500,000)
Total Special Payments	**-**	**-**	**($74,500,000)**	**-**	**-**	**-**	**($74,500,000)**
Total Expenditures							
Total Expenditures	-	-	(76,801,182)	(11,537)	-	-	(76,812,719)
Total Expenditures	**-**	**-**	**($76,801,182)**	**($11,537)**	**-**	**-**	**($76,812,719)**
Ending Balance							
Ending Balance	-	-	76,801,182	11,537	-	-	76,812,719
Total Ending Balance	**-**	**-**	**$76,801,182**	**$11,537**	**-**	**-**	**$76,812,719**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Instate Travel	-	-	9,250	233	-	-	9,483
Out of State Travel	-	-	4,697	140	-	-	4,837
Employee Training	-	-	22,629	89	-	-	22,718
Office Expenses	-	-	29,820	-	-	-	29,820
Telecommunications	-	-	24,793	-	-	-	24,793
State Gov. Service Charges	-	-	4,091,739	-	-	-	4,091,739
Data Processing	-	-	208,639	-	-	-	208,639
Publicity and Publications	-	-	2,207	-	-	-	2,207
Professional Services	-	-	330,860	-	-	-	330,860
IT Professional Services	-	-	229,163	-	-	-	229,163
Attorney General	-	-	72,547	-	-	-	72,547
Employee Recruitment and Develop	-	-	3,689	-	-	-	3,689
Dues and Subscriptions	-	-	3,387	-	-	-	3,387
Facilities Rental and Taxes	-	-	61,639	-	-	-	61,639
Fuels and Utilities	-	-	5,872	-	-	-	5,872
Facilities Maintenance	-	-	4,861	-	-	-	4,861
Agency Program Related S and S	-	-	139,760	-	-	-	139,760
Intra-agency Charges	-	-	2,869	-	-	-	2,869
Other Services and Supplies	-	-	9,328	-	-	-	9,328
Expendable Prop 250 - 5000	-	-	4,503	-	-	-	4,503
IT Expendable Property	-	-	21,902	-	-	-	21,902
Total Services & Supplies	**-**	**-**	**$5,284,154**	**$462**	**-**	**-**	**$5,284,616**
Capital Outlay							
Office Furniture and Fixtures	-	-	385	-	-	-	385

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**
Pkg: 031 - Standard Inflation | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Technical Equipment	-	-	50	-	-	-	50
Automotive and Aircraft	-	-	1,379	-	-	-	1,379
Data Processing Software	-	-	8,528	-	-	-	8,528
Data Processing Hardware	-	-	13,105	-	-	-	13,105
Total Capital Outlay	**-**	**-**	**$23,447**	**-**	**-**	**-**	**$23,447**
Special Payments							
Spc Pmt to Administrative Svcs	-	-	10,800	-	-	-	10,800
Total Special Payments	**-**	**-**	**$10,800**	**-**	**-**	**-**	**$10,800**
Total Expenditures							
Total Expenditures	-	-	5,318,401	462	-	-	5,318,863
Total Expenditures	**-**	**-**	**$5,318,401**	**$462**	**-**	**-**	**$5,318,863**
Ending Balance							
Ending Balance	-	-	(5,318,401)	(462)	-	-	(5,318,863)
Total Ending Balance	**-**	**-**	**($5,318,401)**	**($462)**	**-**	**-**	**($5,318,863)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 033 - Exceptional Inflation

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Fuels and Utilities	-	-	2,693	-	-	-	2,693
Total Services & Supplies	**-**	**-**	**$2,693**	**-**	**-**	**-**	**$2,693**
Total Expenditures							
Total Expenditures	-	-	2,693	-	-	-	2,693
Total Expenditures	**-**	**-**	**$2,693**	**-**	**-**	**-**	**$2,693**
Ending Balance							
Ending Balance	-	-	(2,693)	-	-	-	(2,693)
Total Ending Balance	**-**	**-**	**($2,693)**	**-**	**-**	**-**	**($2,693)**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	70,680	-	-	-	70,680
Empl. Rel. Bd. Assessments	-	-	41	-	-	-	41
Public Employees' Retire Cont	-	-	10,185	-	-	-	10,185
Social Security Taxes	-	-	5,407	-	-	-	5,407
Worker's Comp. Assess. (WCD)	-	-	59	-	-	-	59
Flexible Benefits	-	-	30,096	-	-	-	30,096
Total Personal Services	**-**	**-**	**$116,468**	**-**	**-**	**-**	**$116,468**
Services & Supplies							
Instate Travel	-	-	42,800	-	-	-	42,800
Out of State Travel	-	-	1,250	-	-	-	1,250
Employee Training	-	-	32,950	-	-	-	32,950
Office Expenses	-	-	133,500	-	-	-	133,500
Telecommunications	-	-	15,000	-	-	-	15,000
Data Processing	-	-	(1,000,000)	-	-	-	(1,000,000)
Professional Services	-	-	(2,299,790)	-	-	-	(2,299,790)
IT Professional Services	-	-	234,000	-	-	-	234,000
Employee Recruitment and Develop	-	-	27,500	-	-	-	27,500
Dues and Subscriptions	-	-	1,350	-	-	-	1,350
Fuels and Utilities	-	-	15,000	-	-	-	15,000
Facilities Maintenance	-	-	3,875	-	-	-	3,875
Agency Program Related S and S	-	-	2,475,790	-	-	-	2,475,790
Intra-agency Charges	-	-	13,500	-	-	-	13,500
Other Services and Supplies	-	-	669,525	-	-	-	669,525

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
Expendable Prop 250 - 5000	-	-	33,750	-	-	-	33,750
Total Services & Supplies	**-**	**-**	**$400,000**	**-**	**-**	**-**	**$400,000**
Special Payments							
Dist to Other Gov Unit	-	-	60,800	-	-	-	60,800
Spc Pmt to Administrative Svcs	-	-	(460,800)	-	-	-	(460,800)
Total Special Payments	**-**	**-**	**($400,000)**	**-**	**-**	**-**	**($400,000)**
Total Expenditures							
Total Expenditures	-	-	116,468	-	-	-	116,468
Total Expenditures	**-**	**-**	**$116,468**	**-**	**-**	**-**	**$116,468**
Ending Balance							
Ending Balance	-	-	(116,468)	-	-	-	(116,468)
Total Ending Balance	**-**	**-**	**($116,468)**	**-**	**-**	**-**	**($116,468)**
Total Positions							
Total Positions							1
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**1**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 060 - Technical Adjustments

Cross Reference Name: Central Services
Cross Reference Number: 73000-700-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total FTE							
Total FTE							1.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**1.00**

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
3521177	OA C0118 AA	EXECUTIVE SUPPORT SPECIALIST 1	1	1.00	24.00	06	2,945.00		70,680			70,680
									45,788			45,788
		TOTAL PICS SALARY							70,680			70,680
		TOTAL PICS OPE							45,788			45,788
		TOTAL PICS PERSONAL SERVICES =	1	1.00	24.00				116,468			116,468

Central Services Package #130
ISB: Convert Contractors to FTE

Request: $0

Purpose

This package is to replace the temporary workforce and contractors dedicated to ongoing support of the existing environment and development of the future Information Systems Environment with 13 permanent staff positions. This will enable continuity in the support of Information Systems Projects. It will help ODOT meet many of the strategic objectives, including:

- Provide outstanding customer service
- Use innovative program design and technologies to solve problems
- Attract, train and develop an outstanding ODOT workforce
- Increase inter-modal linkages to improve access for people and goods
- Communicate, educate and inform the public about transportation issues.

In recent years, ODOT's Information Systems Branch (ISB) has relied heavily on the use of contracted personnel, temporary agency staffing, and other short term employees to carry out its mission to deliver IT services to the business units of ODOT. Although these temporarily employed individuals do a good job of supporting the ODOT infrastructure, there are many limitations that work to the detriment of ODOT IS and its customers. These include:

- <u>Limitation on the number of hours that contractors can work in a year on on-going projects:</u>

  Currently, contractors, temporary employees, and others are limited to working 1039 hours per year. For projects and maintenance needs where both continuity and understanding of the systems are necessary, this cap on hours negatively impacts workflow and institutional knowledge. Every change in personnel has with it a learning curve, an acclimation period to the system as well as ODOT methods. Changes in personnel may result in inconsistent performance levels, and software upgrades and repairs that do not meet the ODOT standard.

- Contracting issues that causes significant problems:
    - Issues around whether these individuals are independent contractors or employees
    - Financial issues
        - Contractors often cost more per hour than regular employees
        - Process of obtaining contract requires a significant investment of time and resources
        - Administration and monitoring of contracts requires significant time and resources
        - Evaluation of the solicitation offers requires investment of time and resources
        - New requirements for obtaining contractors under HB2867 will slow down the process requiring additional time and resources throughout the process.
    - Scope of work issues
        - Writing the full scope of work document requires time
        - Scope of work in the contract may change during the project which requires an amendment process in the contract.

ODOT has many mission critical legacy systems that continue to be in place and require maintenance and support. These include:

1. DMV Driver and Vehicles Systems
2. Transportation Environment Accounting and Management System (TEAMS)
3. Equipment management system
4. Transportation management system
5. Maintenance management system
6. Motor Carrier Transportation Systems

Information Systems has concluded that with the number and types of systems that need to be maintained and the change and growth of the systems themselves, that full time positions are desirable to meet the challenge and the need.

How Achieved

The proposed move to Full Time Permanent Staff will provide greater continuity for maintaining Information System Software and hardware. Information Systems will have on staff individuals who may specialize in providing service to specific customers. This way, ISB is not forced to repeatedly train new contract employees to the various information technology systems.

ODOT Information Systems considered selective use of limited duration positions. What we learned is that limited duration positions may work during application development. However, limited duration positions do not work well for maintenance and support of applications and systems unless they have direct experience with the existing systems. Because limited duration positions end in 24 months and the maintenance need continues, ODOT would need to establish new limited duration positions and once again train them on how to maintain current applications and systems. It is wasteful to spend extensive time and resources to train personnel who will separate from ODOT within 24 months.

ODOT looked at maintaining the status quo with contractors doing IS software maintenance work. Because of limitation on the number of hours a contractor may work in a given year, the increase in the number of systems that need to be maintained, and the need for maintenance of systems to keep them up and effectively running, IS believes that it has become less efficient for contractors to maintain the systems. The timing of needed software maintenance is unpredictable and employees must be available to resolve the software breaks when these breaks occur. There is a risk that an acclimated contractor may have used his quotient of hours so that when the software breaks it requires a new, untrained resource. This is a risk that ODOT does not wish to take. The training time needed and learning curve for the systems required by existing contractors to the systems limits the true performance of the contractor and thus has the potential to negatively impact the customer.

ODOT has a very specific need to have specialists who know ODOT systems, their use, and how these systems work together. This requires individuals who are constantly trained and available. For that reason, the above alternatives were rejected.

Success in this program will be measured by the costs and performance criteria. We know that by hiring permanent staff, IS will be saving money not only on the employee, but also with existing staff who will not need to hire or train as frequently. We believe this proposal will have a positive impact on ODOT because of improved knowledge of the systems, and continuity of the person fixing the break.

Staffing Impact

Number of Positions	FTE	Position Classification	Position Type	Effective Date
1	1.00	Principle Executive Manager F	Permanent Full-time	July 2011
3	3.00	Information Systems Spec. 8	Permanent Full-time	July 2011
8	8.00	Information Systems Spec. 7	Permanent Full-time	July 2011
1	1.00	Information Systems Spec. 5	Permanent Full-time	July 2011
Total: 13	**13.00**			

Revenue Sources

Information Systems will pay for this package by elimination of the equivalent Professional Services dollars.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**

Pkg: 130 - Replace Contractors with FTE | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	1,588,392	-	-	-	1,588,392
Empl. Rel. Bd. Assessments	-	-	533	-	-	-	533
Public Employees' Retire Cont	-	-	228,889	-	-	-	228,889
Social Security Taxes	-	-	121,509	-	-	-	121,509
Worker's Comp. Assess. (WCD)	-	-	767	-	-	-	767
Flexible Benefits	-	-	391,248	-	-	-	391,248
Total Personal Services	**-**	**-**	**$2,331,338**	**-**	**-**	**-**	**$2,331,338**
Services & Supplies							
Professional Services	-	-	(2,331,338)	-	-	-	(2,331,338)
Total Services & Supplies	**-**	**-**	**($2,331,338)**	**-**	**-**	**-**	**($2,331,338)**
Total Expenditures							
Total Expenditures	-	-	-	-	-	-	-
Total Expenditures	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Positions							
Total Positions							13
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**13**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**

Pkg: 130 - Replace Contractors with FTE | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total FTE							
Total FTE							13.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**13.00**

PACKAGE: 130 - Replace Contractors with FTE

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
9913009	MMS X7010 IA	PRINCIPAL EXECUTIVE/MANAGER F	1	1.00	24.00	02	6,889.00		165,336 66,669			165,336 66,669
9913010	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913011	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913012	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913013	OA C1488 IA	INFO SYSTEMS SPECIALIST 8	1	1.00	24.00	02	5,333.00		127,992 58,431			127,992 58,431
9913014	OA C1488 IA	INFO SYSTEMS SPECIALIST 8	1	1.00	24.00	02	5,333.00		127,992 58,431			127,992 58,431
9913015	OA C1488 IA	INFO SYSTEMS SPECIALIST 8	1	1.00	24.00	02	5,333.00		127,992 58,431			127,992 58,431
9913016	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913017	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913018	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913021	OA C1485 IA	INFO SYSTEMS SPECIALIST 5	1	1.00	24.00	02	4,135.00		99,240 52,088			99,240 52,088
9913024	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
9913025	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480 56,112			117,480 56,112
		TOTAL PICS SALARY							1,588,392			1,588,392
		TOTAL PICS OPE							742,946			742,946
		TOTAL PICS PERSONAL SERVICES =	13	13.00	312.00				2,331,338			2,331,338

Central Services Policy Package #220
DMV - Credit / Debit card in Field Offices

Total Package Request: $612,515
DMV Segment: $195,531
ISB Segment: $416,984

Purpose

This request will enable customers to use credit and debit cards to pay for transaction fees at DMV Field Offices. DMV only accepts cash or checks for services received at its field offices, while credit/debit payments are accepted for vehicle registration renewals processed through the DMV website or at DEQ emission testing stations. In contrast, other state agencies and other parts of ODOT have accepted credit/debit payments from customers for years.

How Achieved

Processing credit/debit payments at DMV field offices is an important payment option for customers, which is heightened due to increased fees for the Oregon Jobs and Transportation Act of 2009. Without the field office credit/debit payment option, there will be an increase in the number of customers needing to:

- Make unnecessary visits to their financial institutions for cash
- Incur unplanned service fees to use ATMs located in field offices
- Make additional visits to DMV versus the one planned visit

DMV is committed to providing their customers the ability to use credit and debit cards to pay for transaction fees at DMV Field Offices. Adding debit and credit card functionality in DMV Field Offices will require technical support from ODOT//DMV Information Systems to analyze, develop and maintain the hardware, software, and networks relied upon for implementation. This added complexity to legacy systems combined with new vendor technologies will require approximately 2,000 - 5,000 hours of IS effort to complete. Debit/credit card reader machines will need to be installed in stand alone mode and new functionality will be introduced into DMV's Drive (point of sale) system to allow transaction data to be to be entered and completed within DMV Legacy systems.

Efforts of this size require project management, system and data analysis, application development and testing, configuration management, troubleshooting, database management, and interface activities with the vendor-supplied software in support of implementing credit and debit card transactions in the field offices. Since existing DMV IS staff is already at full capacity responding to other state and federal mandates, we are requesting two additional positions at the ISS7 level to assist with these activities.

Implementing a credit/debit card payment option will reduce complaints from customers who are accustomed to paying for services with this type of payment method.

The department will pay credit/debit processing fees (e.g., merchant fees) from its operating budget as an improvement in customer service in its offices. The full effect of increased operating expenditures will take effect during the 2013-15 biennium.

Staffing Impact

Number of Positions	FTE	Position Classification	Position Type	Effective Date
2	2.00	Information Systems Spec. 7	Limited Duration	7/1/2011

Revenue Sources

The revenue source is from existing DMV revenues.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of | **Cross Reference Name: Central Services**

Pkg: 220 - Credit / Debit card in Field Offices | **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Transfer In - Intrafund	-	-	416,984	-	-	-	416,984
Total Revenues	**-**	**-**	**$416,984**	**-**	**-**	**-**	**$416,984**
Personal Services							
Class/Unclass Sal. and Per Diem	-	-	234,960	-	-	-	234,960
Empl. Rel. Bd. Assessments	-	-	82	-	-	-	82
Public Employees' Retire Cont	-	-	33,858	-	-	-	33,858
Social Security Taxes	-	-	17,974	-	-	-	17,974
Worker's Comp. Assess. (WCD)	-	-	118	-	-	-	118
Flexible Benefits	-	-	60,192	-	-	-	60,192
Total Personal Services	**-**	**-**	**$347,184**	**-**	**-**	**-**	**$347,184**
Services & Supplies							
Agency Program Related S and S	-	-	69,800	-	-	-	69,800
Total Services & Supplies	**-**	**-**	**$69,800**	**-**	**-**	**-**	**$69,800**
Total Expenditures							
Total Expenditures	-	-	416,984	-	-	-	416,984
Total Expenditures	**-**	**-**	**$416,984**	**-**	**-**	**-**	**$416,984**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of **Cross Reference Name: Central Services**

Pkg: 220 - Credit / Debit card in Field Offices **Cross Reference Number: 73000-700-00-00-00000**

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Total Positions							
Total Positions							2
Total Positions	**-**	**-**	**-**	**-**	**-**	**-**	**2**
Total FTE							
Total FTE							2.00
Total FTE	**-**	**-**	**-**	**-**	**-**	**-**	**2.00**

PACKAGE: 220 - Credit / Debit card in Field 0

POSITION NUMBER	CLASS COMP	CLASS NAME	POS CNT	FTE	MOS	STEP	RATE	GF SAL/OPE	OF SAL/OPE	FF SAL/OPE	LF SAL/OPE	AF SAL/OPE
0913009	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480			117,480
									56,112			56,112
0913010	OA C1487 IA	INFO SYSTEMS SPECIALIST 7	1	1.00	24.00	02	4,895.00		117,480			117,480
									56,112			56,112
		TOTAL PICS SALARY							234,960			234,960
		TOTAL PICS OPE							112,224			112,224
		TOTAL PICS PERSONAL SERVICES =	2	2.00	48.00				347,184			347,184

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of — **Agency Number: 73000**

2011-13 Biennium — **Cross Reference Number: 73000-700-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Motor Fuels Taxes	842,983,041	980,287,979	980,287,979	1,105,855,826	-	-
Federal Revenues	704,299	651,260	651,260	651,260	-	-
Charges for Services	690,895	469,900	469,900	469,900	-	-
Admin and Service Charges	914,904	1,276,072	1,276,072	1,243,369	-	-
Fines and Forfeitures	437,279	-	-	-	-	-
Rents and Royalties	110,510	-	-	-	-	-
Revenue Bonds	-	76,000,000	76,000,000	-	-	-
Interest Income	532,272	-	-	-	-	-
Sales Income	315,222	-	-	-	-	-
Other Revenues	57,241	-	-	-	-	-
Transfer In - Intrafund	149,853,252	192,785,524	192,785,524	194,539,343	-	-
Tsfr From Administrative Svcs	10,000	-	-	-	-	-
Transfer Out - Intrafund	(784,242,937)	(606,394,217)	(608,694,217)	(633,913,339)	-	-
Transfer to Other	-	-	-	(2,190,707)	-	-
Transfer to Cities	(12,280,044)	(139,254,248)	(139,254,248)	(170,708,346)	-	-
Transfer to Counties	(18,590,487)	(220,450,997)	(220,450,997)	(267,124,220)	-	-
Tsfr To Administrative Svcs	(774)	-	-	-	-	-
Tsfr To Aviation, Dept of	(4,429,255)	(5,473,197)	(5,473,197)	(4,828,953)	-	-
Tsfr To Governor, Office of the	-	(188,000)	(188,000)	(130,000)	-	-
Tsfr To Econ/Comm Dev Dept	-	-	-	(568,103)	-	-
Tsfr To Marine Bd, Or State	(10,881,691)	(11,000,508)	(11,000,508)	(10,107,652)	-	-
Tsfr To Parks and Rec Dept	(9,840,380)	(10,146,119)	(10,146,119)	(14,218,810)	-	-
Total Other Funds	**$156,343,347**	**$258,563,449**	**$256,263,449**	**$198,969,568**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-700-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Federal Funds						
Federal Funds	29,952	30,797	30,797	19,722	-	-
Total Federal Funds	**$29,952**	**$30,797**	**$30,797**	**$19,722**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
LIMITED BUDGET (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	85,856,303	89,021,224	89,021,224	100,419,155	-	-
SERVICES & SUPPLIES						
Other Funds	68,701,431	92,164,096	92,164,096	92,164,096	-	-
Federal Funds	12,865	30,797	30,797	30,797	-	-
All Funds	68,714,296	92,194,893	92,194,893	92,194,893	-	-
CAPITAL OUTLAY						
Other Funds	681,179	976,989	976,989	976,989	-	-
Federal Funds	17,087	-	-	-	-	-
All Funds	698,266	976,989	976,989	976,989	-	-
SPECIAL PAYMENTS						
Other Funds	-	74,950,000	74,950,000	74,950,000	-	-
TOTAL LIMITED BUDGET (Excluding Packages)						
Other Funds	155,238,913	257,112,309	257,112,309	268,510,240	-	-
Federal Funds	29,952	30,797	30,797	30,797	-	-
All Funds	155,268,865	257,143,106	257,143,106	268,541,037	-	-
AUTHORIZED POSITIONS	512	497	497	497	-	-
AUTHORIZED FTE	502.47	494.50	494.50	493.25	-	-
LIMITED BUDGET (Essential Packages)						
010 NON-PICS PSNL SVC / VACANCY FACTOR						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
PERSONAL SERVICES						
Other Funds	-	-	-	957,400	-	-
021 PHASE-IN						
SERVICES & SUPPLIES						
Other Funds	-	-	-	1,024,001	-	-
022 PHASE-OUT PGM & ONE-TIME COSTS						
SERVICES & SUPPLIES						
Other Funds	-	-	-	(2,301,182)	-	-
Federal Funds	-	-	-	(11,537)	-	-
All Funds	-	-	-	(2,312,719)	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	(74,500,000)	-	-
031 STANDARD INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	5,284,154	-	-
Federal Funds	-	-	-	462	-	-
All Funds	-	-	-	5,284,616	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	23,447	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	10,800	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
033 EXCEPTIONAL INFLATION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	2,693	-	-
060 TECHNICAL ADJUSTMENTS						
PERSONAL SERVICES						
Other Funds	-	-	-	116,468	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	400,000	-	-
SPECIAL PAYMENTS						
Other Funds	-	-	-	(400,000)	-	-
AUTHORIZED POSITIONS	-	-	-	1	-	-
AUTHORIZED FTE	-	-	-	1.00	-	-
TOTAL LIMITED BUDGET (Essential Packages)						
Other Funds	-	-	-	(69,382,219)	-	-
Federal Funds	-	-	-	(11,075)	-	-
All Funds	-	-	-	(69,393,294)	-	-
AUTHORIZED POSITIONS	-	-	-	1	-	-
AUTHORIZED FTE	-	-	-	1.00	-	-
LIMITED BUDGET (Current Service Level)						
Other Funds	155,238,913	257,112,309	257,112,309	199,128,021	-	-
Federal Funds	29,952	30,797	30,797	19,722	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
All Funds	155,268,865	257,143,106	257,143,106	199,147,743	-	-
AUTHORIZED POSITIONS	512	497	497	498	-	-
AUTHORIZED FTE	502.47	494.50	494.50	494.25	-	-
LIMITED BUDGET (Policy Packages)						
PRIORITY 4						
220 CREDIT / DEBIT CARD IN FIELD OFFICES						
PERSONAL SERVICES						
Other Funds	-	-	-	347,184	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	69,800	-	-
AUTHORIZED POSITIONS	-	-	-	2	-	-
AUTHORIZED FTE	-	-	-	2.00	-	-
PRIORITY 7						
130 REPLACE CONTRACTORS WITH FTE						
PERSONAL SERVICES						
Other Funds	-	-	-	2,331,338	-	-
SERVICES & SUPPLIES						
Other Funds	-	-	-	(2,331,338)	-	-
AUTHORIZED POSITIONS	-	-	-	13	-	-
AUTHORIZED FTE	-	-	-	13.00	-	-
TOTAL LIMITED BUDGET (Policy Packages)						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	-	-	-	416,984	-	-
AUTHORIZED POSITIONS	-	-	-	15	-	-
AUTHORIZED FTE	-	-	-	15.00	-	-
TOTAL LIMITED BUDGET (Including Packages)						
Other Funds	155,238,913	257,112,309	257,112,309	199,545,005	-	-
Federal Funds	29,952	30,797	30,797	19,722	-	-
All Funds	155,268,865	257,143,106	257,143,106	199,564,727	-	-
AUTHORIZED POSITIONS	512	497	497	513	-	-
AUTHORIZED FTE	502.47	494.50	494.50	509.25	-	-
OPERATING BUDGET						
Other Funds	155,238,913	257,112,309	257,112,309	199,545,005	-	-
Federal Funds	29,952	30,797	30,797	19,722	-	-
All Funds	155,268,865	257,143,106	257,143,106	199,564,727	-	-
AUTHORIZED POSITIONS	512	497	497	513	-	-
AUTHORIZED FTE	502.47	494.50	494.50	509.25	-	-
TOTAL BUDGET						
Other Funds	155,238,913	257,112,309	257,112,309	199,545,005	-	-
Federal Funds	29,952	30,797	30,797	19,722	-	-
All Funds	155,268,865	257,143,106	257,143,106	199,564,727	-	-
AUTHORIZED POSITIONS	512	497	497	513	-	-
AUTHORIZED FTE	502.47	494.50	494.50	509.25	-	-

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Non-Limited Programs

Positions: 0 FTE: 0.00

Activities and Programs

Oregon Transportation Infrastructure Fund — Loan Programs	18,158,214

Loan Programs - Oregon Transportation Infrastructure Bank (OTIB) $18,158,214

The Oregon Transportation Infrastructure Fund was established by the 1997 Legislature as a revolving loan fund for transportation projects. The Oregon Transportation Infrastructure Bank makes loans to local governments, transit providers, ports, and other eligible borrowers. The fund was capitalized with a combination of federal and state funds and interest earnings. Revenue bonds also may be issued to provide additional capitalization. As loans are repaid, principal and interest returned to the Oregon Transportation Infrastructure Bank (OTIB) are available for new loans. Staffing for Oregon Transportation Infrastructure Bank (OTIB) is included in the Central Services Division, Financial Services program.

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of | **Agency Number: 73000**
2011-13 Biennium | **Cross Reference Number: 73000-087-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Nonlimited Other Funds						
Federal Revenues	31,908	-	-	-	-	-
Charges for Services	211,000	-	-	-	-	-
Interest Income	3,176,881	-	-	-	-	-
Loan Repayments	2,531,261	10,163,632	10,163,632	7,972,361	-	-
Loan Proceeds	5,400,000	-	-	-	-	-
Transfer Out - Intrafund	(201,527)	-	-	-	-	-
Total Nonlimited Other Funds	**$11,149,523**	**$10,163,632**	**$10,163,632**	**$7,972,361**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
NONLIMITED BUDGET (Excluding Packages)						
SPECIAL PAYMENTS						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL NONLIMITED BUDGET (Excluding Packages)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
NONLIMITED BUDGET (Current Service Level)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL NONLIMITED BUDGET (Including Packages)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
OPERATING BUDGET						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL BUDGET						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
NONLIMITED BUDGET (Excluding Packages)						
SPECIAL PAYMENTS						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL NONLIMITED BUDGET (Excluding Packages)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
NONLIMITED BUDGET (Current Service Level)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL NONLIMITED BUDGET (Including Packages)						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
OPERATING BUDGET						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-
TOTAL BUDGET						
Other Funds	11,409,001	18,158,214	18,158,214	18,158,214	-	-

Capital Improvement

Activities and Programs

Capital Improvement projects are less than $1,000,000 and are improvements to land or facilities; the remodeling of existing buildings to increase the value; extend the useful life of the property; or to make it adaptable to a different use. Improvements include any amount expended to improve leased property, including those provided by the lessor if the lessee requires lump-sum payment.

The department owns over 1,100 facilities throughout the state. Over time, it is necessary to upgrade or replace facilities as they deteriorate and technology changes how business operates. The department regularly repairs or upgrades its facilities. Staff from the Facilities Section of the Central Services Division manages the construction projects. Private contractors complete the majority of construction projects.

Issues and Trends

Increasing costs associated with land acquisition, construction, leasing, and increased regulations has significantly reduced the buying power of capital funding, resulting in a larger backlog of needed capital improvement projects.

Project Description	2011-2013			
	Site	Structure	Less: Force Account Work	Total Expenditures (OF)
Deer Island Well & Restroom		$ 40,000	N/A	$ 40,000
Manning MS Fuel Tank Cover		25,000	N/A	25,000
North Portland MS Sand Shed		250,000	N/A	250,000
Sandy MS Sand Shed Roof & Paint		25,000	N/A	25,000
Sandy MS Cover Deicer Tanks		50,000	N/A	50,000
Cornelius Pass New Scoopshed		60,000	N/A	60,000
Cascade Locks Shop – Back Addition		200,000	N/A	200,000
Seaside MS Generator and Switch		45,000	N/A	45,000
Warrenton MS Mag Tank Cover		20,000	N/A	20,000
Albany Fuel Station		300,000	N/A	300,000
Albany Bridge Crew New Storage Building		35,000	N/A	35,000
Oak Grove SRA Upgrade Water System		20,000	N/A	20,000
Tillamook MS Elec Generator		135,000	N/A	135,000
Tillamook MS Small Sand Shed		45,000	N/A	45,000
Clear Lake Stockpile Scoop Shed		45,000	N/A	45,000
Hunter Creek MS Occupancy Separation		25,000	N/A	25,000
Grants Pass Wash Water Treatment		20,000	N/A	20,000
Lemolo MS Propane Shed		55,000	N/A	55,000
Region 3 Office Insulate Building		115,000	N/A	115,000
Shady MS Replace Door and Windows		10,000	N/A	10,000
Boswell Springs MS New Pole Building		60,000	N/A	60,000
Steamboat MS Elec Generator		30,000	N/A	30,000
Siskiyou MS Fuel Hs Repair Block/Relocate		200,000	N/A	200,000
Prospect MS Construct Mobile Home Pads		30,000	N/A	30,000
Central Point MS Fire Hydrant		80,000	N/A	80,000
Grants Pass MS Power Gate		25,000	N/A	25,000

Brothers MS Shop Roof & Walls		60,000	N/A	60,000
Warm Springs Two New Residences and Garages		300,000	N/A	300,000
Silver Lake MS Covered Timber Storage		25,000	N/A	25,000
Bend Equip Shop Floor Exhaust		70,000	N/A	70,000
Chiloquin Maintenance Deicer Building		40,000	N/A	40,000
Bend MS Install Truck Lift		80,000	N/A	80,000
Lakeview Sand Shed Metal Roof		70,000	N/A	70,000
Lake Of The Woods Deicer Equipment		20,000	N/A	20,000
Klamath Falls MS Concrete Bay Floors		10,000	N/A	10,000
Long Creek MS Storage Roof, Doors & Walls		60,000	N/A	60,000
Hermiston MS Prep & Paint		60,000	N/A	60,000
Juntura MS Reconstruct Roof & Walls		90,000	N/A	90,000
Vale MS Wash Pad Discharge		70,000	N/A	70,000
Vale MS New Herbicide Storage		30,000	N/A	30,000
North Powder MS New Sand Shed		140,000	N/A	140,000
Spray MS Cover Cold Patch and Deicer Tank		60,000	N/A	60,000
Baker Valley SRA Construct Mower Storage		20,000	N/A	20,000
Burns MS Wash Pad Enclosure/Heat		60,000	N/A	60,000
Jordan Valley MS Two Heated Bays		110,000	N/A	110,000
Other projects to be identified		18,023	N/A	18,023
TOTAL CAPITAL IMPROVEMENTS		**$3,338,023**		**$3,338,023**

Capital Improvements Essential Packages

Purpose

The Essential Packages represent changes made to the 2009–2011 budget to continue current legislatively approved programs into the 2011–2013 biennium.

030 Inflation/Price List Increases

- Inflation increase: 2.4 percent is the general inflation factor for 2011–2013 applied to Capital Outlay.

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 031 - Standard Inflation

Cross Reference Name: Capital Improvements
Cross Reference Number: 73000-088-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Capital Outlay							
Building Structures	-	-	78,235	-	-	-	78,235
Total Capital Outlay	**-**	**-**	**$78,235**	**-**	**-**	**-**	**$78,235**
Total Expenditures							
Total Expenditures	-	-	78,235	-	-	-	78,235
Total Expenditures	**-**	**-**	**$78,235**	**-**	**-**	**-**	**$78,235**
Ending Balance							
Ending Balance	-	-	(78,235)	-	-	-	(78,235)
Total Ending Balance	**-**	**-**	**($78,235)**	**-**	**-**	**-**	**($78,235)**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-088-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Transfer In - Intrafund	3,108,722	3,259,788	3,259,788	3,338,023	-	-
Total Other Funds	**$3,108,722**	**$3,259,788**	**$3,259,788**	**$3,338,023**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
CAPITAL IMPROVEMENT (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	586,137	-	-	-	-	-
SERVICES & SUPPLIES						
Other Funds	2,467,835	-	-	-	-	-
CAPITAL OUTLAY						
Other Funds	54,750	3,259,788	3,259,788	3,259,788	-	-
TOTAL CAPITAL IMPROVEMENT (Excluding Packag						
Other Funds	3,108,722	3,259,788	3,259,788	3,259,788	-	-
CAPITAL IMPROVEMENT (Essential Packages)						
031 STANDARD INFLATION						
CAPITAL OUTLAY						
Other Funds	-	-	-	78,235	-	-
TOTAL CAPITAL IMPROVEMENT (Essential Package						
Other Funds	-	-	-	78,235	-	-
CAPITAL IMPROVEMENT (Current Service Level)						
Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-
TOTAL CAPITAL IMPROVEMENT (Including Package						
Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-
TOTAL BUDGET						
Other Funds	3,108,722	3,259,788	3,259,788	3,338,023	-	-

Major Construction/Acquisition

Activities and Programs

Capital construction projects are defined as expenditures over $1,000,000 for the construction of new buildings or additions to existing buildings. Construction costs include architect fees, land acquisition, land clearing, interest during construction, materials, subcontractors, and agency labor.

A quality infrastructure is a core business requirement of the Department of Transportation. Functional facilities are a critical element in a successful operation. ODOT owns hundreds of facilities located throughout the state. Over time it is necessary to upgrade or replace facilities as they deteriorate and as technology changes the way we do business. The Department regularly invests a portion of its resources in facility upgrades or replacement.

Issues and Trends

- Increasing costs associated with land acquisition, construction, leasing, and increased regulations significantly reduce the buying power of capital funding. There is now a substantial backlog of capital construction projects.
- Over 30% of ODOT Maintenance Stations are over 60 years old, and struggle to meet the operational needs of the Agency in today's transportation environment.

Highway Capital Construction Six-Year Plan

Proposed Projects	Fund	Priority	2011–2013	Priority	2013–2015	Priority	2015–2017
East Portland Phase 2		1			$5,500,000		
Meacham Maint. Station Design/Construction					$6.500,000		
Silver Lake Maint. Station Property/Design/Construction						1	$6,500,000
Estacada Maint. Station Property/Design/Construction							$7,500,000
Totals for Six-Year Plan					**$12,000,000**		**$14,000,000**

Budget Highlights

No Facilities capital construction requests for 2011-2013 biennium.

Oregon Wireless Interoperability Network
Policy Package #150
Implementation for 11-13 Biennium

Total Package Request: **$118,687,889**
Highway: $604,471
Capital Construction: $100,785,000
Debt Service: $17,298,418

Purpose

Oregon Wireless Interoperability Network (OWIN) was established to meet the narrow banding and interoperability requirement for four state agencies and has completed the first phases of this task. The purpose of this policy option package is to secure funding for construction and ultimately the completion of OWIN infrastructure construction during the 2011-13 biennium. Funding will result in installation of infrastructure and implementation of the voice and data systems. Completion of construction of OWIN infrastructure the 2011-13 biennium supports compliance with the Federal Communications Commission's (FCC) mandate requiring users of land mobile radios to convert from wideband to narrowband before January 1, 2013. This mandate is weighted with federal fines and/or loss of several hundred FCC licenses by the State of Oregon public safety agencies.

This policy option package requests additional funds necessary to complete the OWIN project.

How Achieved

The OWIN project is being accomplished in phases spanning from 2007 to 2013. This Policy Option Package requests funding for the final phases which will complete the Installation of infrastructure and Implement voice and data systems necessary for the operation of the statewide system.

Staffing Impact

OWIN operated in 2007-2009 and 2009-11 entirely with limited duration (LD) positions; all staffing must be re-established for the 2011-13 biennium. This package requests approval of limited duration positions. The project has moved from design and planning to installation and construction and the retention of 42 existing positions is requested to maintain momentum of the project. There is also a policy package requesting 12 Capital Construction positions from the 2009-11 biennium to be created moved for OWIN's 2011-13 Maintenance and Operation.

Number of Positions	FTE	Position Classification	Position Type	Effective Date
2	2.00	PRINCIPAL EXECUTIVE/MANAGER E	Limited Duration	7/1/2011
4	4.00	PRINCIPAL EXECUTIVE/MANAGER F	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER G	Limited Duration	7/1/2011
1	1.00	PRINCIPAL EXECUTIVE/MANAGER H	Limited Duration	7/1/2011
1	1.00	SUPV EXECUTIVE ASSISTANT	Limited Duration	7/1/2011
2	2.00	EXECUTIVE SUPPORT SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	ADMINISTRATIVE SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PUBLIC AFFAIRS SPECIALIST 2	Limited Duration	7/1/2011
2	2.00	FISCAL ANALYST 2	Limited Duration	7/1/2011
1	1.00	FISCAL ANALYST 3	Limited Duration	7/1/2011
1	1.00	ACCOUNTING TECHNICIAN 2	Limited Duration	7/1/2011
1	1.00	SUPPLY SPECIALIST 2	Limited Duration	7/1/2011
1	1.00	PROCUREMENT & CONTRACT SPEC 2	Limited Duration	7/1/2011
8	8.00	PROCUREMENT & CONTRACT SPEC 3	Limited Duration	7/1/2011
2	2.00	PROJECT MANAGER 1	Limited Duration	7/1/2011

6	6.00	PROJECT MANAGER 3	Limited Duration	7/1/2011
1	1.00	INFO SYSTEMS SPECIALIST 6	Limited Duration	7/1/2011
3	3.00	INFO SYSTEMS SPECIALIST 7	Limited Duration	7/1/2011
1	1.00	INFO SYSTEMS SPECIALIST 8	Limited Duration	7/1/2011
2	2.00	FACILITIES ENGINEER 2	Limited Duration	7/1/2011
Total: 42	42.00			

Services and Supplies

General Fund Services and Supplies are budgeted at $8,722,420 and Other Fund Services and Supplies total $7,466,552. The largest components of this category are anticipated lease costs for radio sites and associated Department of Justice costs to negotiate the leases: $9,425,908.

Debt Service

$17,298,418 of general funds is requested in this Policy Option Package to service the $100,785,000 in Certificates of Participation requested for the 2011-13 biennium.

Capital Outlay

OWIN is a capital construction project, and over 95% of funds will be used to finance the project with other funds - Certificates of Participation:

- Building and Structures: $14,362,691
- Telecommunications: $37,177,152
- Technical Equipment: $23,633,604

Revenue Sources

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 150 - OWIN Construction

Cross Reference Name: Capital Construction
Cross Reference Number: 73000-089-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Revenues							
Cert of Participation	-	-	100,785,000	-	-	-	100,785,000
Total Revenues	**-**	**-**	**$100,785,000**	**-**	**-**	**-**	**$100,785,000**
Services & Supplies							
Instate Travel	-	-	326,929	-	-	-	326,929
Out of State Travel	-	-	27,283	-	-	-	27,283
Employee Training	-	-	65,586	-	-	-	65,586
Office Expenses	-	-	82,927	-	-	-	82,927
Telecommunications	-	-	455,101	-	-	-	455,101
Data Processing	-	-	44,360	-	-	-	44,360
Publicity and Publications	-	-	25,000	-	-	-	25,000
Professional Services	-	-	3,593,256	-	-	-	3,593,256
Attorney General	-	-	946,583	-	-	-	946,583
Employee Recruitment and Develop	-	-	10,000	-	-	-	10,000
Dues and Subscriptions	-	-	553	-	-	-	553
Facilities Rental and Taxes	-	-	8,474,325	-	-	-	8,474,325
Fuels and Utilities	-	-	25,000	-	-	-	25,000
Facilities Maintenance	-	-	25,000	-	-	-	25,000
Agency Program Related S and S	-	-	1,432,572	-	-	-	1,432,572
Other COP Costs	-	-	2,235,839	-	-	-	2,235,839
Other Services and Supplies	-	-	181,588	-	-	-	181,588
Expendable Prop 250 - 5000	-	-	292,688	-	-	-	292,688

ESSENTIAL AND POLICY PACKAGE FISCAL IMPACT SUMMARY

Transportation, Oregon Dept of
Pkg: 150 - OWIN Construction

Cross Reference Name: Capital Construction
Cross Reference Number: 73000-089-00-00-00000

Description	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	All Funds
Services & Supplies							
IT Expendable Property	-	-	165,221	-	-	-	165,221
Total Services & Supplies	**-**	**-**	**$18,409,811**	**-**	**-**	**-**	**$18,409,811**
Capital Outlay							
Telecommunications Equipment	-	-	37,177,153	-	-	-	37,177,153
Technical Equipment	-	-	23,633,604	-	-	-	23,633,604
Building Structures	-	-	14,362,691	-	-	-	14,362,691
Professional Services	-	-	7,201,741	-	-	-	7,201,741
Total Capital Outlay	**-**	**-**	**$82,375,189**	**-**	**-**	**-**	**$82,375,189**
Total Expenditures							
Total Expenditures	-	-	100,785,000	-	-	-	100,785,000
Total Expenditures	**-**	**-**	**$100,785,000**	**-**	**-**	**-**	**$100,785,000**
Ending Balance							
Ending Balance	-	-	-	-	-	-	-
Total Ending Balance	**-**	**-**	**-**	**-**	**-**	**-**	**-**

DETAIL OF LOTTERY FUNDS, OTHER FUNDS, AND FEDERAL FUNDS REVENUE

Transportation, Oregon Dept of **Agency Number: 73000**
2011-13 Biennium **Cross Reference Number: 73000-089-00-00-00000**

Source	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds						
Cert of Participation	-	-	186,463,991	100,785,000	-	-
Interest Income	13,140	-	-	-	-	-
Transfer In - Intrafund	15,664,513	1	1	-	-	-
Tsfr From Administrative Svcs	3,810,992	-	-	-	-	-
Total Other Funds	**$19,488,645**	**$1**	**$186,463,992**	**$100,785,000**	**-**	**-**

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
CAPITAL CONSTRUCTION (Excluding Packages)						
PERSONAL SERVICES						
Other Funds	237,083	-	-	-	-	-
SERVICES & SUPPLIES						
Other Funds	19,251,562	-	5,211,868	-	-	-
CAPITAL OUTLAY						
Other Funds	-	1	181,252,124	-	-	-
TOTAL CAPITAL CONSTRUCTION (Excluding Packa						
Other Funds	19,488,645	1	186,463,992	-	-	-
CAPITAL CONSTRUCTION (Current Service Level)						
Other Funds	19,488,645	1	186,463,992	-	-	-
CAPITAL CONSTRUCTION (Policy Packages)						
PRIORITY 3						
150 OWIN CONSTRUCTION						
SERVICES & SUPPLIES						
Other Funds	-	-	-	18,409,811	-	-
CAPITAL OUTLAY						
Other Funds	-	-	-	82,375,189	-	-
TOTAL CAPITAL CONSTRUCTION (Policy Packages)						
Other Funds	-	-	-	100,785,000	-	-
TOTAL CAPITAL CONSTRUCTION (Including Packag						

Description	2007-09 Actuals	2009-11 Leg Adopted Budget	2009-11 Leg Approved Budget	2011-13 Agency Request Budget	2011-13 Governor's Rec. Budget	2011-13 Leg Adopted Budget
Other Funds	19,488,645	1	186,463,992	100,785,000	-	-
TOTAL BUDGET						
Other Funds	19,488,645	1	186,463,992	100,785,000	-	-

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FACILITIES

ODOT's facilities are classified in 29 diverse categories such as office buildings, rest areas, sheds, employee occupied housing, maintenance yards, etc. (Full list of 29 categories is available upon request.) Full facility inspections are performed on each of the 1,190 structures on a three-year cycle. Inspections are used to create a maintenance plan for each structure. Each maintenance plan is entered into *Facility Center* software along with estimated project costs, for the purpose of tracking and maintaining the project lists for planning and prioritization. Generally, projects are prioritized based on:

- fire and life safety
- environmental code compliance
- structural integrity
- envelope integrity
- energy conservation
- security

However, on a case by case basis, impacts to the public and operational needs of the customer may change a project's rating.

Operating budgets are determined or assigned at the program level. Rising utility and fuel costs, combined with climate changes, make predicting operating costs a challenge.

ODOT FACILITIES MAINTENANCE SUMMARY REPORT

(Excluding facilities improvements and deferred maintenance)

AGENCY: ODOT
Agency #: 7300

Value of Buildings and Building Improvements		Facilities Operations and Maintenance (O&M) Budget		
Cost of Buildings (as reported to Risk Management)	6/30/10 Replacement Value (Risk Management)	Personal Services	Services & Supplies	Total
$126,906,883	**$421,096,034**	**$16,638,058**	**$25,519,362**	**$42,157,420**

Total Sq. Ft. of Bldgs: 3,085,284 sq. ft. **2011-13 Maint. Budget $28,890,334** **Utilities Budget: $9,995,677**

÷ Square Feet of building: $9.36 sq. ft.

Total Outstanding Deferred Maintenance			Deferred Maintenance Budget 2011-13			
	Categories 1-2	Categories 3-5	Total	Personal Services	Services & Supplies	Capital Outlay
As of 6/30/10	$2,865,724	$1,741,460				
Projected 6/30/11	$2,865,724	$1,741,460	$2,657,791	$480,950	$2,176,841	

Briefly describe the software (or manual process) used to identify routine (including preventative) facility maintenance needs.

Facility Center - Version 7.5

What data elements do you track with software (or manual process) described above?

- Properties Owned and Leased
- Buildings, Sq Footage Building Class, Purchase Cost, Purchase Date Replacement Cost, Cost Centers and more.
- Fixed Assets on Property or in Buildings.
- Projects: Capital Construction. Capital Improvement, Rest Area Rehabilitation and Maintenance.
- Planned and Demand Work Orders related to Property, Buildings, and Fixed Assets.
- Facilities Projects Management, Cap Const, Cap Imp, Maintenance, Rest Area Rehab and Emerging Small Business.
- Demand and Scheduled Planned Maintenance, Fixed Asset Management and three Year Building Inspections.
- Labor Resource Management, Automated Time Keeping, Monthly Payroll and Standard Labor Timesheets.
- Leases, Rent Increase Schedules, Signed Leases, Property Appraisals, Representatives Lessors, Property Management and Tenants.
- Owned Property Water Source Data (Wells, Springs, and Streams).

- ADA compliance reporting is being added this biennium

Briefly describe how the facilities maintenance budget is developed (note whether software (or manual process) described above is used in budget development).

- ODOT Facilities budget is produced manually from previous biennium budget amount plus an adjustment for inflation.
- FC 75 is used to manage all Facilities Project lists and estimates.

Briefly describe the system or process used to identify Deferred Maintenance *(e.g.; staff makes an annual estimate based on periodic assessments; evaluation of facilities using contract structural engineering firm, etc.)*

- ODOT Facilities performs physical inspections of each property with buildings every three years.
- Project estimates are created from the Facility Inspection reports.
- ODOT Region, District, and Facilities Management Staff, including the Facilities Leadership Team provide input for projects that may not be currently listed on the FLT Portal.
- Private Consultants may be engaged as required to evaluate more complex projects and develop estimates.

Briefly describe the process to provide funding for facilities maintenance. (e.g.; biennial appropriation; assessment to applicable programs to sustain a Capital Maintenance/ Improvement Fund authorized under ORS 276.285(2); etc.)

- ODOT Facilities budget is from previous biennium budget amount plus an adjustment for inflation.
- Priorities are set at the region level with facilities input.
- Budget is divided into Capital Construction, Capital Improvement, and Maintenance.

Statutory references: ORS 276.229(2), ORS 276.227(5)

FACILITIES OPERATIONS AND MAINTENANCE REPORT

(Excluding facilities improvements and deferred maintenance)

AGENCY Name: ODOT
Agency #: 7300

	2007-09 Actuals	FTE	Leg Approved 2009-11	FTE	2009-11 Estimates	FTE	2011-13 Budget	FTE
General Fund								
Personal Serv - Utilities & Janitorial	$		$		$		$	
Personal Services - Maintenance	$		$		$		$	
S&S - Utilities & Janitorial	$		$		$		$	
S&S - Maintenance	$		$		$		$	
GF Subtotal	$		$		$		$	
Lottery Funds								
Personal Serv - Utilities & Janitorial	$		$		$		$	
Personal Services - Maintenance	$		$		$		$	
S&S - Utilities & Janitorial	$		$		$		$	
S&S - Maintenance	$		$		$		$	
LF Subtotal	$		$		$		$	
Other Funds								
Personal Serv - Utilities & Janitorial	$		$		$		$	
Personal Services - Maintenance	$15,251,553	88.89	$14,641,491	87.25	$14,982,391	87.06	$16,638,058	87.00
S&S - Utilities & Janitorial	$13,246,472		$13,059,441		$13,940,022		$13,267,086	
S&S - Maintenance	$13,286,648		$12,381,726		$13,623,661		$12,252,276	
OF Subtotal	$41,784,673		$40,082,658		$42,546,074		$42,157,420	
Federal Funds								
Personal Serv - Utilities & Janitorial	$		$		$		$	
Personal Services - Maintenance	$		$		$		$	
S&S - Utilities & Janitorial	$		$		$		$	
S&S - Maintenance	$		$		$		$	
FF Subtotal	$		$		$		$	
Total All Funds	**$ 41,784,673**		**$ 40,082,658**		**$ 42,546,074**		**$ 42,157,420**	

The Facilities Operations and Maintenance budget includes costs to operate and maintain facilities and keep them in repair including utilities, janitorial and maintenance costs. Maintenance costs are categorized as external building (roof, siding, windows, etc.); interior systems (electrical, mechanical, interior walls, doors, etc.); roads and ground (groundskeeper, parking lots, sidewalks, etc.) and centrally operated systems (electrical, mechanical, etc.). Agencies with significant facilities may include support staff if directly associated with facilities maintenance activities. Do not include other overhead costs such as accounting, central government charges, etc.

FACILITIES OPERATIONS AND MAINTENANCE REPORT

(Excluding facilities improvements and deferred maintenance)

ODOT expenditure transactions for facilities operations and maintenance currently are not all coded to the building. Expenditures coded to the building are often not related to operations or maintenance. Through selected reviews, we were able to exclude many non-building related expenditures coded to buildings, and were able to include some building related expenditures not coded to the building. However, due to the large number of transactions involved, this report represents an approximation of the overall costs and budgets in these areas.

ODOT owns over 1,190 buildings, including:
- 238 Storage Buildings
- 151 Sheds
- 100 Maintenance Stations
- 75 Communications buildings
- 73 Sand Sheds
- 64 Office buildings
- 57 Weigh Stations

Several rest area picnic shelters, restrooms, support buildings, fueling stations, garages, and other types of buildings.

Expenditures for all these various types of buildings are included in this report.

ODOT FACILITIES DEFERRED MAINTENANCE DETAIL REPORT

AGENCY: ODOT
Agency #: 7300

Building Name or Identifier	Replacement Value (as of 1/10/10)	2009-11 Deferred Maintenance Budget for this Facility	Total O/S Deferred Maint. (projected) (as of 6/30/11)	Outstanding Deferred Maintenance (projected) by Category 1 - 2	3 - 5
Facilities >$1 million (attach additional sheets if necessary)					
Baldock MS Maint Bldg	$1,400,029	$0	$0	$0	$0
Sylvan Admin. Building	$1,814,982	$0	$0	$0	$0
Milwaukie Reg Office Stone Bldg	$6,646,305	$0	$0	$0	$0
Lawnfield MS D2b Office	$1,348,928	$15,000	$0	$0	$0
Barlow School Offc Bldg	$2,077,550	$0	$3,500	$0	$3,500
Region 1 Headquarters Flanders	$6,278,097	$0	$0	$0	$0
DMV Portland DTC	$1,932,590	$0	$0	$0	$0
Estacada Maint Station Bldg	$2,643,356	$0	$0	$0	$0
Govt Camp Maintenance Sta Bldg	$1,752,190	$20,000	$0	$0	$0
Cascade Locks POE Inspect Bldg	$1,426,825	$0	$0	$0	$0
Santiam Jct Maint Station Bldg	$6,006,205	$0	$80,000	$80,000	$0
Woodburn Maint Station Building	$1,133,174	$0	$0	$0	$0
Project Mgrs & R/W - Building A	$3,648,815	$0	$0	$0	$0
Region 2 Headquarters, Bldg B	$34,378,378	$0	$0	$0	$0
Detroit Maint Station Bldg	$1,681,857	$0	$0	$0	$0
Transportation Bldg. HQ	$31,800,000	$0	$0	$0	$0
McMinnville MS Offic	$1,384,338	$15,249	$	$0	$0
Newberg Maint Station Bldg	$1,603,706	$5000	$0	$0	$0
Emergency Services, Building E	$1,145,505	$0	$0	$0	$1
Salem Equip Paint Bldg O	$1,043,006	$0	$70,500	$0	$70,500
Salem Equip Fab Shop, Bldg L	$2,700,524	$20,000	$0	$0	$0
Salem Repair Facility, Bldg M	$4,625,685	$0	$100,000	$0	$100,000
Facilities Management Bldg X	$4,943,388	$0	$0	$0	$0
Supply Ops, Purchasing, Bldg K	$5,000,455	$0	$0	$0	$0
Salem Matrl Lab Bldg	$11,451,004	$0	$0	$0	$0
Sign Shop, Bldg Q	$1,780,413	$25,000	$0	$0	$0
Wireless Comm Info Systm, Bldg C	$1,557,674	$0	$0	$0	

ODOT FACILITIES DEFERRED MAINTENANCE DETAIL REPORT

Building Name or Identifier	Replacement Value (as of 1/10/10)	2009-11 Deferred Maintenance Budget for this Facility	Total O/S Deferred Maint. (projected) (as of 6/30/11)	Outstanding Deferred Maintenance (projected) by Category	
				1 - 2	3 - 5
Salem Wireless/MCTD Bldg D	$4,906,796	$0	$6,934	$0	$6,934
Mill Creek Office Building	$10,137,870	$0	$0	$0	$0
Salem DMV HQ Office Bldg	$28,630,994	$0	$640,732	$0	$640,732
Salem DMV HQ Office Annex	$1,151,548	$0	$2,000	$0	$2,000
Corvallis Maint Station Bldg	$1,838,358	$0	$0	$0	$0
Sweet Home Maint Station Bldg	$1,211,674	$0	$1500	$0	$1500
Albany New Maint Station Bldg	$1,943,444	$0	$0	$0	$0
Gateway Office	$1,964,580	$0	$114,622	$0	$114,622
Coquille Maint Station Building	$1,101,947	$0	$0	$0	$0
DMV Coos Bay/Admin Bldg	$1,575,580	$0	$0	$0	$0
Port Orford Maint Station Bldg	$2,271,013	$1,500	$0	$0	$0
Canyonville Maint Station Bldg	$1,141,091	$73,035	$0	$0	$0
Region 3 Headquarters Bldg	$8,561,846	$100,000	$0	$0	$0
Steamboat MS Shop	$1,976,659	$40,000	$0	$0	$0
Central Point Maint Station Bldg	$1,599,378	$0	$1,000	$0	$1,000
District 9 Office/DMV/OSP	$1,093,909	$0	$40,000	$0	$40,000
Sisters Maint Station Bldg	$1,257,974	$0	$0	$0	$0
LaPine Maint Station Bldg	$1,227,001	$12,000	$3,000	$0	$3,000
Region 4 Headquarters Bldg K	$3,985,318	$0	$0	$0	$0
Region 4 Annex Bldg L	$2,583,266	$40,000	$0	$0	$0
Silver Lake Maint Station Bldg	$1,088,224	$0	$8,000	$0	$8,000
Bend Eq Repair Shop/Storeroom G	$11,765,421	$85,000	$205,000	$105,000	$100,000
Bend Equip Shop Storage Bldg H	$1,784,289	$0	$0	$0	$0
Klamath Falls MS District Office	$2,136,234	$0	$16,256	$0	$16,256
Klamath Falls Maint Station Bldg	$3,596,760	$6,000	$0	$0	$0
Chiloquin MS Maint Bldg	$1,356,387	$0	$42,666	$0	$42,666
Lake of the Woods MS Bldg.	$1,202,426	$0	$0	$0	$0
Midland R A Toilet Building	$1,048,112	$0	$0	$0	$0
Meacham Maint Station Bldg	$1,030,784	$1,200	$40,444	$0	$40,444

ODOT FACILITIES DEFERRED MAINTENANCE DETAIL REPORT

Building Name or Identifier	Replacement Value (as of 1/10/10)	2009-11 Deferred Maintenance Budget for this Facility	Total O/S Deferred Maint. (projected) (as of 6/30/11)	Outstanding Deferred Maintenance (projected) by Category 1 - 2	3 - 5
Baker Maint Station Bldg	$1,531,531	$0	$0	$0	$0
Baker MS OSP Office	$1,006,726	$0	$1,500	$0	$1,500
Elgin Maint Station Bldg	$1,497,143	$0	$10,662	$0	$10,662
District 13 Office/DMV/OSP	$1,221,225	$0	$2,666	$0	$2,666
Region 5 Headquarters Bldg	$5,296,077	$5,086	$5,000	$0	$5,000
LaGrande Repair Shop	$7,666,345	$6,750	$140,000	$0	$140,000
DMV Office/ Burns MS Maint	$2,059,944	$0	$34,663	$0	$34,663
Jordan Valley Maint Station Bldg	$2,101,605	$0	$0	$0	$0
Juntura Maint Station Bldg	$1,844,006	$0	$8,000	$0	$8,000
Basque Maint Station Bldg	$2,906,833	$1,500	$10,000	$0	$10,000
District 14 HQ Office	$1,779,697	$0	$0	$0	$0
Ontario Maintenance Station	$1,182,379	$0	$0	$0	$0
From page 1	$143,204,979	$100,249	$254,000	$80,000	$174,000
From page 2	105,168,883	$358,735	$1,122,154	$105,000	$1,017,154
From page 3	$30,093,511	$13,336	$212,491	$0	$212,491
Total Facilities: > $1 million (total from detail above)	**$278,467,373**	**$472,320**	**$1,588,645**	**$185,000**	**$1,403,645**
Facilities: < $1 million (total for all facilities < 1 million)	**$142,628,661**	**$2,286,600**	**$3,018,539**	**$2,680,724**	**$337,815**
Total all Facilities	**$421,096,034**	**$2,758,920**	**$4,607,184**	**$2,865,724**	**$1,741,460**

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Definitions:

Project Purpose:

- Routine Lifecycle Replacement—Normal and regularly scheduled, part of the normal planned lifecycle replacement cycle
- Upgrading or Enhancing an Existing System—Change to an existing information system that results in improvements in functionality or enables the system to continue being supported by the vendor. Improved functionality enables the system to perform new tasks.
- New System—Developing or acquiring and using a new information system

Project Status

- Concept Stage - Determining the feasibility and benefits of the project. The Agency may or may not move forward with the project upon completion of this stage.
- Planning Stage - Project is in the planning stages and will move forward at some point in time upon receipt of legislative approval/funding
- Ready to Implement - The planning is near final stage and this project will be implemented upon receipt of legislative approval/funding
- Continuation of Existing Project - Project covers more than a single biennium. This funding request represents the portion of the project still to complete.

State Data Center (SDC) Involvement

- None—Project does not have an impact on the SDC
- Minor—SDC involvement is expected to be minimal (e.g. less than 8 hours of work)
- Active—Will need to have specific actions taken by the SDC in order to complete project that will require SDC involvement (e.g. between 8 and 80 hours)
- Participating Partner—Will need to work with SDC for significant time to insure that the project can move into production. SDC time greater than 80 hours. Examples may include SDC architecture and provisioning work.

Estimate SDC Costs

- Preliminary Estimate - Rough Order of Magnitude estimate based on high level project information available at the current stage in the project's lifecycle
- Project Design Estimate – Cost estimate based on detailed project information (i.e. cost estimate provided after some level of architecture and design work between the agency and the SDC has been completed)

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Email Archiving**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Secretary of State
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☒ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$ 108,000** ☒ Preliminary Estimate ☐ Project Design Estimate			
	Cost based on ODOT's assessment for three additional servers projected for the biennium.			

Project Description:
Implement Email Archiving solution to meet records retention and eDiscovery requirements.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 400,000	$	$	$	$ 400,000
Total estimated cost by fund (all biennia):	$	$	$ 400,000	$	$	$	$ 400,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 20,000	$ 180,000	$ 200,000	$	$
Estimated Cost by category (all biennia):	$ 20,000	$ 180,000	$ 200,000	$	$

		Positions: Internal	1
Expected Start Date:	July 1, 2011	Contractor	0
Expected Completion Date:	December 31, 2011	FTE:	0.1

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Exchange Email Upgrade**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$ 60,000** ☒ Preliminary Estimate ☐ Project Design Estimate			
	8 servers for 6 months: overlap when new servers are deployed and before old servers are decommissioned.			

Project Description:
Upgrade ODOT Email system from Exchange 2003 to Exchange 2010.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 800,000	$	$	$	$ 800,000
Total estimated cost by fund (all biennia):	$	$	$ 800,000	$	$	$	$ 800,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 220,000	$ 500,000	$ 80,000	$	$
Estimated Cost by category (all biennia):	$ 220,000	$ 500,000	$ 80,000	$	$

		Positions: Internal	1
Expected Start Date:	July 1, 2011	Contractor	1*
Expected Completion Date:	September 30, 2012	FTE:	1.0

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Phone system upgrades for off-net installations**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project will evaluate, acceptance test and if the business case supports it, purchase and implement the NetMotion Software product and required servers into the ODOT and SDC environments respectively. The goal is to provide a secure VPN connection that provides for greater flexibility and additional features than the current ODOT VPN solution. There are also potential costs savings in replacing expensive high bandwidth network lines with a secure wireless connection to the ODOT network

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$200,000	$	$	$	$ 200,000
Total estimated cost by fund (all biennia):	$	$	$200,000	$	$	$	$ 200,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$	$200,000	$	$	$
Estimated Cost by category (all biennia):	$	$200,000	$	$	$

		Positions: Internal	1
Expected Start Date:	07/30/2011	Contractor	
Expected Completion Date:	12/30/2011	FTE:	0.1

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Office 2010**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	**IRM Plan 11-13**
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This is the migration of over 4500 ODOT PCs from Microsoft Office XP and Office 2003 to Office 2010. This project includes all the training necessary including the end-user and all of the services to perform the migration on a statewide basis.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$475,500	$	$	$	$475,500
Total estimated cost by fund (all biennia):	$	$	$475,500	$	$	$	$475,500

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$211,300	$264,200	$	$	$
Estimated Cost by category (all biennia):	$211,300	$264,200	$	$	$

		Positions: Internal	5
Expected Start Date:	January 2012	Contractor	5*
Expected Completion Date:	June 2013	FTE:	1.0

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**PC Lifecycle Replacement**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: ODOT has over 4,000 users of PCs and Laptops. Approximately one quarter of these units turn over each year due to business and technology drivers. The ODOT PC Lifecycle Program was initiated to ensure the best dollar value and utilization of support staff for this large investment. This program makes these purchases in an efficient, predictable, and manageable manner, thus allowing ODOT to apply subsequent savings to the highway infrastructure. The following represents the planned expenditure over the 2011-13 biennium.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$3,400,000	$	$	$	$3,400,000
Total estimated cost by fund (all biennia):	$	$	$3,400,000	$	$	$	$3,400,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$84,000	$3,316,000	$	$	$
Estimated Cost by category (all biennia):	$84,000	$3,316,000	$	$	$

		Positions: Internal	
Expected Start Date:	7/1/2009	Contractor	0.5*
Expected Completion Date:	8/1/2011	FTE:	

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Microsoft System Center Configuration Manager 2010 (SCCM)**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$ 80,000** ☒ Preliminary Estimate ☐ Project Design Estimate			
	10 servers for 6 months: overlap when new servers are deployed and before old servers are decommissioned.			

Project Description: Upgrade from Microsoft's SMS 2003 system to SCCM application. The current hardware infrastructure is nearing end-of-life. When the hardware is replaced, the latest version of the Microsoft software application (SCCM) will be installed. This will provide ODOT with improved centralized management of the PC's in that security patches and upgrades may be delivered centrally.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 520,000	$	$	$	$ 520,000
Total estimated cost by fund (all biennia):	$	$	$ 520,000	$	$	$	$ 520,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 100,000	$ 380,000	$ 40,000	$	$
Estimated Cost by category (all biennia):	$ 100,000	$ 380,000	$ 40,000	$	$

		Positions: Internal	1
Expected Start Date:	July 1, 2011	Contractor	1
Expected Completion Date:	May 31, 2012	FTE:	0.5

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Microsoft S-SQL Server 2008 Implementation**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$ 72,000** ☒ Preliminary Estimate ☐ Project Design Estimate			
	Cost based on ODOT's assessment for two additional servers projected for 24 months of the biennium.			

Project Description: Deploy MS-SQL Server 2008 infrastructure for the enterprise (active/active clustered architecture). The infrastructure must be built in anticipation of application deployments requiring v2008 databases.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 432,000	$	$	$	$ 432,000
Total estimated cost by fund (all biennia):	$	$	$ 432,000	$	$	$	$ 432,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 20,000	$ 288,000	$ 124,000	$	$
Estimated Cost by category (all biennia):	$ 20,000	$ 288,000	$ 124,000	$	$

		Positions: Internal	1
Expected Start Date:	July 1, 2011	Contractor	0
Expected Completion Date:	February 29, 2012	FTE:	0.2

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Windows 7 Operating System**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	**IRM Plan 11-13**
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project encompasses the migration of over 4500 ODOT PCs from Microsoft XP to Microsoft Window 7 operating system. This project includes all the training necessary including the end-user and all of the services to perform the migration on a statewide basis. Windows XP Support ends April 8, 2014. Moving to Vista was deemed not cost effective industry-wide.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 5,124,120	$	$	$	$5,124,120
Total estimated cost by fund (all biennia):	$	$	$ 5,124,120	$	$	$	$5,124,120

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$4,749,120	$375,000	$	$	$
Estimated Cost by category (all biennia):	$4,749,120	$375,000	$	$	$

		Positions: Internal	31
Expected Start Date:	October 2011	Contractor	5*
Expected Completion Date:	June 2013	FTE:	23.75

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Bentley Upgrade**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Statewide delivery of Bentley Computer Aided Design (CAD) system upgrades including MicroStation XM and compatible versions of software dependent on the MicroStation platform. Costs include 40 hours of training for approximately 600 employees. This Bentley upgrade ensures ODOT stays current with its CAD software suite and continues to have vendor support for the most current platform.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$2,500,000	$	$	$	$2,500,000
Total estimated cost by fund (all biennia):	$	$	$2,500,000	$	$	$	$2,500,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$2,500,000	$	$	$	$
Estimated Cost by category (all biennia):	$2,500,000	$	$	$	$

		Positions: Internal	615
Expected Start Date:	unknown	Contractor	2*
Expected Completion Date:	unknown	FTE:	20.95

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Commercial Driver License (CDL) Medical Card Certification**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Federal Government
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Participate in the national commercial driver licensing program.
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The purpose of this project is to comply with the federal regulations, published in December 2008 by the Federal Motor Carrier Safety Administration (FMCSA), requiring state DMVs to ensure that a person holding a commercial driver license (CDL) maintains a current medical qualification status. All states must be compliant with the regulations by January 30, 2012.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$	$	$ 50,000	$	$ 50,000
Total estimated cost by fund (all biennia):	$	$	$	$	$633,000	$	$633,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 50,000	$	$	$	$
Estimated Cost by category (all biennia):	$633,000	$	$	$	$

Note:	Most of the project to be carried out in 2009-11 biennium, put on hold, then submitted with other work in 2011-13 biennium for AAMVA testing.	Positions: Internal	3.50
Expected Start Date:	10/19/2009	Contractor	0
Expected Completion Date:	12/31/2010	FTE:	3.50

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION (ODOT)**			
Project Name:	**CHAMPS REWRITE**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The Central Highway Approach/Maintenance Permit System (CHAMPS) manages the application/permit process for approach roads and driveways that connect with state highways. The current system is built on an outdated, non standard platform which limits ODOT's ability to resolve maintenance issues and provide business critical system enhancements. As a result, the business has to create multiple work-around processes and spend time on non-value added tasks that could be automated. This project would upgrade the system to an approved ODOT standard platform, incorporate the backlog of current requests for work (RFWs) to improve user efficiency and expand functionality, implement the use of Enterprise Content Management (FileNet) for managing documents and files associated with CHAMPS, and use e-forms to allow applications to be submitted by customers via the internet.

Cost Summary							
Total estimated cost by fund (11-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 1,075,000	$	$	$	$1,075,000
Total estimated cost by fund (all biennia):	$	$	$	$	$	$	

Estimated Cost by category (11-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$1,075,000	$	$	$	$
Estimated Cost by category (all biennia):	$1,075,000	$	$	$	$

		Positions: Internal	8
Expected Start Date:	08/01/2011	Contractor	1
Expected Completion Date:	12/31/2012	FTE:	8.21

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Digital Signatures for Professional Engineers and Others**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The purpose of this initiative is to deliver the ability to digitally sign content (e.g., construction plans, specifications, etc.) that ODOT's licensed engineering professionals (i.e., engineers, geologists and landscape architects) apply to documents they print, stamp and sign. The focus of this initiative is on plans and specifications for highway construction projects. ODOT is being highly encouraged by the Association of General Contractors to digitally sign engineering content to be more in line with Industry best practices. In addition, ODOT is reducing highway construction project costs by implementing electronic bidding processes. The ability to digitally sign plans and specifications will further reduce costs and the need to scan paper documents.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$300,000	$	$	$	$300,000
Total estimated cost by fund (all biennia):	$	$	$300,000	$	$	$	$300,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$300,000	$	$	$	$
Estimated Cost by category (all biennia):	$300,000	$	$	$	$

		Positions: Internal	8
Expected Start Date:	Unknown	Contractor	1*
Expected Completion Date:	Unknown (9 month duration)	FTE:	3.16

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION**			
Project Name:	**Driver and Motor Vehicle (DMV) - Commercial Driver License Information System (CDLIS) Electronic Convictions & Withdrawals**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Federal Government
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT - Participate in the national commercial driver licensing program.
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Carryout the policy, business architecture and information technology activities required to implement the federal requirement for DMV to send any motor vehicle convictions and withdrawals for drivers who hold a CDL or operate a commercial motor vehicle (CMV) to the state where the driver is licensed within 10-days of the conviction date or withdrawal date (compliance was due 9/30/08).

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$100,000	$	$400,000	$	$500,000
Total estimated cost by fund (all biennia):	$	$	$100,000	$	$400,000	$	$500,000

	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
Estimated Cost by category (2011-13):	$500,000	$	$	$	$
Estimated Cost by category (all biennia):	$500,000	$	$	$	$

		Positions: Internal	2.5
Expected Start Date:	07/01/2011	Contractor	0
Expected Completion Date:	08/31/2012	FTE:	2.5

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Commercial Driver License Information System (CDLIS) Modernization**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Federal Government
Budget?	☐ Base ☒ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Participate in the national commercial driver licensing program.
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Carryout the work required to comply with release 5.1 of the Commercial Driver Licensing Information System (CDLIS) Specifications, also known as CDLIS Modernization, and with the Federal Motor Carrier Safety Regulations (FMCSR) promulgated on December 1, 2008, and effective January 30, 2012.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$300,000	$	$500,000	$	$800,000
Total estimated cost by fund (all biennia):	$	$	$400,000	$	$500,000	$	$900,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$800,000	$	$	$	$
Estimated Cost by category (all biennia):	$900,000	$	$	$	$

		Positions: Internal	4.5
Expected Start Date:	05/01/2010	Contractor	0
Expected Completion Date:	06/30/2013	FTE:	4.5

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Drive and Motor Vehicle (DMV) - Debit & Credit Cards**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☐ Base ☒ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Provide exceptional customer service.
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☒ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Allow customers in DMV field offices to pay for DMV products and services with credit and debit cards.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$350,000	$	$	$	$350,000
Total estimated cost by fund (all biennia):	$	$	$350,000	$	$	$	$350,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$100,000	$100,000	$150,000	$	$
Estimated Cost by category (all biennia):	$100,000	$100,000	$150,000	$	$

		Positions: Internal	0.50
Expected Start Date:	07/01/2012	Contractor	0.50*
Expected Completion Date:	06/30/2013	FTE:	0.50

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Expanded Customer Number**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Provide state driver licenses
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☒ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: DMV is running out of customer numbers. The option of reusing old numbers from deceased customers has been exhausted so DMV must increase the number of digits that comprises their customer number and/or allow alphanumeric characters (vs. just numeric). Additional digits/characters must be added to DMV cards, documents, forms, systems and databases.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 450,000	$	$	$	$ 450,000
Total estimated cost by fund (all biennia):	$	$	$3,050,000	$	$	$	$3,500,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 450,000	$	$	$	$
Estimated Cost by category (all biennia):	$1,550,000	$1,500,000	$	$	$

		Positions: Internal	7
Expected Start Date:	09/01/2011	Contractor	5*
Expected Completion Date:	08/31/2016	FTE:	4.5

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Facial Recognition (FR) Replacement**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Provide Class C and commercial driver licenses and photo IDs.
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The current contract with DMV's digital photo license and facial recognition (FR) systems vendor (L-1) expires in 2011 so a new fee/transaction based contract needs to be negotiated and vendor system and fulfillment solutions need to be refined.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$200,000	$	$	$	$200,000
Total estimated cost by fund (all biennia):	$	$	$200,000	$	$	$	$200,000

	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
Estimated Cost by category (2011-13):	$150,000	$50,000	$	$	$
Estimated Cost by category (all biennia):	$150,000	$50,000	$	$	$

Note:	Assumed that current vendor (L-1) will continue to provide DL/FR products & services.	Positions: Internal	0.75
Expected Start Date:	07/01/2011	Contractor	0.25*
Expected Completion Date:	04/30/2012	FTE:	0.75

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Microfilm Conversion**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☐ Base ☒ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Comply with established state and federal document retention mandates, and spend public funds wisely.
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Convert existing microfilm and microfiche archives to digital images, as a follow up to the preceding Microfilm Replacement project.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$900,000	$	$	$	$900,000
Total estimated cost by fund (all biennia):	$	$	$900,000	$	$	$	$900,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$100,000	$800,000	$	$	$
Estimated Cost by category (all biennia):	$100,000	$800,000	$	$	$

		Positions: Internal	0.50
Expected Start Date:	07/01/2012	Contractor	3*
Expected Completion Date:	06/30/2013	FTE:	0.50*

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Microfilm Replacement**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☐ Base ☒ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Comply with established state and federal document retention mandates, and spend public funds wisely.
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Replace outdated microfilm and fiche capture equipment with a digital imaging based storage and retrieval solution.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$ 100,000	$	$	$	$ 100,000
Total estimated cost by fund (all biennia):	$	$	$1,173,858	$	$	$	$1,173,858

	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
Estimated Cost by category (2011-13):	$100,000	$	$0	$	$
Estimated Cost by category (all biennia):	$200,000	$73,858	$900,000	$	$

		Positions: Internal	1
Expected Start Date:	03/01/2010	Contractor	0.5*
Expected Completion Date:	12/31/2011	FTE:	1

** Exclude contractors from total FTE.*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - National Motor Vehicle Tracking Information System (NMVTIS)**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Federal Government
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Comply with applicable federal mandates.
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Implement legacy system interfaces and data exchange with the National Motor Vehicle Tracking Information System (NMVTIS), as mandated by the federal Anti-Car Theft Act of 1996.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$700,000	$	$100,000	$	$800,000
Total estimated cost by fund (all biennia):	$	$	$700,000	$	$100,000	$	$800,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$800,000	$	$	$	$
Estimated Cost by category (all biennia):	$800,000	$	$	$	$

Note:	DMV legacy systems must interface with nationwide NMVTIS.	Positions: Internal	4
Expected Start Date:	07/01/2011	Contractor	0
Expected Completion Date:	06/30/2013	FTE:	4

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Driver and Motor Vehicle (DMV) - Records Portal**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	DAS EISPD
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	DAS - eGovernment Office - Move to a new vendor and self-funding model.
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☐ Minor ☒ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The current DAS contract with their eGovernment vendor, EDS, expires in 2010. DAS plans to migrate to a new content management solution and application hosting vendor and fund it all via customer usage fees and the sale of DMV driver records. DMV driver records would be handed over to DAS who would in turn market, sell and distribute them to authorized recipients for a profit, which will be used to fund the Internet. The delivery system would be via their new eGovernment vendor. This would replace DMV's current AAMVANet-based RADR distribution system.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$350,000	$	$	$	$350,000
Total estimated cost by fund (all biennia):	$	$	$350,000	$	$	$	$350,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$250,000	$100,000	$	$	$
Estimated Cost by category (all biennia):	$250,000	$100,000	$	$	$

		Positions: Internal	1.25
Expected Start Date:	07/01/2011	Contractor	0.5 *
Expected Completion Date:	06/30/2012	FTE:	1.25

Exclude contractors from total FTE.

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Drive and Motor Vehicle (DMV) - SSN Security**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Federal Government
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	ODOT/DMV - Comply with applicable federal mandates, verify SSNs.
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$0** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Formerly part of the DMV Driver License Issuance (DLI) project, the purpose of this initiative is to implement all of the required audit and user functionality features that could not be addressed (due to time and resource constraints) in the two previous mandated Social Security Number verification initiatives (CDL and Class C).

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$50,000	$	$100,000	$	$150,000
Total estimated cost by fund (all biennia):	$	$	$50,000	$	$100,000	$	$150,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$150,000	$	$	$	$
Estimated Cost by category (all biennia):	$150,000	$	$	$	$

		Positions: Internal	0.75
Expected Start Date:	09/01/2012	Contractor	0
Expected Completion Date:	05/31/2013	FTE:	0.75

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Drive and Motor Vehicle (DMV) - Web Migration**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	DAS EISPD - eGovernment
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	DAS - eGovernment Office - Move to a new vendor.
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☐ None ☒ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Migrate credit card processing for DMV's online vehicle registration renewal system from the current DAS SecurePay solution to DAS' new eGovernment vendor's solution.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$285,000	$	$	$	$285,000
Total estimated cost by fund (all biennia):	$	$	$300,000	$	$	$	$300,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$185,000	$100,000	$	$	$
Estimated Cost by category (all biennia):	$200,000	$100,000	$	$	$

Note:	DMV's part of the state-wide eGovernment vendor/solution migration effort.	Positions: Internal	1
Expected Start Date:	05/01/2010	Contractor	0.5*
Expected Completion Date:	10/31/2011	FTE:	1

** Exclude contractors from total FTE.*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Fleet Management System**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: ODOT's Support Services Branch's Fleet Services Section desires to replace its antiquated and inadequate software program that monitors all ODOT fleet assets. Replacing the old system will improve the delivery of its services pertaining to fleet acquisition and replacement, maintenance and repair, transport and disposal, parts and inventory, fuel, and customer support operations that affect various agency divisions.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$1,250,000	$	$	$	$1,250,000
Total estimated cost by fund (all biennia):	$	$	$1,500,000	$	$	$	$1,500,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$ 900,000	$	$350,000	$	$
Estimated Cost by category (all biennia):	$1,150,000	$	$350,000	$	$

		Positions: Internal	8
Expected Start Date:	05/03/2010	Contractor	2*
Expected Completion Date:	03/30/2012	FTE:	4.67

** Exclude contractors from total FTE.*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Fuels Tax Replacement**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☒ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The Fuels Tax Unit (FTU) has three main functions (1) licensing and tax report processing; (2) fuels tax refund processing; and (3) tax compliance audit services. This project would look at acquiring a commercial-off-the-shelf (COTS) package to replace the existing system built in1999 and allow ODOT to stay current with the changing needs of the industry, enhance compliance, and reduce or eliminate manual processes.

- Adds the ability to electronically track fuel types, record amounts due, dates due and monitor this information through payment. ODOT will see increased revenues and improved compliance management by capturing and monitoring this information electronically.
- Creates automated reporting for required state and federal reports. Adds the ability to create ad hoc reports.
- Improves tax report filing by:
  - Calculating taxes owed if short payments were previously made.
  - Tracking fuel such as the number of gallons of each use fuel type sold through the distribution outlet to the taxation point.
  - Capturing fuel load information to support auditing business processes. This information is used to cross-reference what was distributed to what was sold.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$2,250,000	$	$	$	$2,250,000
Total estimated cost by fund (all biennia):	$	$	$2,500,000	$	$	$	$2,500,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$1,900,000	$	$350,000	$	$
Estimated Cost by category (all biennia):	$2,150,000	$	$350,000	$	$

		Positions: Internal	10
Expected Start Date:	05/03/2010	Contractor	2*
Expected Completion Date:	04/30/2012	FTE:	6.68

** Exclude contractors from total FTE.*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**HMI-Financial Services Reporting**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The purpose of this project is to expand the analytical and reporting capabilities of the Highway Management Information (HMI) Business Intelligence/Data Warehouse (BI/DW) to address the unique and specific needs of Financial Services. The project will enhance the ability to gain historical financial and non-financial data. Some primary benefits of this project are to: provide a centralized location for financial reporting and reduce the need to maintain multiple reporting venues and software tools; provide additional analytical and visual representation software capabilities not currently available such as dashboards, scorecards, drill down, and Online Analytical Processing (OLAP) for end users.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$187,000	$	$	$	$187,000
Total estimated cost by fund (all biennia):	$	$	$187,000	$	$	$	$187,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$187,000	$	$	$	$
Estimated Cost by category (all biennia):	$187,000	$	$	$	$

		Positions: Internal	5
Expected Start Date:	09/01/11	Contractor	1*
Expected Completion Date:	02/29/12	FTE:	2.89

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**HMI-Human Resources Reporting**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project is to provide increased analytic and reporting capabilities for Human Resources data from the Highway Management Information (HMI) Data Warehouse. This initiative would meet the needs of ODOT Management by capturing HR data from HR data sources – primarily the Transportation Online Personnel Action System (TOPAS), the Recruitment Tracking Database, and the DAS Personnel database, and provide an agency-wide reporting tool for ODOT managers. Some primary benefits of this project are to: provide a centralized location for HR reporting and reduce the need to maintain multiple reporting venues and software tools; provide additional analytical and visual representation software capabilities such as dashboards, scorecards, drill down, and Online Analytical Processing (OLAP) for end users.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$250,000	$	$	$	$250,000
Total estimated cost by fund (all biennia):	$	$	$250,000	$	$	$	$250,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$250,000	$	$	$	$
Estimated Cost by category (all biennia):	$250,000	$	$	$	$

		Positions: Internal	7
Expected Start Date:	03/01/2012	Contractor	1*
Expected Completion Date:	11/30/2012	FTE:	2.5

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Oregon 9-1-1 CAD Interconnect**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Safety, Efficiency, Problem Solving Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project will provide the infrastructure for Central Oregon 911 Centers to exchange calls for service information among the participating 911 Centers and with ODOT/OSP, using the existing ODOT/OSP business functions and technologies. This project will allow all appropriate responders for an incident to respond faster, and be kept up to date during multi-agency responses.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$100,000	$	$220,000	$	$320,000
Total estimated cost by fund (all biennia):	$	$	$252,800	$	$555,400	$	$808,200

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$320,000	$	$	$	$
Estimated Cost by category (all biennia):	$808,200	$	$	$	$

		Positions: Internal	4
Expected Start Date	11/02/2009	Contractor	3*
Expected Completion Date:	07/31/2012	FTE:	1.98

**Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Probe /data for Traveler Information**			
Mandated Project?	☒ Yes ☐ No		By: Legislature, Federal Gov, Other (identify it)	Oregon Transportation Commission
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Safety, Efficiency, Problem Solving Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project will focus on the procurement of private sector travel time data for state highways and key arterials in the Eugene area. Key tasks will be the implementation of data into an archive, and sharing of data with local agency partners. The data may be used to enhance TripCheck, 511 and Transportation Operations System (TOCS) to improve operations and allow travelers to make better decisions.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$165,000	$	$605,000	$	$770,000
Total estimated cost by fund (all biennia):	$	$	$165,000	$	$605,000	$	$770,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$310,000	$	$460,000	$	$
Estimated Cost by category (all biennia):	$310,000	$	$460,000	$	$

		Positions: Internal	5
Expected Start Date:	07/01/2011	Contractor	2*
Expected Completion Date:	09/30/2012	FTE:	1.91

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Ramp Metering and Truck Classification Upgrade**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Safety, Efficiency, Problem Solving Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project, known as the Ramp Meter Truck Classification Upgrade (RMTCU), will provide the means to deploy statewide ramp metering control, traffic data count collection, and vehicle classification capabilities integrated to traffic signal controllers (model 2070). This system will integrate with ODOT's traffic count system, improving the data and lowering the cost of collection.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$28,000	$	$272,000	$	$300,000
Total estimated cost by fund (all biennia):	$	$	$28,000	$	$272,000	$	$300,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$300,000	$	$	$	$
Estimated Cost by category (all biennia):	$300,000	$	$	$	$

		Positions: Internal	4
Expected Start Date:	05/01/2012	Contractor	3*
Expected Completion Date:	10/31/2012	FTE:	3.46

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**TOPAS Upgrade To Handle Position Processing**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	Tax Reconciliation Bill H.R. 4297
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This effort will add the ability for the Transportation On-Line Personnel Action System (TOPAS) to process Position Actions through automated means with DAS' Personnel system. The TOPAS system currently provides an automated process for Personnel actions. There is confusion among users of the applications in understanding the differences between a Personnel Action and a Position Action. Automating both will help to clarify the difference and improve the information pertaining to the position.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$350,000	$	$	$	$350,000
Total estimated cost by fund (all biennia):	$	$	$350,000	$	$	$	$350,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$346,000	$4,000	$	$	$
Estimated Cost by category (all biennia):	$346,000	$4,000	$	$	$

		Positions: Internal	7
Expected Start Date:	07/01/2011	Contractor	0
Expected Completion Date:	06/29/2012	FTE:	3.36

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Travel Time Information Improvement Project**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Safety, Efficiency, Problem Solving Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This project replaces the aging Region 1 Transport Advanced Transportation Management System (ATMS) Congestion Management module with the statewide Transportation Operation Center System (TOCS) travel time module. Replacing this module provides a more maintainable and scalable system and more reliable information for the traveling public.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$70,000	$	$205,000	$	$275,000
Total estimated cost by fund (all biennia):	$	$	$70,000	$	$205,000	$	$275,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$275,000	$	$	$	$
Estimated Cost by category (all biennia):	$275,000	$	$	$	$

		Positions: Internal	4
Expected Start Date:	07/01/2011	Contractor	2*
Expected Completion Date:	01/30/2012	FTE:	3.05

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Upgrade Portland Ramp Software & System-wide Adaptive Ramp metering (SWARM) Module**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Safety, Efficiency, Problem Solving Customer Service
Project Purpose	☒ Routine Lifecycle Replacement ☐ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: ODOT is phasing out its old Advanced Traffic Management System and integrating new components into the Transportation Operation Center System (TOCS). This project replaces the legacy standard Ramp module and System Wide Adaptive Ramp Metering (SWARM) module, and integrates the components into TOCS, providing a more scalable system to increase efficiency in the TOCs.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$52,000	$	$438,000	$	$490,000
Total estimated cost by fund (all biennia):	$	$	$52,000	$	$438,000	$	$490,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$190,000	$	$300,000	$	$
Estimated Cost by category (all biennia):	$190,000	$	$300,000	$	$

		Positions: Internal	4
Expected Start Date:	01/03/2012	Contractor	2*
Expected Completion Date:	06/30/2012	FTE:	2.5

**Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Web Trans_port Migration**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Efficiency, Problem Solving, Customer Service
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: This initiative provides for the configuration, testing, training, and rollout of the Web-based Trns*Port. The current Trns*Port system is a client/server based system with many siloed components that provides support for the contracting and awarding business processes for highway construction projects. The Web based system provides a centralized, integrated end user interface, and is more maintainable by Information Systems Staff.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$305,000	$	$	$	$305,000
Total estimated cost by fund (all biennia):	$	$	$305,000	$	$	$	$305,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$225,000	$	$80,000	$	$
Estimated Cost by category (all biennia):	$225,000	$	$80,000	$	$

		Positions: Internal	6
Expected Start Date:	Unknown	Contractor	1*
Expected Completion Date:	Unknown (6-month duration)	FTE:	3.66

** Exclude contractors from total FTE*

Information Technology Projects in 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Modernize Legacy Systems**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Operational Proficiency
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Motor Carrier Transportation Division (MCTD) will redesign its legacy information systems using a general set of design principles called Web Oriented Architecture (WOA). This will provide the ability for MCAD to meet the business demand for a new level of agility, and provide MCTD with the tools needed to carry out the division's mission. Through the use of COBOL stored procedures and the development of web services, MCAD will create new composite applications by stringing together services into process-driven applications. These new services will access information and functions not only on the mainframe, but other platforms as well. These new composite applications will be browser based and integrated into a streamlined work flow.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$391,500	$	$	$	$391,500
Total estimated cost by fund (all biennia):	$	$	$391,500	$	$	$	$391,500

	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
Estimated Cost by category (2011-13):	$116,500	$275,000	$	$	$
Estimated Cost by category (all biennia):	$116,500	$275,000	$	$	$

		Positions: Internal	1.2
Expected Start Date:	07/01/2011	Contractor	1.5*
Expected Completion Date:	12/31/2012	FTE:	0.625

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**OD Permit Electronic Routing**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Operational Proficiency
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Motor Carrier Transportation Division (MCTD) envisions that in the future the trucking industry will be able to go online to conduct over-dimension permit business. In order to satisfy industry expectations, adding this service may soon become a priority for Trucking Online developers. The benefits would vary by trucking company, but everyone will save time and money when they can conveniently get permits in a timely, accurate manner without the need to speak person-to-person with MCTD staff.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$240,000	$	$	$	$240,000
Total estimated cost by fund (all biennia):	$	$	$240,000	$	$	$	$240,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$115,000	$125,000	$	$	$
Estimated Cost by category (all biennia):	$115,000	$125,000	$	$	$

		Positions: Internal	1.0
Expected Start Date:	07/01/2012	Contractor	0.7*
Expected Completion Date:	06/30/2013	FTE:	0.625

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Rewrite OD Permit Issuance System**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Operational Proficiency
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☒ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: The Motor Carrier Transportation Division (MCTD) Over-Dimensional Permit (OD Permit) System was acquired in the mid 1990's by MCTD as part of a customer service effort to consolidate trucking applications under the same Division. In 2009 MCTD implemented substantial changes to the OD Permit System to integrate the financial aspects into mainstream MCTD systems and processes. MCTD will redesign the permit issuance part of the application to streamline the issuance process and to incorporate Web Oriented Architecture (WOA) design principles being used to improve and enhance other MCTD applications. The redesigned application will be browser based and will include new Trucking Online OD Permit transactions to allow MCTD customers to conduct business online.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$318,500	$	$	$	$318,500
Total estimated cost by fund (all biennia):	$	$	$318,500	$	$	$	$318,500

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$103,500	$215,000	$	$	$
Estimated Cost by category (all biennia):	$103,500	$215,000	$	$	$

		Positions: Internal	1.0
Expected Start Date:	07/01/2011	Contractor	1.2*
Expected Completion Date:	06/30/2012	FTE:	0.5

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Truck Road Use Electronics (TRUE)**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	Operational Proficiency
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☐ Planning Stage ☐ Ready to Implement ☒ Continuation of Existing Project			
SDC Involvement	☒ None ☐ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Truck Road Use Electronics (TRUE) is a GPS-based system that is designed to automate the collection of the truck weight-mile tax. It will replace recordkeeping paperwork while ensuring the greatest accuracy for road-use reporting. ODOT is now migrating the TRUE application to a more stable smartphone platform. The new device can be configured for additional functionality such as dispatching, automated driver logbooks, and alerts related to road and bridge restrictions.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$175,000	$	$	$	$175,000
Total estimated cost by fund (all biennia):	$	$	$175,000	$	$	$	$175,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$100,000	$75,000	$	$	$
Estimated Cost by category (all biennia):	$100,000	$75,000	$	$	$

		Positions: Internal	1.0
Expected Start Date:	07/01/2011	Contractor	0.5*
Expected Completion Date:	12/31/2012	FTE:	0.5

** Exclude contractors from total FTE*

INFORMATION TECHNOLOGY PROJECTS IN 2011-13

(THAT EQUAL OR EXCEED $150,000)

Agency Name:	**OREGON DEPARTMENT OF TRANSPORTATION** (ODOT)			
Project Name:	**Remote Domain Access**			
Mandated Project?	☐ Yes ☒ No		By: Legislature, Federal Gov, Other (identify it)	
Budget?	☒ Base ☐ POP		Which agency or state plans or goals does it align with and/or support?	
Project Purpose	☐ Routine Lifecycle Replacement ☒ Upgrade/Enhance Existing System ☐ New System			
Project Status	☐ Concept Stage ☒ Planning Stage ☐ Ready to Implement ☐ Continuation of Existing Project			
SDC Involvement	☐ None ☒ Minor ☐ Active ☐ Participating Partner			
Estimate SDC Costs	**$** ☐ Preliminary Estimate ☐ Project Design Estimate			

Project Description: Provide IP access into ODOT domain resources from an internet connection (cellular, DSL, Cable modem) using remote ODOT PC. This project will use the NetMotion software and installed servers to provide a secure VPN connection that will provide more flexibility that the current "Whale VPN" solution.

Cost Summary							
Total estimated cost by fund (2011-13):	General Fund	Lottery Funds	Other Funds	Non-Limited	Federal Funds	Non-Limited	Total Funds
	$	$	$258,000	$	$	$	$258,000
Total estimated cost by fund (all biennia):	$	$	$258,000	$	$	$	$258,000

Estimated Cost by category (2011-13):	Personal Services	Services & Supplies	Capital Outlay	Special Payments	Debt Service
	$	$108,000	$150,000	$	$
Estimated Cost by category (all biennia):	$	$108,000	$150,000	$	$

		Positions: Internal	1
Expected Start Date:		Contractor	0
Expected Completion Date:		FTE:	.1

Business Case for *CHAMPS Upgrade*

Oregon Department of Transportation, Central Services Division, Information Systems

Date: 8/10/10
Version: 1.0
Authors Dan Wells, Information Systems
Tim Banick, Information System
Harold Lasley, Technical Services, Access Management

Business Case – Authorizing Signatures

PROPOSAL NAME AND DOCUMENT VERSION #	**CHAMPS Upgrade**		
AGENCY	ODOT	DATE	
DIVISION	Central Services	DAS CONTROL #	
AGENCY CONTACT	Lynn Cartwright	PHONE NUMBER	(503) 986-4294

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State Data Center Representative if required by the State CIO	
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Executive Summary

The proposed project will upgrade Oregon Department of Transportation's (ODOT) CHAMPS – Central Highway Approach Maintenance Permit System – to a more supportable software platform, as well as update business critical functions by aligning with current business processes and revised Oregon Administrative Rules (OAR).

CHAMPS was built by ODOT to manage the processing of approach road permits issued by ODOT. The application was developed in PowerBuilder 6.0 during the summer of 1999, with a centralized Microsoft SQL Server as the database. The application is deployed statewide.

This project start date is anticipated during the 2011-13 biennium. The financial costs for this project are estimated to be $1,075,000. The project will follow the standard ODOT IT System Development Life Cycle (SDLC). This initiative is a collaborative effort between the Asset Management Program and Technical Services Program. Currently this initiative is the number one priority for Asset Management and the number three priority for Technical Services.

Some of the major goals and benefits to be gained by delivering this project are:

- Add functionality to support ODOT asset management initiatives and project delivery operational notices.
- Improve reporting of performance measures to legislature and ODOT business lines.
- Improve legal documentation to reduce risk in appeals and litigation
- Reduce cost in supporting existing non-standard (10+ year old) custom-built software application.
- Perform Business Process Management activities to document the AS-IS process and develop a TO-BE process that better matches the technology solution.
- Develop an Enterprise Content Management (ECM) solution that manages the CHAMPS content produced in the business process.

Background

Access management is one of the Agency's most effective means of protecting investments in highway improvements, improving safety, and preserving the designated function of highways in accordance with the Oregon Highway Plan. The access management program crosses several of ODOT's core business lines, including maintenance, project delivery, and transportation development. Access management involves the rights of property owners abutting the state highway system, ODOT's authority to permit access to the system, and highway safety and operations. Program administration involves a complex set of statutes and administrative rules, in addition to engineering standards and criteria. For these reasons, it is imperative that CHAMPS provides accurate and consistent documentation of agency procedures and decisions in a manner that meets legal standards and business needs.

The purpose of the Central Highway Approach/Maintenance Permitting System, (CHAMPS) is to manage approach road permits issued by ODOT. These permits are issued by the District office staff located in the 15 District Offices around the state. The types of documents typically generated by and stored in CHAMPS as part of the approach permitting process include the following:

- Correspondence
- Construction specifications
- Permits to construct and use a state highway approach
- Documentation of a "grandfathered" approach
- Findings

CHAMPS was also intended to serve as the business system for Utility and Miscellaneous permits. Although these permits have not been incorporated into the current system, they should be considered if doing so would be a good business decision. Utility permits are for installing or working on utilities located on state right-of-way. Miscellaneous permits are for such things as parades that are being held on state highways, non-commercial signs located on state right-of-way, permits for chain-installers in the mountain passes, etc. This system does not deal with the other kinds of permits issued by other business areas of ODOT, such as commercial signs and overheight-overweight transportation permits, but there needs to be some evaluation of whether to include these permits as well.

In addition to producing approach permits and other documents, CHAMPS is ODOT's information system for recordkeeping of approach data such as location, property owner information, tax lots and property use served by the approach, traffic data, spacing, receipt of bond and insurance, right of way research, and engineering analyses. Information related to the approach permitting process

is often scanned into CHAMPS permit files for future use and reference. CHAMPS includes data and records for approach roads that are being built, have been built or are intended to be built to connect with state highways as part of private development or ODOT construction projects. In either case the approach road needs to be tracked and managed by the system.

The approach road data in CHAMPS is also an important source of information to meet other current and future business needs, including

- Implementing predictive methodologies of the recently published Highway Safety Manual
- STIP project identification and scoping
- Transportation planning
- Prioritizing special funding available for access management
- Reporting to the legislature and stakeholders on performance measures

The CHAMPS system is used by the Technical Services Branch of ODOT's Highway Division's Access Management Unit (AMU) to help manage the program in a consistent manner statewide. The AMU is charged with development and implementation of rules, guidelines, and procedures that are implemented statewide. CHAMPS is an essential management system that supports the AMU's oversight role and facilitates problem solving with staff located in offices around the state.

The current CHAMPS system is built in 1999. With the advancements in computer software technology, it is now on an outdated, non-standard ODOT software platform which limits the agency's ability to efficiently resolve maintenance issues and provide business critical system enhancements. Because of this limitation, the business has to create inefficient multiple work-around processes and spend time on non-value added tasks that could be automated.

The project will primarily affect internal ODOT users, but ultimately affects the timeliness and efficiency for ODOT customers requesting Access permits.

Problem or Opportunity Definition

The Approach Road Permitting Process is directed by Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR's). ODOT must follow these statutes and rules when dealing with the public in regards to applications for approach roads onto the state highway system and the issuance of permits or the denial of applications. The Permit Specialists use the Central Highway Access Maintenance Permitting System (CHAMPS), to process these applications and issue permits.

The ORS and OARs undergo periodic revision to clarify, modify, or improve the Approach Road Permitting Process and criteria. The CHAMPS system must be revised to reflect changes these changes. Many of the changes will have significant impact on CHAMPS programming, documentation templates, and engineering criteria used in evaluation of approach applications. Data storage and management needs are also increasing rapidly, as District offices around the state collect and record GPS data, photographs and other records of approach roads.

Access management in project delivery requires several “deliverables” that rely heavily on the CHAMPS system for documentation and records management. Some of the requirements of Project Delivery Operational Notices PD 03 and 03(A) include the following:

- Access Control Report – The Access Control Report documents and summarizes the research on the location of access control lines performed by the Right of Way Section of the Technical Services Branch. Information in the report is used to develop the Scoping Report and the Existing and Permitted Approaches Status Report.
- Existing Approaches Status Report -- Documentation that confirms the status of all existing approaches under the provisions of OAR 734-051 prior to any project work. This report may be a stand-alone report or combined with other reports or documentation. Typical statuses include permitted, grandfathered, project-recognized, illegal or unpermitted (unpermitted means that the approach lacks a permit record).
- Access Management Worksheet – Completed worksheet in the Project Delivery Work Planning system (PDWP). This worksheet documents consideration of a broad range of access management issues relevant to project scoping and cost.
- Right of way cost estimate – Cost estimate for purchasing access rights, offers to remedy closure of approaches (see OAR 734-051-0500 through 0560), and other property acquisitions as needed.

- Access management scoping report – Report identifies and describes all access management issues that have potential scope, schedule and budget consequences for the project.
- Preliminary Engineering (PE) cost estimate – Cost estimate for personnel, services and supplies that will be charged to the project expenditure account (EA). Public/stakeholder involvement plan – A plan that explains how communication regarding access management issues on the project will be managed.
- Schedule of work – Schedule of access management tasks and deliverables entered in AMS Projects Enterprise based on what is known about needs and requirements of the project at the Draft STIP milestone.

In addition, current targeted system enhancements will result in:

- Better reporting of performance measures to legislature and ODOT business lines
- Improved legal documentation to reduce risk in appeals and litigation
- Improved user efficiency of data entry and eliminate work-arounds

This project would also incorporate the implementation of ODOT's standard ECM (FileNet) solution for managing documents and files associated with CHAMPS. FileNet has the capability to utilize workflows and interface with external ODOT customers via the internet. This will result in reduced need for paper recordkeeping. Paper files can be purged, which will reduce the physical storage costs and also reduce the risk of physical documents being destroyed due to an environmental hazard like a fire or flood.

Another key opportunity for CHAMPS is to upgrade to an approved ODOT standard technology platform. This will improve the ability of IS staff to support the system. To reiterate, the system was developed in 1999, using PowerBuilder as the software development standard at the time. There is limited IS state staff at ODOT with experience and expertise to support the PowerBuilder language.

Alternatives Analysis

Assumptions

The assumptions made for pursuing this project in the 2011-13 biennium include:

- Executive Management supports the use and need for an updated CHAMPS system.
- There is some risk with this initiative in that the current business process does not match the current technology system. There is a need to perform Business Process Management activities to ensure that the new technology is in line with the business practices.
- The value rating is high in that most of the business subject matter experts are available and know the business processes well, and there is local management level commitment to this initiative.
- This project will require low to no involvement with the State Data Center (SDC).

Alternatives

The two alternatives listed below were considered in making a recommendation for IRM planning in the 2011-13 biennium.

#1 - Do Nothing Approach

ODOT will be able to continue to maintain the current business processes and software platform.

Benefits for Alternative #1

- Avoid investment cost of new system
- No additional training is necessary for existing users

Costs/Risks for Alternative #1

There are two main components that add risks and costs to selecting the 'Do Nothing Approach'. They are focused around 1) continued and growing inefficiencies involved in implementing OARs and ORS, inability to support growing and changing business

needs, inability to use available technology to improve customer service; 2) Ongoing software maintenance costs will become more expensive to the agency to have contracted IT resources to do limited software code changes.

Operational Inefficiencies

- Lack of specific functionality that support Access Management statutes, rules, and policies, i.e., ODOT initiatives and Project Delivery Operational Notices PD03 and 03(A).
- Reduced timeliness and accuracy in reporting of performance measures to legislature and ODOT business lines.
- Reduced timeliness and sufficiency of legal documentation, which increases risk of loss in appeals and litigation.
- Risk of physical documents being destroyed due to an environmental hazard like a fire or flood (many documents are store in District office paper files).

Ongoing Software Maintenance Costs

- Software maintenance costs will become more and more expensive to the agency to have contracted IT resources.
    - There are 36 outstanding Requests for Work (RFWs); many encompass a patchwork of fixes to address operational inefficiencies. ODOT estimates this level of work would cost $201,600 for contract resources or $138,600 for state resources, if available.
- Greater potential for more software failures and frequent compatibility issues with newer operating systems being introduced in the infrastructure, database upgrades, network protocols, etc.
- Inefficiencies in data entry and an increase in work-arounds.
- The lack of automated interfaces with several other of ODOT's key systems including Geographic Information System, Development Review System, FileNet and ODOT's Linear Asset Management System.

#2 - Upgrade CHAMPS

During the 2011-13 biennium, form a project team to deliver a system upgrade. The recommended approach is to engage in a two-phased project between IT and the business.

One of the directives from the ODOT Director is to continually improve the Access Management Program by providing quality customer service and supporting informed management decisions in an efficient and effective manner. The primary objective of this project is to modify CHAMPS to comply with the new ORS and OARs, reduce long term maintenance costs, and enhance the decision making process with additional functionality.

The first phase would focus on mapping the current business processes and looking for efficiencies going forward, and then designing a standard and supportable technology solution to match the revised business process. This phase would include any business process reengineering training on the new processes, system administrator training and end user training.

The second phase would be to design and implement an ECM solution within CHAMPS. This would address the creation, storage, retrieval and search of CHAMPS content to authorized users and integrate it with the system and business process.
Both phases will require a single analysis phase up front, but may have the solutions deployed in releases.

Benefits for Alternative #2:

Operational Effectiveness

- Added functionality to support asset management initiatives and project delivery operational notices PD03 and 03(A).
- Improved reporting of performance measures to legislature and business lines.
- Improve legal documentation to reduce risk in appeals and litigation.
- Reduced need for paper recordkeeping; paper files can be purged which will reduce the physical storage costs and also reduce the risk of physical documents being destroyed due to an environmental hazard like a fire or flood.

Software Maintenance Expenses and Efficiencies

- Software maintenance costs will be greatly reduced. There will be less reliance on more expensive contract IT resources through reduced incidents of software failure and repair and system stability.
- A more stable technical environment that will reduce software failures and frequent compatibility issues with newer operating systems, database upgrades, network protocols, etc.
- Improved user efficiency of data entry and eliminate work-arounds.

- Improved automated interfaces with several of ODOT's key systems including Geographic Information Systems, ODOT's Development Review System, FileNet and ODOT's Linear Asset Management System.

Costs/Risks for Alternative #2:

- Business and IS resource time will be spent on the project
- Business resources may not be able to commit time and/or money at the level necessary to implement the upgraded software within the estimated timeframe.
- Limited IT resources that are available to work on the project and may require consultant assistance Potential consultant assistance may be needed
- Current versions of CHAMPS may not work properly if ODOT were to choose to upgrade to a newer operating system (Microsoft Windows 7) in the future. It is unclear whether ODOT's current version of CHAMPS could be certified for Windows 7.
- Potential need for personal computer hardware upgrades, i.e., additional Random Access Memory (RAM) may need to be purchased for some users to facilitate the new version of CHAMPS

SOLUTION REQUIREMENTS

Cost

Estimated Initiative Cost, Dates and Impacts

. **Budget Area**	**2011-13**
IT Cost (IS and business funded)	$1,075,000
Non-IT Cost (business & non IS funded)	
Total Cost (all budget sources)	**$ 1,075,000**

Estimated Start Date: 8/1/2011
Estimated Total Hours: 5,000-6,000

Date Needed: 1/1/2013
Estimated Duration: 17 months

Conclusions and Recommendations

ODOT has chosen to pursue upgrading the CHAMPS System, based on the business need to stay current with ODOT's primary business needs and software platform.

The project goal identified is to ensure ODOT stays current with our Access Management statutes, rules, and policies. Alternative #2, entitled ***Upgrade CHAMPS,*** is the selected option that best preserves ODOT's investment. This alternative will allow ODOT to implement the functional enhancements that will benefit ODOT business practices and standards.

ODOT recommends initiating a project during the 2011-13 biennium to upgrade CHAMPS, using a current and supportable software language. The project scope includes analysis, design/construction, testing and implementation activities. The estimated cost for this initiative is $1,075,000, which will come out of the base budget.

Business Case for
DMV Expanded Customer Number

Oregon Department of Transportation,
Central Services Division, Information Systems

Date: 6/8/10
Version: 1.0
Authors

Business Case – Authorizing Signatures

PROPOSAL NAME & DOCUMENT VERSION #			
AGENCY		DATE	
DIVISION		**DAS Control #**	
AGENCY CONTACT		PHONE NUMBER	

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Executive Summary

The customer number (a.k.a., driver license number, ID number) is a data field contained within almost every DMV system used to identify a particular individual. DMV currently uses a 7 digit numeric field, and at projected burn rates, will run out of unique numbers sometime between 2015 and 2016. Hundreds of thousands of numbers have already been reclaimed but not enough. A significant analysis, planning, development, testing, and implementation effort will be required to expand the length and/or change the configuration of this field in all of the various impacted application systems, databases, screens, documents, reports, etc. Basically, this works equates to a project comparable to the division's Y2K initiative.

Background

Purpose

This project involves modifying DMV's 7 digit numeric customer number in such a way as to expand the base of values available. At the current burn rate, DMV will run out of customer numbers sometime between 2015 and 2016. Early high-level estimates indicate that this project will likely run for five years or more. The Preliminary Analysis Phase of the project must begin sometime in 2011 to meet the best case scenario deadline in 2016.

Background

The following analyses were conducted in 2009:

Analysis #1 - Conducted by ODOT IS (9/15/09)	
Numbers available	1,135,178
Average used per year (1999-2009)	197,324
Years remaining	5.8
Date exhausted at current rate	06/15/2015
Date exhausted +5%	03/07/2015
Date exhausted +10%	12/06/2014
Date exhausted +25%	04/21/2014
Date exhausted +35%	12/18/2013
Date exhausted +50%	07/15/2013
Date exhausted +75%	12/27/2012

Analysis #2 - DMV Program Services (9/17/09)

Using the forecasted increases from the June 2009 Forecast Report, the mean from 1999 through now, and a standard error, DMV will run out of viable customer numbers by May 2015.

Adjusting for a lower mean due to the decrease in usage since the SSN verification executive order went into effect, DMV could have customer numbers into the later part of 2016. However, forecasts show that reductions have bottomed out and the usage rate will rise going forward.

In a report dated 2/26/08 the estimated date for customer number exhaustion was July 2014.

Issuance increases from the June 2009 Forecast Report:

FY10	1.2%
FY11	2.2%
FY12	3.3%
FY13	2.4%
FY14	0.9%
FY15	0.4%

In 2002, DMV conducted a customer number reuse project to aggressively identify unused numbers that could be reclaimed and reused. Several hundred thousand numbers were made available for future use as a result of this project. However, it has been projected that repeating the processes used for this initiative in the current biennium would only reclaim somewhere between 75,000 and 100,000 customer numbers.

Problem or Opportunity Definition

Problem/Opportunity

DMV's legacy systems were developed over 40 years ago using a 7 digit numeric field for the customer number. This field is used to identify individuals within all or most of DMV's systems. Over the past 4 decades, DMV has used the majority of unique numbers available in this configuration. Even with the reuse of hundreds of thousands of numbers reclaimed as a result of a project in 2002, DMV will run out of customer numbers sometime between 2015 and 2016. Forecasts for a subsequent reuse project indicate that less than 100,000 numbers can be reclaimed if the processes applied in 2002 were repeated now. As a result, DMV must expand or reconfigure the customer number field used in DMV systems, databases, screens, documents, reports, etc. to allow more permutations

Project Scope

IN SCOPE

- Perform analysis of DMV systems* to determine impacts and scope of changes to Customer Number throughout system.
- Determine viable solution for extending availability of customer number usage in DMV systems.
- Update DRIVE with the new customer number format**. This includes online and batch files.
- Update Drivers with the new customer number format. This includes online and batch files.
- Update Vehicles with the new customer number format. This includes online and batch files.
- Update all impacted interim and transient files that pass data back and forth between programs, e.g. VTRANS, MAGTRANS, batch jobs, etc.
- Update all Externals with the new customer number format, e.g. LEDS, CVR, L-1, CDLIS/PDPS, etc.
- Update all impacted FTP layouts.
- Update all impacted access databases, e.g. At Risk.
- Update all other impacted applications, e.g. IVR, online address change, etc.

- Update records inquiry prints.
- Update all impacted reports.
- Update all impacted inquiry records e.g. commercial lists.
- Update files received from external sources, e.g. Vital Statistics.
- Update the 1D and 2D Barcodes on the DL/ID cards.

** The scope includes the major DMV systems, files, reports and external partners. Although not explicitly stated, the Client Server systems, like EGOV, are included.*

*** The term "new customer number format" is not inclusive or restrictive to the options presented in this document. Customer number is the commonly used phrase to identify an individual customer in the Oregon DMV database.*

SCOPE TO BE DETERMINED

- Will the data fields be expanded to accommodate a 9 digit customer number? Will we change to an alpha numeric and use the existing number of data field digits?
- Can / should customer number work be added as scope to other projects? Then address what is not touched by existing projects in a separate project?
- Would another effort to re-use customer numbers like was done in several years ago be worth pursuing to buy us more time?
- Improve the edits in CIS to reduce the number of customer numbers assigned when existing records can not be easily located.

Project Objectives and Measurable Outcomes

Project Objective	Measurable Outcome(s)
Update DRIVE with the new customer number format. This includes online and batch files.	DRIVE has been updated and the new customer number format works throughout.
Update Drivers with the new customer number format. This includes online and batch files.	Drivers has been updated and the new customer number format works throughout.
Update Vehicles with the new customer number format. This includes online and batch files.	Vehicles has been updated and the new customer number format works throughout.
Update all impacted interim and transient files that pass data back and forth between programs. e.g. VTRANS, MAGTRANS, batch jobs, etc.	All impacted interim and transient files have been updated and the new customer number format works throughout.
Update all Externals with the new customer number format, e.g. LEDS, CVR, L-1, CDLIS/PDPS, etc.	All External applications have been updated and the new customer number format works throughout.
Update all impacted FTP layouts.	All impacted FTP layouts have been updated and the new customer number format works throughout.
Update all impacted access databases, e.g. At Risk.	All impacted access databases have been updated and the new customer number format works throughout.
Update all other impacted applications with the new customer number format, e.g. IVR, online address change, etc.	All other impacted applications have been updated and the new customer number format works throughout.
Update records inquiry prints.	Record inquiry prints are updated and the new customer number format works throughout.
Update all impacted reports.	All impacted reports have been updated and the new customer number format works throughout.
Update all impacted inquiry records, e.g. commercial lists.	All impacted inquiry records have been updated and the new customer number format works throughout.
Update files received from external sources, e.g. Vital Statistics.	All files received from external sources have been updated and the new customer number format works throughout.

Assumptions, Methods, Alternatives

Assumptions

- Another reuse project would not yield enough available customer numbers to avoid this project.
- There is not business change that could be applied to make the current customer number configuration sustainable.
- The solution is required to be in place before the current supply of available customer numbers is exhausted.
- Analysis teams would be working simultaneously extracting rules and processes with respective sub-systems within DRIVE and Drivers processing.
- An architecture team would be established to provide a common technology platform and processes for each of the development teams to work from.
- Contractor staff would augment the staffing requirements for non-experienced development efforts.
- Some DMV applications have already been expanded to accommodate a 9 digit customer number, (e.g. CIS, DB2 tables) but they still need to be coded to pass an expanded customer number (from one system to another) if that's determined to be the solution.
- Some of the impacted numbers will likely be missed due to inconsistent naming conventions. The customer number is called different things throughout DMV systems (ODL, Cust ID, Customer number, etc).

Methods

The full mandated Standard ODOT Systems Development Lifecycle Methodology will be used for this project, independent quality assurance assessments will be conducted and all applicable agency and state policies and procedures will be followed.

Alternatives

There are three basic approaches DMV can take to increase the number of unique values:

Option #1 – Keep the customer number as a number, but expand it from 7 to 9 digits.

Option #2 – Keep the customer number at 7 digits but allow alphabetic characters, i.e., make it an alphanumeric field.

Option #3 – Expand the customer number from 7 to 9 digits and also allow alphabetic characters, conforming to the database storage definition. This option also rewrites the DRIVE and Drivers systems while maintaining the current functionality.

Constraints

- Current functionality must be maintained.
- Mandates, legislation or subsequent DMV proposals can not alter the design or technology platform.
- There is a finite amount of customer numbers available, so this project must be completed before DMV runs out in order to continue to provide basic services.
- DMV has a queue of federal and state mandated projects that far exceeds the project support resources available.
- DMV must provide enough customer numbers for the foreseeable future.

Analysis, Costs & Benefits

DMV has no choice but to solve the shortage of available customer numbers in order to continue to provide basic services. That said, there are three possible approach options that can be taken.

These are summarized in the table below:

Approach	Business Complexity Rating[1]	Technical Complexity Rating[2]	Total Estimated Hours	Total Estimated One-Time Costs	Total Months Duration
Option #1 - 7 to 9 Digits	3.50	2.83	86,341	$4,362,709	52
Option #2 - Alphanumeric	3.70	2.92	70,789	$3,440,722	52
Option #3 - 9 Digits, Alphanumeric	3.80	3.50	107,489	$5,014,966	52

Each option will have a different impact on the long-term availability of customer numbers:

Option #1 - 7 to 9 Digits

Expanding the customer number field from its current length of 7 digits to 9 digits would provide an additional 990 million potential new numbers to the current base of 10 million numbers available for DMV use.

Option #2 - Alphanumeric

The amount of potential customer numbers provided for each alphanumeric position added, up to the total of all 7 positions being alphabetic[3], are charted below:

1 - 24,000,000	5 - 4,533,542,400
2 - 105,600,000	6 - 15,438,044,160
3 - 383,040,000	7 - 52,513,350,144
4 - 1,326,336,000	

[1] The business complexity rating is calculated as part of DMV's standard project initiation process using several evaluation criteria.

[2] The Technical complexity rating is calculated as part of DMV's standard project initiation process using several evaluation criteria.

[3] I's and O's have been excluded from the potential number counts.

Option #3 - 9 Digits, Alphanumeric

To meet the current need of additional customer numbers, changes to DMV legacy system are comprehensive. To circumvent threading the new requirements through the DRIVE and Drivers legacy systems, this option would rewrite the DRIVE and Drivers systems while maintaining the current functionality and DB2 data storage. The customer number or customer identifier would change to 9 digits in length and be able to contain both numeric and alphabetic characters. The remaining systems and sub-systems would be modified to accept and pass the modified customer number. This option would add approximately 60.7 trillion potential new alphanumeric numbers to the base of 10 million customer numbers currently available for DMV use.

Risks

Risk Rating: ☒ High ☐ Medium ☐ Low

Customer numbers are used in most (if not all) DMV systems, databases, reports, documents, screens, etc. in one form or another. The impending shortage of numbers, the interdependencies and the age of DMV's legacy systems make this a high risk project.

Conclusions and Recommendations

DMV must address the impending shortage of customer numbers in order to continue to provide basic services. Modifying DMV's systems, screens, databases, reports, documents, etc. will require many years, so a project must be launched in 2011 in order to avoid service interruptions. In regards to the three approach options presented in this document, DMV recommends pursuing Option #2, which allows alphanumeric characters within the current 7 digit field, for the following reasons:

- Lower overall effort required.
- The modifications are less invasive to the systems, databases, screens, reports, documents, etc. as a whole.
- Higher number of potential numbers gained than is provided by Option #1, which expands the field from 7 to 9 digits, i.e., provides up to 52,513,350,144 unique customer numbers.

- Is scalable, i.e., 1 to 7 digits could be converted to allow alphanumeric characters.
- Aligns the customer number with the database definition.
- All of the options presented within this document are equally viable from a technology support perspective.

Business Case for
DMV – Microfilm Replacement Project

Oregon Department of Transportation,
Central Services Division, Information Systems

Date: 6/8/10
Version: 1.0
Authors

Business Case – Authorizing Signatures

PROPOSAL NAME & DOCUMENT VERSION #			
AGENCY		DATE	
DIVISION		**DAS Control #**	
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Executive Summary

DMV is mandated to retain certain documents for several years. At present, images are captured on microfilm and microfiche. However, the division's microfilm/fiche capture equipment is obsolete, so maintenance and replacement parts are getting harder to find and more expensive. DMV needs to follow industry realities and migrate from microfilm/fiche to digital images. This project will involve the procurement of new digital imaging based document storage and retrieval solution and decommissioning the organization's current microfilm/fiche capture equipment. Microfilm/fiche readers will be retained to access existing archives.

Background

Purpose

DMV is mandated to maintain copies for certain documents for several years, and we currently use microfilm and microfiche to archive most of our documents. However, our microfilm and fiche capture equipment is old, obsolete and at the end of its serviceable life. Soon this equipment will not be maintainable or repairable and DMV will have no option but to use costly secured offsite hardcopy storage

and retrieval to archive our documents. Also, since we have no search capabilities or automated access to distinct images, we have to expend a great deal of effort to build and maintain microfilm and fiche indexes in order to locate specific historic documents via manually scanning film rolls and fiche. In order to be more effective and efficient, we need to stay current with industry and move from microfilm/fiche to digital imaging vs. investing in the same outdated technology.

Background

Maintainability

DMV continues to pay ever increasing rates for support of our obsolete microfilm/fiche capture equipment, which requires constant maintenance (cleaning, repair, alignment, etc) and regular repair (at least one worn part generally needs to be repaired or replaced each month). The lack of availability of replacement parts is already causing unscheduled downtime.

Industry Trends

The use of microfilm and microfiche to capture document images is on the decline, while the use of digital images for document archival is on the rise in both the private and public sectors. Organizations seem to be moving to digital imaging technology as their microfilm/fiche capture equipment wears out vs. reinvesting in the same photo image based technology.

DMV Lookups

DMV accesses an average of 1,000 to 3,000 archived documents a month. The majority of DMV's microfilm/microfiche lookup requests are for documents that have been archived for 2 to 5 years. These account for 85% of the lookups, and 23% of the total volume of microfiche and microfilm archived. Lookups for documents older than 5 years account for about 15% of the total, while lookups for documents less than 2 years are negligible.

Archive Volumes

Microfilm Reels (1963 – 2009)

Vehicle Reels:
Titles: 29,378 reels
Registration: 13,424 reels
Correction Reels (Title and Reg): 45
Total Vehicle Reels: 42,847 reels

Driver Reels:
Abstracts: 1,068 reels
Driver Block File: 5,242 reels
Traffic Safety Program: 159 reels
Driver License Cancellation Files: 48 reels
Drivers Daily Business: 3,528 reels
Total Driver Reels: 10,045 reels

Legislative Records:
Legislative Records: 23 reels

Grand Total of All Reels (1963 - 2009): 52,915 reels

Microfiche (1967 – 2009)

Vehicle Microfiche:
Total: 24,667 slides/sheets

Drivers Microfiche:
Total: 49,021 slides/sheets

Total Microfiche Slides/Sheets (1967 - 2009): 73,688 slides/sheets

Note - Microfilm Reels and Microfiche Currently Stored at the State Archives.

Volume Trends

Over the past five years, DMV's archive of microfilm and fiche has grown at an average rate of about 3.7% per year, which equates to an about 2,000 reels/fiche per year, or about 8,000,000 to 12,000,000 documents per year.

Stakeholders

Business Process	Stakeholders
Document Capture (Manual)	DMV Customer Services Group DMV Processing Services Group
Document Retrieval (Manual)	DMV Customer Services Group DMV Processing Services Group DMV Field Services Group DMV Program Services Group
Document Indexing (Manual)	DMV Customer Services Group DMV Processing Services Group DMV Field Services Group DMV Program Services Group

Problem or Opportunity Definition

Today, DMV stores most document images on microfiche and microfilm. DMV needs to replace its current microfilm/fiche capture equipment which is old and obsolete, and is getting increasingly costly and difficult to maintain and fix. Soon, DMV will be unable to keep this equipment functioning and when this happens, will have no other way than expensive offsite secured hardcopy storage to archive documents.

DMV could reinvest in new models of the same technology but this seems counterproductive, so the organization is targeting digital imaging instead. By moving to a digital document imaging solution, DMV can stay current with industry trends and realities, can gain real-time search and access capabilities, can streamline business processes by leveraging workflow capabilities, and can eliminate the need to store and maintain film rolls and fiche sheets in a secured, environmentally controlled facility.

Project Scope

The scope of this project will include the planning, procurement and installation of a new digital imaging solution, identifying new document search criteria and indexes, cutting over to digitally imaging all driver, vehicle and customer archival documents (i.e., those that are currently microfilmed today) and disposal of obsolete microfilm/fiche capture equipment. DMV will continue to store and access existing microfilm and microfiche archives and thus use existing reader/projector equipment until all of the documents currently filmed no longer need to be accessed or are converted to digital images by a subsequent project.

While DMV will not convert documents currently stored on microfilm/fiche or begin to digitally image documents that are currently not microfilmed today (i.e., stored as paper), during this project it is important that the solution chosen be able to accommodate or easily expand to add this necessary functionality and increased volume in the near future.

Project Objectives and Measurable Outcomes

Project Objective	Measurable Outcome(s)
Phase out the seven analog microfilm filmers with digital imaging technology. This equipment has reached the end of its lifecycle and industry no longer supports microfilm technology. DMV cannot obtain new machines, similar to what is in place today, and parts will become increasingly difficult to purchase.	The seven analog microfilm filmers are replaced with digital imaging technology.
Eliminate all dependencies on the outdated DMV microfilm sub-system.	Dependencies on the outdated DMV microfilm sub-system are eliminated.
Provide a standard method for source document storage. Today, DMV stores some records on microfilm, some on microfiche, and others on paper. The move to digital imaging would position DMV for a single method of storage and retrieval of source documents.	A standard method for source document storage is established.
Achieve efficiencies in providing records in order to keep up with service levels based on increasing workload.	Efficiencies in providing records are achieved.
Position DMV to complete business process improvements throughout the division on the highly manual processes used today.	DMV is positioned to complete business process improvements throughout the division by replacing highly manual processes used today.

Assumptions, Methods, Alternatives

Assumptions

- Maintenance support and replacement parts for DMV's current microfilm/fiche capture equipment will eventually be unavailable.
- The standard state and agency image software (like FileNet) will be considered, and existing price agreements with image capture vendors will be explored.
- This project will focus on replacing obsolete microfilm/fiche capture equipment. The conversion of existing microfilm and microfiche archives to digital images and the reengineering of business processes to fully leverage new digital imaging technologies and capabilities will be carried out in a subsequent project.
- Digital images can be secured more easily than hardcopy documents.
- Search capabilities and automated access to digital images will streamline document retrieval.
- Current indexing involves storing information on DMV legacy mainframe systems to indicate which microfiche or film roll a particular image can be manually found on. Users access GG21 for vehicles and GG05 for drivers archives. This will not be transferable to the very different indexing required to allow search capabilities and access to individual digital images within the new solution/system. As a result, some significant translation will be required to convert the old mainframe indexes for groups of images on microfiche and film rolls to the searchable indexes used for each new unique digital image.

Methods

The full mandated Standard ODOT Systems Development Lifecycle Methodology will be used for this project, independent quality assurance assessments will be conducted and all applicable agency and state policies and procedures will be followed. Furthermore, DMV will coordinate technology selection, acquisition and implementation efforts with agency IS support resources and the state data center (SDC). Also, existing pricing agreements with image capture vendors will be explored.

Alternatives

DMV could replace its current microfilm/fiche capture equipment with newer (refurbished) models of the same technology. However, since the industry has moved away from microfilm and microfiche capture tools towards digital imaging, along with the limitations of manually storing and retrieving photographed images, makes this course of action seem unwise and counterproductive.

DMV could store and retrieve the original paper documents in a secure and environmentally protected offsite facility. However, this approach is cost prohibitive in regards to per sheet/per pound monthly storage fees, transportation costs, per box/document location service fees and per box/document retrieval service fees. Each document would need to be indexed and stored vs. thousands of documents stored on a roll or fiche (there are approximately 4,000 to 6,000 letter sized images stored on a typical 16mm microfilm vehicle reel, with slightly less per fiche). Offsite storage and retrieval also adds significant processing delays because the documents have to be boxed and indexed before they are shipped to the storage facility, and then manually located, retrieved and shipped back as needed from an offsite location. In-process documents would also have to be tracked in case additional inquiries were received during the retrieval, viewing or return processes. Furthermore, all of this shipping and handling would significantly increase the risk of damage and/or loss.

Constraints

- The current microfilm equipment is at the end of its usable life span, and if imaging is not an option, other alternatives must be explored.
- Maintenance and support for current microfilm/fiche capture equipment will eventually be unavailable.
- Minolta, Canon, Kodak, Bell & Howell, Fuji, EyeCom, ALOS and 3M have discontinued the manufacture and sales of their microfilm/fiche filmers.
- Money and other resources are available to support purchasing and installing a new document imaging system during the 2009-11 biennium.
- The digital imaging solution will need to fit within the state’s technical infrastructure and comply with state data center standards.

- DMV does not have facilities to house document archives on-site.
- DMV and DMV/IS has limited knowledge for implementing and supporting an imaging solution at DMV.
- The true timeframe required to implement a digital imaging solution is unknown.
- DMV must continue retrieving microfilm/fiche documents from existing archives.
- HB 2867 passed by the Oregon Legislature in the 2009 session, mandates that special cost/benefit analysis be done for procurements that involve more than $250,000. This new law will likely apply to this project.

Analysis, Costs & Benefits

Archival Volumes

DMV archives about 8,000,000 to 12,000,000 documents per year and must maintain them from 2 years, 5 years, 7 years, up to indefinitely, depending upon the document type. DMV accesses an average of 1,000 to 3,000 archived documents a month.

Hardcopy Archival

DMV currently archives limited hardcopy documents at the state's record storage facility, which is funded based upon a total square foot allocation. The storage of all DMV documents could not be handled within this reserved space or even within this facility so an alternative 3rd party secured archival service like Iron Mountain would need to be used at a higher cost. The current price agreement between the state and Iron Mountain for letter sized hardcopy document storage is $0.19 per month with a $21 charge for each pickup/delivery. These costs multiplied by the volumes defined in the sections above would be cost prohibitive and add significant lead times and risks. In fact, two copies of each document would probably need to be maintained or an additional photo copy retrieval service (pull document, make a copy, send copy to DMV, re-file original), if available, would need to be used to ensure that a master copy was always stored in the archive, in case there was a loss during processing or transport. Also, documents no longer needed would have to be destroyed at a price of $0.17 per pound.

Converting Existing Archives

There are a number of companies that offer microfilm/microfiche to digital image conversion services. Their prices are generally based upon a cost per image**,** a cost per reel for microfilm or cost per slide/sheet for microfiche. The average conversion cost for microfilm is roughly $.02 to $.06 per image or $12 to $36 per reel, depending on how many images are contained on a reel and how many reels will be imaged (i.e., volume discounts may lower the unit cost). There are approximately 4,000 to 6,000 letter sized images stored on a typical 16mm microfilm vehicle reel filmed by DMV. The average microfiche conversion cost is approximately $2.00 to $10.00 per slide/sheet, since they hold fewer images and are easier to handle.

Risks

Organizational Feasibility Rating: ☒ High ☐ Medium ☐ Low

- Other agencies have already implemented digital imaging solutions.
- There are many vendors that can provide digital imaging solutions.

Risk Rating: ☐ High ☒ Medium ☐ Low

- DMV must maintain a viable and cost effective document archival and retrieval solution, but the current microfilm/fiche based solution is getting more costly and difficult to maintain and repair, with indications that replacement parts and support will no longer be available sometime in the foreseeable future.
- Implementing a new document storage and retrieval system (digital imaging) while continuing to use the current system (microfilm/microfiche) could cause productivity issues.
- DMV may experience contention for scarce agency and state procurement support resources.
- DMV may experience contention for scarce agency and state technology support resources.

- DMV business resources may have difficulty defining search criteria and indexes for new digital imaging systems since all they know and use are manual microfilm/fiche tracking methods.
- Digital imaging solution providers may have difficulties complying with state data center (SDC) standards and constraints.
- Costs related to the state data center (CPU, data storage, etc.) seem to change and may increase during the project.

Conclusions and Recommendations

DMV will carry out an IT project to procure and implement a digital imaging based document storage and retrieval solution, and to decommission all of the current microfilm/fiche based image capture equipment. Microfilm/fiche reader equipment will be retained until such time as all of DMV's archived documents are converted to digital images.

Business Case for
Fuels Tax System Replacement

Oregon Department of Transportation,
Central Services Division

Date: May 17, 2010
Version: V.1
Authors: Maureen Bock, Kathryn Jones

Business Case – Authorizing Signatures

PROPOSAL NAME & DOCUMENT VERSION #	**Fuels Tax System Replacement, V.1**		
AGENCY	**OR Dept of Transportation**	DATE	**May 17, 2010**
DIVISION	**Central Services**	DAS Control #	
AGENCY CONTACT	**Maureen Bock**	PHONE NUMBER	**378-2934**

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Executive Summary

Fuels Tax Group (FTG) is mandated to administer fuels tax per Oregon Revised Statutes, Chapter 319. Fuels tax is the primary source of funds for the Department of Transportation (ODOT), accounting for about 19 percent of its internally generated revenue. Fuels tax information is housed in the Fuels Tax System (FTS).

Because of FTS limitations, ODOT is losing revenue and is not realizing cost savings. FTG estimates that ODOT is losing about $10 million each year[1] due to tax evasion, reporting complexity, and administrative limitations.

- **Uncaptured Revenue Due to Tax Evasion**: The current FTS does not provide a reliable method for detecting and reducing evasion or for identifying those who fail to file mandatory documents or make required payments. There is limited visibility of licensee's total obligations and status. Combined with the inability to track or match documentation, this results in poorly targeted, incomplete audit coverage and possible low overall compliance.
- **High Taxpayer Burden Because of Reporting Complexity**: Inability to provide electronic filing and complex paper filing processes act as a disincentive for otherwise law-abiding taxpayers, and lead to reduced voluntary compliance by taxpayers.
- **Administrative Limitations**: Multiple systems and paper-based processes for each type of revenue or transaction create redundant data capture and inefficient billing processes.

With the current Fuels Tax System, these are ongoing problems and will persist because it has the following limitations:

- **It is paper-driven and relies on manual data entry.** FTS has limited reporting mechanisms. The system itself does not contain data fields to house all the data that resides on paper. This makes it difficult to access and report valuable data collected by FTG. It provides some reports but new ones can only be created by a programmer, who is unavailable internally. Further, manually entering the data costs FTG substantial amount of labor hours and compromises data

[1] This estimated is based on several figures: 1) Two software companies that have presented to FTG assert that revenue will increase about 5%, FTG makes a more modest estimate of about 2.5%. 2) States that reported to ODOT have experienced between a 3 – 7% increase in additional revenues after electronic filing systems were implemented and that increase in revenue continued in subsequent years.

integrity. License numbers must be manually assigned, which becomes more complicated as new jurisdictions and licensees are added. Due to license field size, FTG will run out of numbers to assign.

- **It has severely limited functionality for FTG accounting and auditing units.** The current FTS cannot correctly generate interest, penalties or credits on certain licensees, and cannot correctly record amended reports. It also lacks an accounts receivable aging function. There are no means for tracking audits or compliance issues. It especially does not support or accommodate the ever changing use fuel (diesel) industry nor can it be configured to track alternative fuels such as electricity.
- **It does not have a supported platform.** Lack of IT support limits FTG's ability to modify or fix current system limitations. The current system cannot accommodate law changes. There are also no internal controls. Any user with access can make changes or delete information without alerting other users, thus eliminating valuable historical information and compromising data integrity. The system provides no means for data purging and will continue to grow in size, which will increase storage costs in the future.
- **It cannot track fuel to its ultimate taxation point.** The inability to connect fuel purchasers with fuel suppliers substantially increases the probability that tax evasion will go undetected.

These limitations render the current Fuels Tax System cumbersome, and do not support the FTG program. In order to increase revenue and realize cost savings, FTG will need to implement a new Fuels Tax System. A new system will:

- Provide electronic filing capability for licensees thus easing their administrative burden.
- Improve accounting and audit capability by auto-correcting reports and auto-generating information and license numbers. It will further provide compiled information, audit trails, and easily accessed databases for field audits.
- Exist on a supported platform with table-driven functionality.
- Easily track fuel entering the state to its ultimate taxation point, which allows easier detection of evasion.

There are three paths, or alternatives, ODOT could choose.

Alternative 1: Retain the status quo: do not replace the existing system and do not improve business processes.

- Costs: Outside of the current cost of operations (crews 525 and 526), which is $2.9 million per biennium, there are no additional costs with the exception of increasing storage costs for archiving information from $5,000 per month to $8,000 per month during the next biennium.
- Benefits: ODOT will not have to spend time and money on a new system, training current staff, training in-house IT professionals, and training licensees.

Alternative 2: Update business practices by hiring new staff, training auditors, and increasing contracted IT support.

- Costs: Hiring new staff to adequately audit FTG's current license base will cost $1,414,840 per year. Training current auditors on Access and Excel will cost $4,842 and will increase to $14,472 if additional staff is hired. Increasing IT support will cost about $3,240 with storage costs increasing from $5,000 to $8,000 per month during the next biennium.
- Benefits: ODOT will not have to spend time and money on a new system. Increased audit staff would increase the number of audits, which would increase compliance and thereby potentially increase revenue.

Alternative 3: Replace FTS

- Costs: About $1.5 million is the estimated cost of replacing the current Fuels Tax System; the Highway Fund is the source. The cost of the system replacement is less than 1 percent of the annual revenue brought in by FTG. This includes staff time, software, and State Data Center costs for the first year.
- Benefits: The benefits of implementing a new system are numerous. Mainly, the problems listed above would be resolved. A new system in Oregon should mirror the same revenue generation as electronic filing systems in other states. A modest estimate of a 2.5 percent increase in revenue would generate about $10 million for ODOT per year. More importantly, a new FTS would enable licensees to electronically file their reports, which increases data integrity and ensures that ODOT is receiving its revenue more timely while lessening the licensees' reporting burden.

To increase revenue by increased compliance, realize cost savings by streamlining business practices, and decrease the reporting burden on licensees, ODOT should choose Alternative 3.

Background

Purpose

Fuels Tax Group, in an effort to comply with government laws, rules, executive orders, and departmental objectives, and in order to increase revenue, and realize cost savings, finds it necessary to replace the current Fuels Tax System.

To Comply with Government Laws, Rules, and Objectives:

Statutes and Rules: A replacement for the existing Fuels Tax System is needed to efficiently and effectively administer ORS 319. Because of lack of automated processes and staff resources, enforcing certain sections of ORS 319, as mandated by 319.840, is challenging if not impossible.

ORS 319.550 to 319.611 (use fuel user statutes) have been historically difficult to enforce. Use fuel users are the largest auditing base created by the fuels tax statute. Administrative Rules 735-176-0020 to 735-176-0045 support law by setting forth licensing, record keeping, reporting, and tax payment requirements for use fuel users. However, finding, educating, and helping users comply with law and administrative rule extends beyond FTG's current capabilities. In fact, active enforcement of use fuel user statutes did not occur until mid-2005 because of insufficient staff resources.

A new system will decrease the amount of time auditors spend on data entry. This will allow auditors to better focus on compliance and licensing issues with use fuel users.

ORS 319.840 further allows FTG to track use fuel that enters into the state. Use fuel is taxed at the lowest level possible, which is when fuel is placed into the fuel tank of a motor vehicle with the intent of operating that vehicle on public roads and highways. Those who are required to report and remit payment are use fuel sellers and users. Businesses that import, produce, distribute and/or transport use fuel are not required to report their activities to FTG unless they are a licensed seller or user. Thus, FTG cannot quantify the amount of diesel entering into Oregon without a system that will efficiently track fuel distribution.

A new Fuels Tax System will enable FTG to track fuel and licensees by matching who buys what and from whom. Automating this process will allow auditors to better focus on administering law and rules.

Executive Orders: Further, a new Fuels Tax System will be needed to comply with Governor-issued executive orders.

> Executive Order No. 03-01, Regulatory Streamlining. Intent: To facilitate the growth of jobs and stimulate Oregon's economy by streamlining regulatory processes, without compromising necessary standards, to enable the private sector to do business more easily.

Reporting and paying fuels tax is cumbersome for many large and small businesses. If a business operates in several Oregon jurisdictions that enact fuels tax ordinances, it has to fill out separate reports for all jurisdictions under different license numbers. These are multiple page reports, all of which must be signed and delivered to FTG on paper.

For example, ABC motor vehicle fuel distributor would be licensed in Oregon and potentially in other local option taxing jurisdictions. ABC could conceivably have up to 17 different license numbers that would be used on each of its monthly reports. As ABC distributes gasoline throughout the state, it has to keep track of how many gallons of motor vehicle fuel it distributes in each jurisdiction for which it is licensed. Then on a monthly basis, the licensee sends a paper report for each license.

ABC would send 12 monthly reports per year with supporting documentation that corresponds to its Oregon license. And if ABC is licensed in Multnomah County, it would send another 12 monthly reports per year (with a lot of the same information because it reflects a subset of the data reported on the Oregon reports), and so on for the rest of the jurisdictions in which it is licensed. To make it more complicated, some of the jurisdictions include different fuels in their definition of "motor vehicle fuel." See the table below:

JURISDICTION	MOTOR VEHICLE FUEL TAX	ADMINISTERED BY ODOT
State of Oregon	Gas, gas blends, aviation fuel, jet fuel	Yes
Astoria	Gas, gas blends, diesel	Yes
Canby	Gas, gas blends, diesel	Yes
Coburg	Gas, gas blends	Yes
Coquille	Gas, gas blends, diesel	Yes
Cottage Grove	Gas, gas blends, diesel	Yes
Eugene	Gas, gas blends, diesel	Yes
Hood River	Gas, gas blends, diesel	Yes
Milwaukie	Gas, gas blends, diesel	Yes
Multnomah County	Gas, gas blends	Yes
Newport	Gas, gas blends, diesel	Yes
Springfield	Gas, gas blends, diesel	Yes
Tigard	Gas, gas blends, diesel	Yes
Veneta	Gas, gas blends, diesel	Yes
Warrenton	Gas, gas blends, diesel	Yes
Washington County	Gas, gas blends	Yes
Woodburn	Gas, gas blends, diesel	Yes

Thus, for a large company handling fuel in several Oregon jurisdictions, reporting and remitting tax can be very cumbersome. Although FTG has made forms as simple as possible and has implemented training programs, system limitations have made reporting and paying fuels tax difficult for Oregon businesses.

A new system will streamline processes for Oregon businesses by providing electronic data transfer, by creating one master license number for licensees operating in multiple jurisdictions, and by notifying the licensee of mathematical errors before the report can be submitted. It will also eliminate the need to mail volumes of paper to FTG.

Department Objectives:

The current FTS does not help ODOT realize two of its core values.

- Customer Focus: Paper-driven processes make reporting, paying, and hence complying with Oregon laws very difficult for licensees. Having a system that enables electronic filing will alleviate FTS limitations and streamline business processes for licensees.
- Efficiency: The limitations in the current system and lack of electronic filing make report and payment processes inefficient for the FTG. Electronic filing will automate a number of processes that currently rely on intensive manual entry.

Another objective of ODOT is the successful implementation of HB 2001 passed by the 2009 State Legislature. The bill calls for accountability, innovation, and environmental stewardship. An integral part of this bill is reducing the amount of green house gas emissions. The Department of Environmental Quality has contacted FTG for information on fuel distribution to help it accomplish this goal. Although FTG has information on diesel distribution, it resides on paper because the system does not have the capability of storing it. Moreover, FTG does not have staff available to input and analyze this data from paper reports nor copy this information and send it to DEQ for analysis.

To Increase Revenue

Because of FTS inadequacies, ODOT does not receive the revenue to which it is entitled. FTS cannot track fuel, which leads to decreased compliance and increased tax evasion. Further, the complexity of paper-driven processes and the inefficiency of FTG business practices built around system limitations may frustrate otherwise law-abiding licensees and discourage compliance.

A new Fuels Tax System would benefit ODOT and the state by enhancing fuels tax compliance and reporting, and by improving data collection and reporting capabilities to determine who should be paying fuels taxes, and whether or not the tax was paid timely and accurately. Further, a new system would provide electronic filing, which would automate processes. Electronic filing has increased revenue anywhere from 3 to 7 percent in states where it has been tried. A modest 2.5 percent would increase revenue by about $10 million per year for ODOT based on current revenue projections. An increase in revenue would help ODOT fulfill its mission of providing the safe and efficient movement of people, goods, and services.

To Realize Cost Savings

The labor costs in FTG are not used as well as they could be due to current FTS limitations. The entire system is paper-driven. Accounting technicians spend the majority of their time inputting data from paper reports into the system or other databases. Further, because the current FTS does not record detailed information, auditors have to input data into spreadsheets and databases in order to perform audits. Use fuel auditors estimate that 50 percent of their time is spent manually entering data. By automatically uploading data from the licensee, thousands of FTG labor hours could be used in conducting the audits and human error associated with manual data entry would be eliminated.

A new FTS would also realize storage cost savings for ODOT. Currently FTG archives at least 60 boxes of paper files every year. Eliminating a third of the paper, which could easily be done by having electronically filed reports, would increase storage space for other ODOT agencies. Other ODOT agencies currently contract with outside sources to store their records because there is a backlog at the State Archives.[2] Lack of ODOT storage space can be exceptionally complicated in light of ODOT's upcoming move from the Transportation Building. By electronically storing information, a new FTS can significantly reduce ODOT's paper archive needs.

Background

Fuels tax, the largest generator of revenue for ODOT, provides about 19 percent of ODOT's income. FTG generates $980 million with an operating cost of $2.9 million per biennium. The cost to benefit ratio for fuels tax is substantial, and an additional $10 million in revenue per year can be realized with a comparatively low one-time investment of $1.5 million for a new Fuels Tax System. A new FTS will be less than 1 percent of FTG's total revenue generation per year, and only costs 15 percent of the revenue it could generate during the first year.

A new Fuels Tax System has long been investigated and proposed by the FTG because of the continuous need of enhancements and repairs to the current system. Enhancements to the system were provided by contracted IT support in 2001, 2002, 2003, and 2005 as new jurisdictions were added. And although the system is in need of a series of repairs—interest, penalties, credits, and accounts receivable cannot be correctly calculated, nor can trace letters be adequately produced, and the system regularly crashes during batch printing—the system was only repaired twice in 2001.

[2] Phone conversation, Support Services Lisa Martinez, May 14, 2010.

Realizing the need for a new system, the Oregon Department of Transportation (ODOT) initiated a project with two Requests for Work (18844 and 20212) submitted to Information Systems Branch in 2008, to provide additional automation of its business processes for licensing, tax reporting and auditing as it relates to fuels tax collection efforts. Project number 18844 was entitled "Move Fuels Tax out of Powerbuilder." It was a request to put the Fuels Tax System into a more current, supportable and expandable technology platform. It was never started. RFW 20212 was submitted to replace FTS to allow more automated collection of reports. This request is still active.

Outside sources analyzed the system as well. In 2007, a contracted business gap analyst, Process Flow Specialist Inc. noted that too many of FTG's processes were manual, redundant, and cumbersome because of an inefficient system.[3] In 2008, the ODOT Internal Audit unit, upon noting the failures of the current system, recommended a new Fuels Tax System.[4] All attempts to replace the Fuels Tax System were unsuccessful because competing priorities took precedence.

Several other branches of government have noted the need for a new Fuels Tax System as well. These state agencies would benefit from the information FTG collects, but which is not accessible to share because of lack of staff and system reporting limitations. Some of the agencies interested in FTG information are the Oregon Department of Energy, Oregon Department of Environmental Quality, and the Legislature. Internal users of the data include the Economic and Financial Analysis Section of the Financial Services Branch, Government Relations, and the Budget Section.

Problems Defined

Problems

In order to comply with government mandates, streamline business processes, increase revenue, and realize cost savings, FTG needs a more robust system. The current Fuels Tax System is limited in the following ways:

- It is paper-driven and relies on manual data entry.
- It has severely limited functionality for FTG accounting and auditing units.

[3] FTS Gap Assessment, prepared by Victoria Hawley, Process Flow Specialist, Inc., April 10, 2007
[4] Internal Audit Findings Discussion, September 3, 2008

- It does not have a supported platform.
- It cannot track fuel.

Each of these problems will be discussed in turn.

Paper-driven System

From its inception, the Fuels Tax Program has been paper-driven. Licensees submit paper applications, receive a paper license, and then remit their paper reports with backup documentation to the central office. These reports are then manually data-entered into a computer program for storage and file management. A paper-driven system creates several problems: compromised data integrity, limited reporting capabilities, manually assigned license numbers, and document storage issues.

Compromised Data Integrity: FTG processes rely heavily on physical files. Because accounting, auditing, and management groups all use these files, there is an increased risk of loss due to misplacement. Currently, when a file or tax report is noted as missing, it is common practice to send an e-mail to the entire group asking if anyone has the file. Dependence on physical files increases the complete loss of data and reliance on manual data entry compromises data integrity.

To compensate for data security issues, FTG purchased a lockable SpaceSaver filing system to secure paper files that contain personally identifiable information from licensees. However, storing all of this paper takes space and money. FTG does not have an imaging system that can reliably store data and thus eliminate the majority of files. This makes both updating and maintaining paper files difficult and costly.

Lack of Reporting Capabilities: There are not enough data fields in FTS to record all of the information that is kept on paper. This makes it difficult for FTG and other branches of government to access, analyze, and run reports on fuels tax information. For example, during the 2008 session, Government Relations wanted information on how many use fuel sellers had cardlock readers. Fuels Tax Group did not have that information because the system does not have a place to store that data.

Another example is the ongoing requests from legislators and jurisdictions about the number of gallons distributed in various cities and counties. That information is currently not available. The current system does not have the capability of capturing and storing data about the number of gallons distributed nor does it contain the number of gallons by fuel type. All of this information is stored on paper.

This lack of electronically stored data does not support data modeling that would allow ODOT to respond to the types of inquiries it receives about distribution.

Further, FTS has a limited amount of reports it can generate from the information that is currently in its system. More reports are needed, but FTG lacks an in-house programmer to design or implement new reports.

Manually Assigned License Numbers: The license number is a key match field for the purposes of matching revenue, reports and audits to the appropriate licensee. The potential licensees are sent application packets, which are logged for follow up. Once an application is received, a license number is assigned. The license number is not system-generated; rather, it is taken from a list of numbers maintained in a notebook and then entered into the Fuels Tax System. This number is then used on the license that is sent to the licensee; it is also used on a 4 X 6 inch card that is filed with the rest of the licensee's information. Hard copy files of all licensee information are maintained so they can be used by accounting and audit staff. The current Fuels Tax System has the potential for six numbers in the license field, which is used for motor vehicle fuel licensees, use fuel sellers and use fuel users. License numbers are not reused so the system will eventually not be able to register license numbers.

Further, each motor vehicle fuel licensee receives a unique license number for each jurisdiction in which it is licensed rather than having a master number, with the additional jurisdictions being tied to that master number. As more jurisdictions adopt local option taxes and seek to have ODOT administer them, the number of license numbers for each licensee grows. This makes reporting and remitting tax confusing and time-consuming for licensees.

Document Storage Issues: Because the FTS is paper-driven, FTG receives more than 60 boxes worth of information per year. To make room in the SpaceSaver for new information, every year one FTG employee spends a month pulling old information and then two employees spend two days boxing it up. FTG sends over 60 boxes to the Archives every year, which is about 73 cubic feet. However, ODOT only has a certain amount of contracted space at the State Archives, and FTG has to share this space with other ODOT agencies. Currently, ODOT has a significant lack of storage space at the State Archives, and many agencies are paying for their records to be stored at other facilities. An electronic system would enable FTG to cut down on the amount of paper records it sends the State Archives by at least a third. This will free up storage space for other users.

Limited Audit and Accounting Function

Limited Accounting Function: Although FTS was designed from an accounting standpoint, many of the original features are obsolete or non-functional.

For example, problems in the system occur when licensees file amended reports. Amended reports are sent in when the licensee over or under reported the amount of gallons handled on the original report. When accounting goes into FTS to update the report (input the amended information), FTS automatically states the report was late and calculates interest and penalties on the account. However, the original was received on time and FTG considers the amended report to be filed based on the original report date. There is no mechanism in the current system to address these occurrences.

Automatically calculating interest and penalties is further complicated when the amount of tax owed changed because of audit results and/or agreements with the licensee. For example, a particular use fuel seller licensee has an outstanding balance on an April audit in 1997 and another from October 1998 through March 1999.[5] These balances are in collections with Department of Revenue (DOR). There have been so many entries for this licensee that the system can no longer accrue the correct amount of interest. FTG has had to create an Excel spreadsheet to keep an accurate balance on what the licensee owes.

Also, correcting use fuel seller credits is difficult in the current system. Use fuel sellers receive a 4 percent credit if they file on time. If they do not file on time, the credit is revoked and the 4 percent is reinstated to the account as a tax owed. The system does not accept the credit revocation, so an adjustment has to be manually entered. The workaround, which is to enter the revoked credit in the adjustment field, allows interest to correctly accrue. However, this workaround is not well-documented in the licensee's history.

Use fuel seller accounts are not the only ones with issues. Motor vehicle fuel licensees may pay all of their jurisdictional taxes with one check, and there is no mechanism in FTS to separate out the payments. Accounting technicians must analyze the licensee's tax reports to ensure that each jurisdiction's tax is appropriately entered. The process takes about thirty minutes per licensee. Currently about 15 licensees aggregate their monthly payments, which means that one day out of the month is spent, on average, parsing out check proceeds to ensure each jurisdiction is getting the appropriate amount.

[5] Email Conversation, FTG Accounting Tech I Jim Bodenhamer, April 27, 2010

Lastly, the accounts receivable process has no aging function supported by FTS. Spreadsheets are kept independently of FTS to track licensee accounts.

As one accounting technician stated:

> "Mostly it's [FTS] old and clunky, has to be fiddled with a lot because parts of it stop working or some parts don't work any more because they are, or seem to be, beyond fixing. And new functions…as things change and we develop aren't being added. We have to cobble things together using other software or methods. It hasn't completely crashed, so we can pretty much "get by" with it. It would be nice if we could do better than just get by."[6]

Limited Auditing Function. Auditing of all licensees, motor vehicle, use fuel seller, and use fuel user, is frustrated by system limitations. FTS was primarily designed for motor vehicle fuel, and thus provides limited functional capabilities for the use fuel industry, nor can it be configured to track alternative fuels such as electricity. The only information use fuel auditors gather from FTS is the amount of taxed gallons handled and tax payment received.

Audit trails of licensees are unavailable. To obtain the audit history of a particular licensee, auditors must resort to paper files. This can be difficult. Some use fuel seller files and previous audits are archived before use fuel seller auditors can schedule the next audit for those licensees. There has been an increased effort to record paper information into databases, but because of lack of staff resources, this process has been slow.

Because FTS cannot track fuel, audits, or licensee activity, the FTG has created numerous external Access databases and Excel spreadsheets to show detailed licensee information. In 2008, the ODOT Internal Audit unit noted that there were at least 25 different Access databases being used to support fuels tax collection efforts.[7] As of today, there are well over 2,000 Excel spreadsheets being used by FTG to track licensees.

As one use fuel seller auditor commented:

[6] Email Conversation, FTG Accounting Tech III Terry Harrell, April 27, 2010
[7] Internal Audit Findings Discussion, September 3, 2008

> "I do not use FTS very often because there is so little information there and it's not in a logical format. All I can hope to gain on a regular basis is determining whether a licensee has filed a report, and even that is not guaranteed. If they did not file, and tax was assessed, the only way to know what periods were assessed is to hope that someone included that information in comments. When it comes to FTS, frustration is high, satisfaction is low." [8]

Without a supported system, accounting technicians and auditors coerce FTS to demonstrate the correct information, while Excel worksheets house the "real information." Manually transferring data takes time and opens the system to human error.

Unsupported Platform

FTS was custom built in 1999 to replace a non-Y2K compliant system. It utilizes an SQL database with a PowerBuilder front end platform. The PowerBuilder program is no longer supported by the Information Systems Branch of ODOT. Thus, ODOT receives limited maintenance or support for the system. The last update was in 2005, with a few enhancements more recently. These recent enhancements were done by contracted staff. ODOT does not have internal expertise to modify or add to the system, which makes working with it and around it cumbersome. Having FTS on an unsupported platform creates other problems: it is not integrated with other systems, it is unable to administer legal changes, it does not have internal controls, and it cannot purge information.

Unintegrated System: FTS is not integrated with other ODOT systems. This results in Fuels Tax Group sending data to Financial Operations Revenue Section, so it can be entered into TEAMS (ODOT's financial system) and then apportioned to the cities and counties. Each time data is extracted and re-entered into another database manually, it increases human error and risks data integrity.

Unable to Administer Legal Changes: Because FTS is on an unsupported platform, legal changes that occur in Oregon, or in other jurisdictions FTG administers, cannot be updated in the system. For example, the city of Eugene changed its interest rate in 2005. Because this change could not be updated in FTS, accountants have to manually calculate the interest and enter it in the system. Further, as statutes, rules, and the fuel industry change, FTS will not be able to keep up with demands and statutes and FTG will have to rely more and more on external, uncoordinated and unsupported databases.

[8] Email Conversation, FTG Auditor II Linda McClelland, April 27, 2010

Lack of Internal Controls: FTS has no internal controls. Any user with access can make changes or delete information without alerting other users. This creates the possibility of eliminating valuable historical information and compromises data integrity.

Unable to Purge Data: The system provides no means for data purging and will continue to grow in size. Likewise, storage costs will continue to grow until the system is replaced. Further, FTS will take longer to generate reports because more and more data has to be sorted, searched, and analyzed. This increases the risk of the system crashing.

Unable to Track Fuel

Because diesel is taxed at the lowest level possible in Oregon, there are opportunities for evasion throughout the distribution chain. Detailed load information is not captured and stored in the current system because it was designed to only store summary information. As a result, the detailed information is re-keyed from the paper reports into Excel at the time an auditor undertakes an audit. Detailed information is what allows an auditor to track loads, particularly on diesel, to determine if the receiving entity is appropriately reporting as a use fuel seller or a use fuel user. Not being able to track loads increases the risk of tax evasion.

Tax evasion robs Oregon of its entitled revenue. FTG can anecdotally determine missed revenue as evidenced by recent audits. Several recent use fuel audits have resulted in assessments between $8,000 and $20,000. The effort involved in compiling the information limits the number of audits that can be done each year.

Not only does tax evasion decrease Oregon's revenue, but it also creates an uneven economic playing field for those who pay taxes, such as fuel dealers. Those who do not pay taxes are able to sell fuel at a lower rate, and thus increase business patronage; whereas, those who comply with state and federal fuels tax laws must sell their fuel at a higher rate than those who do not, and in so doing, lose customers.

Because the detailed load information is not captured, it is impossible to determine if the gallons of diesel that are distributed to various use fuel sellers are being reported by those sellers. The system also does not capture and store information that could be used to profile use fuel sellers. In fact, there have been instances of auditors catching fuel tax evaders by driving around, not recognizing the names of haulers on the highway, going back to the office and finding out the haulers are not licensed, which then results in an audit. Because of system limitations, this is one of FTG's current methods of tracking fuel.

Opportunity

Opportunity

There is an opportunity to alleviate current system limitations, and thereby increase revenue, realize cost savings, and streamline businesses process, by implementing a new Fuels Tax System that will do the following:

- Provide electronic filing capability for licensees thus easing their administrative burden and relieving FTG of a paper-driven system.
- Improve audit capabilities.
- Reside on a supported platform with table-driven functionality.
- Easily track fuel distribution throughout the state.

Each of these opportunities will be discussed in turn.

Electronic Filing

Electronically filed fuel tax forms aid in audit efforts because the information can be easily transferred, compiled, compared, and analyzed. Further, online submission of documentation could decrease the administrative burden of manually entering data, decrease errors by licensees, and allow additional analysis.

Recognizing the benefits of paperless filing, in 1998 Congress set a goal to have 80 percent of all Internal Revenue Service tax forms filed electronically by 2007; this includes motor fuel excise tax reporting to the Internal Revenue Service. This trend is also occurring within Oregon. For example, ODOT's Motor Carrier Audit Section accepts online submission for tax and supporting documents. At this time approximately 10 percent of motor carriers are submitting documentation through trucking online. The Motor Carrier System includes entry and uploading checks that has decreased math errors and made entry and submission easier for motor carriers.

Further, several other states have implemented electronic filing systems. Larger fuel companies, such as Exxon, Shell and BP, are now becoming accustomed to this service which the state of Oregon does not provide. Electronic filing makes business practices easier for the fuel industry and for the state of Oregon by reducing the amount of paper and associated mailing costs, minimizing arithmetic

errors, and helping ensure more timely reports and payments. Licensees would also be able to report fuels tax for all jurisdictions in one transaction regardless of the jurisdictions in which they are licensed. Electronic filing would also improve reporting by ensuring that forms contain required information, auto-calculate tax amounts due, and generate statements of amounts due with balances being carried forward. It also allows the data to be used by other agencies without licensees having to report the same data multiple times.

Improve Audit Capabilities

Increased compliance would be achieved through enhanced auditing. Fuels tax staff will be able to determine whether a licensee filed, whether the report was filed timely, and whether the report was accurate. By tracking fuel to its taxation point, FTG will also be able to determine who should be licensed and reporting.

A new FTS would automate the pre-auditing process. By identifying common math and data entry errors, the system would enable auditors to better target their caseloads, and to focus efforts on clients who are less compliant or non-compliant.

It would also provide cross-checking mechanisms between suppliers and purchasers. Effectively tracking fuel is considered a best practice by the Federation of Tax Administrations because it aids in detecting fuels tax evasion. Detecting and addressing evasion would not only generate more revenue for the state of Oregon, but it would also create an equal economic playing field for the fuel industry.

Better and more complete publishable information would also increase government transparency. By so doing, it would increase ODOT's credibility with the fuel industry, legislature, and other state governments. It would also enhance Oregon's ability to trade information with bordering states and to verify fuel imports and exports.

In sum, use fuel auditors spend a considerable amount of their time entering data because accounting staff is not available. Valuable auditor resources are spent compensating for system limitations. By automatically generating data, a new system would free a substantial amount of labor hours, which could then be used on audits, which in turn drive compliance. Overall, a new system would allow FTG to more efficiently utilize its limited auditing resources.

System on a Supported Platform

ODOT does not have the capability to change or modify the FTS. Thus, improvements and expansion of the system are not timely. However, fuel industry, statute and government demands are changing:

- Other government agencies need the information FTG collects, but which cannot be used to generate reports because it resides on paper with no place to store it electronically.
- Statute and administrative rules may change, which make adaptation difficult and time-consuming.

Overall, more and different reporting mechanisms are needed. A new system could be designed to fit the reporting and compliance needs of FTG, ODOT, and other state agencies.

Efficiently Tracking Fuel and Evasion

Tracking fuel will answer repeatedly asked questions of who is buying what products, in what quantities, and from whom. Once these answers are ascertained, potential tax evasion can be better detected and addressed.

The Federal Highway Administration (FHWA) estimates that gasoline tax evasion ranges from 3 to 7 percent, and special fuels (diesel) tax evasion ranges from 15 to 25 percent.[9] Montana estimated in 2006 that it loses $12.1 million in diesel tax evasion and $2.8 million in gas tax. In 1996, Kentucky estimated $16 million in evasion. Other reports showed: Texas evasion at $55 to $92 million, and New York evasion between $168.4 million to $1.5 billion.[10] All of these states tax diesel at a higher level than the state of Oregon, thus their tax evasion is likely lower.

Oregon's fuels tax statutes do not exactly mirror the federal government or that of other states; however, given the manual nature of the fuels tax collection process, it is highly likely that Oregon is not receiving all the revenue to which it is entitled because it does not have the tools to track fuel and detect evasions easily.

[9] Federal Highway Administration, Treasury Inspector General Report, March, 2009
[10] Federation of Tax Administrators Motor Fuel Tax Section Annual Meeting, September 22, 2008, Hartford, Connecticut

Assumptions, Methods, Alternatives

Assumptions

The success of a new system and its implementation process is reliant on several assumptions:

COTS Package will be the New FTS

If adopted, the new Fuels Tax System will likely be a commercial-off-the-shelf (COTS) system, which will be configured to suit the needs of Oregon. The majority of states that have adopted electronic filing have used COTS packages with great success.

The benefits of a COTS system, instead of an internally-designed system, are numerous.

- COTS systems can be designed to fit the particular needs of the state of Oregon.
- Programmers from COTS companies are familiar with governmental processes, and to a greater extent, the fuels tax industry and the standards of the FTA.
- COTS systems provide around the clock IT support to government agencies and their clients.
- Because COTS providers have already implemented systems in other states, they are aware of both the pitfalls and best practices of electronically filing fuels tax reports.

Licensees will be Phased into Implementation

FTG anticipates the benefits of a new Fuels Tax System will be realized after a six month period of implementation. This timeframe includes software installation, and staff and motor vehicle fuel dealer training. Most licensees will file electronically three years after implementation.

Following Nevada's implementation process, Oregon licensees will be phased into system usage. Motor vehicle fuel dealers will be expected to adopt the system six to nine months after implementation. FTG does not anticipate any problems with the motor vehicle fuel audit base: most of these licensees operate in other states that already have electronic filing requirements. Use fuel sellers and users will be slightly more difficult. Use fuel sellers will be expected to phase from paper reports to electronic filing within two years of implementation. Use fuel users may be expected to use the system 3 years after implementation. This phased approach allows for rule-

making and training for each licensee group once the first group has been successfully reporting. It also recognizes that there may be dollar thresholds that would drive electronic reporting, which is done in several states.

Electronic Filing will Increase Revenue

FTG assumes that a new system will increase revenue. Many states that have implemented electronic filing have seen an increase in revenue from 3 to 5 percent a year. A 2.5 percent increase would increase revenue by more than $10 million a year for the state of Oregon. FTG contacted all states about their current system of filing and reporting. Twenty-nine states responded. It should be noted that many of these states likely had less tax evasion to begin with because they tax fuel at a higher level in the distribution chain. Here are some states' testimonials:

> Arizona: "Some of the benefits we realized in the move to electronic reporting are: increased accuracy and compliance in reporting, significantly reduced man-hours in error checking and data entry, simplified crosschecking of fuel loads between suppliers and provided the opportunity to create detailed analysis reports which would have been impossible with the paper reporting system. We have seen an increase in revenue as a result of the audit leads which were uncovered through the detailed analysis of supplier load data." [11]
>
> Kentucky: "…if the economy were at the past level, then yes our revenue would be at an increase level for several reasons. We can bill faster, we get our money faster, which allows more interest because it hits the bank sooner, we are getting a cleaner more correct filed return, and less maintenances and JV's which frees up more time for researching discrepancies for billing."[12]
>
> Iowa: (taken from a phone conversation) Field audits take 1/3 of the time. They couldn't even analyze all of their reports when they were manual, so they couldn't come close to looking at all they had. Refunds are significantly easier.[13]
>
> Colorado: "the efficiency is the ease of working with electronic data as compared to paper returns. Fuel returns are much easier to review in an electronic format."[14]

[11] Email conversation, Manual Lagunas, January 13, 2010
[12] Email Conversation, Brenda Banta, January 20, 2010
[13] Phone Conversation, Dale Thede, January 19, 2010
[14] Email Conversation, Sandra Weirsma, January 13, 2010

Michigan: “I do believe that having an automated cross match system improved our ability to identify potential revenue.”[15]

North Carolina: “The main savings that has realized by the Division is the time-savings from the manual processing. Also since the taxpayer must pay the taxes due in order to submit the return then we have realized fewer accounts receivables. The Department's policy does not allow us to disclose the cost of the system. I will tell you that the cost was definitely worth the benefits.”[16]

Tennessee: “Our revenue increased about 3% immediately upon implementation of our EDI system. One thing is for certain - the information we now receive is much better.”[17]

Without doubt, electronic filing has helped these states increase revenue, improve data quality, realize cost savings, and streamline business processes for both state government and businesses.

More Jurisdictions will use ODOT to Administer Local Option Fuels Tax

FTG assumes ODOT will continue to administer more jurisdictional fuels tax. Although HB 2001 put a four year moratorium on jurisdictions implementing fuels tax, many jurisdictions have indicated they are interested in enacting a local option tax at the end of the moratorium.

The history of administering local option fuels tax has certainly shown that more and more jurisdictions are enacting fuels tax as a way to deal with lost revenues. In 2007, ODOT administered the fuels tax for two counties, and six cities. In 2010, just three years later, ODOT administers fuels tax for nine more cities. In an effort to increase revenue, at least two to three cities/counties put fuels tax on their ballot and contact ODOT for administration information each election season. It is difficult for FTS to administer its current jurisdictions, and adding more will substantially increase the risk of system failure.

[15] Email Conversation, Mary Ann Vicini, January 21, 2010
[16] Email Conversation, Donna Alderman, January 25, 2010
[17] Email Conversation, Ray Grigsby, January 26, 2010

Licensees Want Electronic Filing Options

FTG assumes that licensees want electronic filing and will thus not be resistant to changes in reporting. This is evidenced by discussions with licensees and testimony from the Oregon Petroleum Association to the Greenhouse Gas Reporting Committee. The existing Fuels Tax System relies on paper reports and tedious repetition of data. This system is unable to keep pace with the dynamic and constantly changing fuel industry. Other states, and indeed the business world, are becoming increasingly electronic, and FTG is not keeping up with efficient business practices.

In surveying the states, FTG learned a number of things about other states' efforts. Eleven states, including the state of Oregon, do not have electronic filing systems nor have they planned to adopt one. Four states do not have electronic filing, but are going through the processes to obtain it in the near future. Twenty-six states have electronic filing. The rest of the states did not respond to the inquiry, nor was it clear by looking at their website if the state provided electronic filing or not. Overall, more and more states are providing electronic filing. Within a few years, the state of Oregon's practices will be far behind common business practices in other government entities and the business world.

Several customers have requested electronic filing through their auditors. Indeed, many motor vehicle fuel licensees have been demanding electronic filing for some time. FTG conducted a recent training for use fuel seller licensees alone. Of the more than one hundred licensees that attended the training, only eleven were not interested in electronic filing.

6. Methods

FTG will implement several mechanisms to ensure agency goals are being reached: increase in revenue, realization of cost savings, and a streamline for licensee business processes.

Use of Proven Project Methodology

FTG will be using the proven Information Systems Branch project methodology, with an ISB project manager assigned to oversee the project. This methodology will include having a steering committee to oversee the project's scope, schedule and budget.

Open Communication Between FTS Vendor and FTG

FTG will hold several trainings and meetings with its COTS provider during the first year after implementation. COTS provider assistance is generally unlimited and uncharged during that time frame. The COTS provider will be able to inform and train FTG on system capabilities and answer specific software questions. Further, the selected vendor could provide IT support to licensees as well, by helping them install the software, and electronically report and remit payment to FTG. Constant communication between FTG and its FTS vendor will inform FTG of both system glitches that need to be fixed and the problems its licensees are having with implementation. FTG staff will also be trained to assist licensees.

Analysis on FTG Employee Time Tracking

FTG is currently analyzing auditor and accounting time tracking to determine how many labor hours are spent subsidizing current FTS limitations. This data will be compared to time tracking numbers six, twelve, twenty-four, and thirty-six months after system implementation. FTG expects to see significant increases in audit and desk review hours, and a substantial decrease in data entry time.

Alternatives to Replacing the FTS

Besides replacing the Fuels Tax System, there are two alternatives ODOT can choose:

- Do nothing.
- Keep the current Fuels Tax System, but improve current FTG business practices.

“Do Nothing”

The costs of doing nothing are great. If the “do nothing” alternative is chosen, the problems listed in previous sections will only continue and worsen. Thus, the ramifications of the “do nothing” scenario are detrimental to FTG, ODOT, the state government of Oregon, fuel licensees, and ultimately the people of Oregon:

- FTG will find it increasingly cumbersome to effectively administer fuels tax, detect and address tax evasion, and generate reports.
- ODOT will lose even more revenue because of fuels tax evasion.

- The state legislature and other state agencies will still be unable to utilize fuels tax report information, forcing these agencies to either:
    - Compile the data on their own, which would not only significantly increase administrative costs but would further the burden on the business and the people of Oregon by having this information collected from them more than once or
    - Build programs and systems that are ignorant of information already available.
- Compliant fuel handling businesses will continue to face an uneven economic playing field, and an increased reporting burden.
- The quality of the Oregon transportation system could decline due to loss of revenue.

The short-run benefits of keeping the current system are as follows:

- Current staff is familiar with the current system: money and time would not have to be expended to train employees on a new system.
- ODOT would not have to buy a new system, thus saving money in the immediate short run.
- ODOT would not have to pay for the yearly upkeep of the new system.

There are no long-term benefits to doing nothing. The status quo is an unsustainable option in the long-run because FTS cannot purge information. As more information is added to the system, the system will become slower and become more susceptible to crashing.

Improve Current FTG Operations

There are several alternatives to the status quo where FTG could attempt to make up for current system limitations by bettering business practices:

- Hire Staff: Man power would have to compensate for lack of system strength.
- Auditor Training: Auditors would need Access and Excel training so they could better understand the systems that are already in place, and build other tools to compensate for FTS inadequacies. As stated, there are at least 25 internal databases, and 2,000 Excel spreadsheets, that auditors created to subsidize for FTS issues. These systems partly compensate for the data gaps in FTS, though they are far from ideal.

- Increase IT Contracting: ODOT would need to continue to contract with outside IT professionals to support the current FTS platform. The current FTS system does not keep up with current or future needs and statute demands, and thus trained IT professionals would be needed to adjust the current system, and fix it in case it fails.

All of these alternatives cost money. Ideally, all three would be implemented rather than choosing the “do nothing” alternative.

Analysis, Costs & Benefits

Alternatives Analysis

Below is the analysis on three scenarios ODOT can choose:

- Do not replace the FTS, and do not update business practices.
- Keep the current FTS, but modify business practices.
- Replace the FTS.

Each is discussed in turn.

Alternative 1- “Do Nothing”

Costs

The only direct foreseeable cost to alternative 1 is data storage costs, which will increase from $5,000 to $8,000 a month. Also, FTG will continue to use contracted ODOT archive space, which will decrease storage space for other ODOT agencies. There are also lost opportunity costs. For example, time is spent compiling data to do an audit rather than in targeting potential evaders for audits.

The current cost of administering fuels tax, compared to what it generates, is very low. During the 2009-2011 biennium, FTG will collect an estimated $980 million at a cost of $2.9 million.

Benefits

The benefits of alternative 1 are immediately realized, although because of numerous system constraints and the changing dynamic of government and the fuels tax industry, these benefits become obsolete in the long run.

ODOT would spend no extra money to replace a system or change business practices. Current staff would not have be trained, thus there would be an immediate cost and time savings. Furthermore, licensees, staff, and other government agencies that are comfortable with the current system would experience no change.

Critical Success Factors

In order for alternative 1 to succeed, the critical success factor is that FTS will not crash as more and more data is inputted into the system. This is impossible because FTS does not have a purging function, and it is highly likely that more jurisdictions will opt to have their fuels tax administered by ODOT after the four year moratorium. The larger the system, the harder it will be to extract entered information because of limited data strength.

Alternative 2- Change Business Practices

Costs

Hire Staff*:* If FTS is not replaced, FTG will need to replace system strength with man power. The numbers of licensees and average numbers of auditing staff and of audits per year are broken down over a three year (2007-2009) period:

- Motor Vehicle Fuel: There are currently 580 active motor vehicle fuel licenses in all jurisdictions and157 of those licenses are for the state of Oregon. These 157 licensees usually have multiple licenses because they are licensed in other jurisdictions where FTG is the tax administrator. The average number of MVF audits is 180 a year. With an average of three auditors on staff, 60 audits are completed per auditor, per year. To audit every MVF license on a three year basis, 4 additional staff must be added.
- Use Fuel Sellers: There are currently 716 active use fuel seller licenses. The average number of UFS audits is 88 per year. With an average of three auditors on staff, this amounts to 29 audits per year per auditor. To audit every licensee on a three year basis, 8 additional staff must be added.

- Use Fuel Users: There are currently 1,130 active use fuel user licenses. Users were audited infrequently by seller auditors, but fully tracking users did not begin until mid-2008. From the program's inception until the end of 2009, there has only been one auditor assigned to users. This auditor completed 13 use fuel user audits in that time. Technically, this would amount to a total of 75 additional staff needed. However, as compliance efforts increase in this previously untouched audit base, audit numbers should increase. Because an addition of 75 staff is unlikely, it is likely that FTG would need at least the same number of use fuel user auditors as seller auditors, which would be 8.

Auditing licensees every three years is imperative because ORS 319 has a three year statute of limitations. FTG cannot collect the tax past the three year mark, absent evidence of fraud, even if there is proof of additional taxes owed.

To better administer to the 2,426 licensees, FTG would recommend hiring 20 Government Auditor 1's. According to FTG's staffing model drafted in 2007, the annual cost for the Governmental Auditor 1 position including salary, other payroll expenses, services and supplies is $70,742. If 20 additional auditing staff was added, this would result in $1,414,840 per year.

Decreased compliance and missed revenue opportunities are a result of not auditing licenses on a consistent basis. The increased productivity of more auditing staff would increase the number of audits, resulting in greater compliance and possibly increased revenue.

Train Auditors: To train auditing staff on Access and Excel through DAS training programs would cost $536 per auditor. Training FTG's current audit staff (8 auditors) in both programs would cost $4,842. If additional staff is to be added, then training costs would increase to $14,472 for all audit staff. This, however, would only be a one time cost per staff member.

Increase IT Support: FTG will need to increase the amount of IT support it currently receives. As the amount of information grows in FTS, it becomes more and more likely that the system will crash. The current cost of IT support is $54 per hour; FTG used 532.5 hours last year to upgrade the system, which rendered a total cost of $28,755. IT support will cost about $1,800 per month with storage costs increasing $3,000 per month during the next biennium. FTG predicts that FTS will need an additional 60 contracted IT hours a year to keep it up-to-date and functional, which equals an additional $3,240 per year.

Benefits

A benefit to simply revising business practices to cater to current system failures, instead of buying a new system, is that FTG would not have to purchase a new system, which would cost about $1.5 million.

Further, increasing audit staff would increase the number of audits. More audits would increase compliance. In 2007, the average revenue per audit was $8,749.

Staff and licensees would not have to be retrained on a new system, which would save both time and money in the immediate short-run.

Critical Success Factors

There are several factors which must remain static in order for these alternatives to work:

- Salary and benefits costs will not increase.
- The price of training for Excel and Access does not increase.
- The price of IT assistance will remain the same.
- The caseload of FTG will not increase. Jurisdictions that adopt fuels tax will administer their own.

The critical success factors for Alternative 2 seem unlikely to be upheld given the economy. It is very likely that ODOT will continue to administer to more and more jurisdictions even the four year moratorium.

Alternative 3- Replace FTS

Applying alternative 3, which is to replace the Fuels Tax System, would align with the Governor's Priorities, specifically "Efficiency and Accountability." ODOT is very visible to all of the citizens of Oregon. As such, it has the unique opportunity to show how it can improve service to the public by adopting a system that enables efficient tax collection and ensures ODOT is capturing the revenues to which it is entitled.

Costs

About $1.5 million is the estimated cost of replacing the current Fuels Tax System; the Highway Fund is the source. The cost of the system replacement is less than 1 percent of the annual revenue brought in by fuels tax. FTG estimates the implementation costs for the first year will include the software ($1 million), staff time spent on implementing the system ($207,960), IT staff ($53,040), extra costs incurred through the State Data Center ($2,000), and personal services ($200,000). After the first year of implementation, re-occurring annual costs will total $344,724, which includes the salary for a permanent Governmental Auditor II position ($44,724), State Data Center costs ($60,000), and recurring maintenance fees from the COTS provider ($240,000).

Benefits

The benefits of implementing a new system are numerous. Mainly, the problems listed in the above sections would be resolved. A new system in Oregon could mirror the same revenue generation as electronic filing systems in other states. A modest estimate of 2.5 percent increase in revenue would generate $10 million for ODOT per year.

Other benefits include:

- Increased compliance -- Auditors will be able to better select their caseload, thus auditing licensees that have a history of low compliance or of fraudulent activity.
- Lower taxpayer burden -- Several licensees have complained about Oregon's lack of electronic filing. Electronic filing allows tax data to be quickly entered and processed. It also catches errors before the licensee sends the report, and allows licensees to file for multiple jurisdictions under a master license number.
- Efficient billing and collection operations – More and better reports can be pulled from the new system. Further, the problems of the old system, as listed above, would be solved such as incorrect interest calculation, cumbersome account verification processes, and intensive manual data entry.
- Enhanced report processing – FTG will be able to share information with other state agencies and other government entities

Critical Success Factors

Alternative 3 rests on the following critical success factors:

- The COTS package or internally-designed system will be adequately designed around the statutes and needs of FTG and the state of Oregon.
- Staff will be trained on the system within 6 months.
- The majority of licensees will be compliant with electronic filing.
- The majority of licensees will understand the new system within a period of 6 months after implementation, and will not have to call support staff very regularly with questions.

FTG does not see any hindrance to the above factors.

Risks

Risks

There are several risks that ODOT would assume upon building and adopting the new system. Three groups would experience changes: FTG, branches in ODOT, and licensees.

Within FTG:

- Process changes would be needed internally.
- Training on the new system would be mandatory for all staff.
- Complete re-adjustment to a new system would dramatically change individual business practices. Staff will take an average of 6 months to be fully comfortable with the system.
- Some licensees, mostly use fuel users, would be unable or unwilling to electronically file their taxes, and thus a separate procedure for handling these licensees' reports and remittance of tax would have to be made.

- Dual processes would be needed (electronic and paper) for at least three years after implementation to address all three types of licensees.

Within ODOT:

- The system could be more expensive than anticipated if many licensees had to call in to system support to answer questions. This would be a burden for ODOT.
- The ODOT Cost and Quantitative Analysis Group of Financial Services would also have to be trained, to some extent, on the new system. This group determines the costs for administering jurisdictions and would need to know how to extract the appropriate information.
- The Economic and Analysis Unit of Financial Services would need to be able to extract information that supports revenue forecasts.

Among Licensees:

Licensees would need to learn how to file their taxes electronically. This may be particularly hard for smaller businesses. However, an option via paper reports will be available, though strongly discouraged. This would be mitigated by phasing in which licensees report electronically and gradually migrating all licensees over a certain size to electronic filing.

Conclusions and Recommendations

Recommendation

FTG recommends that ODOT adopt a new Fuels Tax System. Doing so should increase revenue by more than $10 million a year, realize cost savings, and better business practices for the state of Oregon. Adopting a new system will further help FTG comply with Governor-issued executive orders like regulatory streamlining, enforce statutes and administrative rules, and help reach departmental objectives.

This business case outlines three options. Two of those alternatives are variations of maintaining the status quo. Only one of the positions will substantially increase revenue. The projected revenue from a new Fuels Tax System will completely cover the costs of its implementation during the first year, with 85 percent of the revenue remaining. Aside from increasing revenue, a new Fuels Tax System will better business practices for FTG by enhancing audit and accounting capabilities, and streamline business practices for FTG clients.

Business Case for
Fleet Information Management System

Oregon Department of Transportation,
Central Services Division, Information Systems

Date: 6/8/10
Version: 1.0
Authors

Business Case – Authorizing Signatures

PROPOSAL NAME AND DOCUMENT VERSION #	**Fleet Management System**		
AGENCY	ODOT	DATE	
DIVISION	Central Services	DAS CONTROL #	
AGENCY CONTACT	Lynn Cartwright	PHONE NUMBER	(503) 986-4294

The person signing this section is attesting to reviewing and approving the business case as proposed.

This table to be completed by the submitting agency Agency Head or Designee	
(Name)	(Date)
Signature	
Executive Sponsor	
Luci Moore, State Maintenance and Operations Engineer	(Date)
Signature	
Chief Information Officer (CIO) or Agency Technology Manager	
Ben Berry, ODOT Chief Information Officer	(Date)
Signature	
State Data Center Representative if required by the State CIO	
(Name)	(Date)
Signature	

This Section to be completed by DAS Enterprise Information Strategy and Policy Division (EISPD) IT Investment and Planning Section	
DAS Analyst	
(Name)	(Date)
Signature	
State CIO	
(Name)	(Date)
Signature	

Executive Summary

ODOT's Fleet Services Section provides equipment management services to ODOT managers and employees, as well as information delivery to various external entities such as the Federal Highway Administration, Department of Administrative Services, and Secretary of State.

Fleet Services Section's primary internal business functions are central management of ODOT's fleet of vehicles and motorized equipment including purchase, inventory control, fuel usage, maintenance and repair, and replacement and disposal. It is the role of Fleet Services Section to optimize the agency's investment in and ensure the cost-effective use of ODOT vehicles and equipment.

Fleet Services Section is currently managing the delivery of its services with the Equipment Management System (EMS). EMS is an inflexible mainframe CICS application that was implemented nearly 20 years ago and has reached the end of its useful service life. EMS is not well-aligned with the business needs of Fleet Services.

Track Vehicle Cost per Mile: EMS does not have the capability to track vehicle usage (cost per mile) for mandatory reporting requirements. Extensive manual effort is required to locate the information in the Department's financial system and distinguish true from non-true costs for accurate reporting and billing.

Manage Fleet Preventative Maintenance Program: EMS does not support the management of equipment preventative maintenance schedules, which creates a barrier to optimizing fleet operational costs.

Determine Size, Composition, and Source of Fleet Equipment: EMS does not support a fleet purchase plan for maintaining equipment ordering information. There is a need to have the ability to reconcile and review the history of equipment costs, repairs for maintenance, and crew purchased equipment.

Track Changes in Cost Over Time: Currently, staff must manually assemble cost, repair history, and scheduled maintenance from a number of systems using a variety of tools outside of EMS. Retrieval of information about an asset this large should be highly intelligent as well as easily obtained.

ODOT has considered 3 alternatives to proceed.

Alternative 1: Status Quo – The option to do nothing ensures that ODOT will continue to experience the same difficulty in managing its fleet and equipment and reporting on performance.

- Cost: Unrealized staff productivity increases will persist and are estimated to cost $900,000, annually. IT staff will continue to invest resources to maintain a system based on older technology, with costs approaching $300,000 per year.

- Benefit: There will be no capital outlay to replace EMS; no changes to business processes; and no impacts to ODOT staff in development time and retraining.

- Risk: In addition to the problems previously cited, leaving EMS in place involves increased risk of data loss due to the age and technology of the system, difficulty finding skilled staff to maintain the system, and the potential for adverse audit findings that may force a change.

Alternative 2: Replace EMS with a COTS (Commercial-Off-The-Shelf) Package – Undertake a competitive procurement process to replace EMS with a modern Fleet Information Management System, which also has the potential to be leveraged by other state agencies.

- Cost: The total cost is estimated to be $1.85 million, which includes software acquisition, implementation, training, and five years of contracted maintenance.

- Benefit: A replacement system will address most, if not all, of the problems cited above; will increase staff productivity; and will provide a robust technology platform with which to manage ODOT's $370 million fleet and equipment assets.

- Risk: Changes to business process may be disruptive to staff if not effectively managed, and there may be challenges interfacing with existing ODOT systems.

Alternative 3: Replace EMS with a SaaS (Software as a Service) Solution – Same as Alternative 2, but with a different software deployment model that has advantages, which may speed delivery time.

- Cost: The total cost is estimated to be $1.66 million, which includes the initial software license, implementation, training, and five years of contracted annual subscription and support fees.

- Benefit: In addition to the benefits cited for Alternative 2, a SaaS solution can also reduce internal day-to-day system administration and ensure predictable service levels through a contractual penalty model.

- Risk: In addition to the risks cited for Alternative 2, a SaaS solution can also result in business staff ceding control over critical business functions; SaaS solutions have fewer configuration options; there may be obstacles to creating interfaces to internal ODOT systems; and the cost of SaaS over 3-4 years is typically equivalent to that of purchasing a COTS package.

A straightforward cost comparison between the 2 higher cost alternatives demonstrates that over a 5-year period the Status Quo Alternative will cost approximately $3 million more in lost productivity and maintenance.

ODOT recommends replacing EMS to reduce costs and address unmet business requirements. Further analysis will be performed to determine the best replacement option.

Background

Background

The mission of ODOT's Fleet Services Section is to provide central management for ODOT's fleet of vehicles and motorized equipment, including purchase, inventory control, fuel usage, maintenance and repair, and replacement and disposal. Currently, ODOT's fleet consists of approximately 6,000 pieces of equipment with an estimated replacement cost of between $370 million. Fleet Services has the overall responsibility for management of the ODOT fleet and each Division, Region, and Branch Administrator are responsible for their assigned equipment.

ODOT Fleet Services assists Financial Services in establishing financial policy that identifies fleet costs and allocates costs equitably. Fleet Services is responsible to provide management reporting and other information to various stakeholder groups including the Secretary of State, Department of Administrative Services, Federal Highway Administration, ODOT Audit Services Section, and other agency managers.

Fleet Services business functions include Equipment Maintenance and Repair, Fleet Operations, Supply Operations, Fuel Management, and Customer Support. The Department relies on Fleet Services in the delivery of these business functions to perform the critical role of acting as a policy and resource provider for effective preventative maintenance to fleet customers. Establishing and effectively tracking preventative maintenance for ODOT fleet assets conserves vehicle and equipment value, optimizing the agency's investment.

To accomplish its business objectives Fleet Services requires a management information system that allows ODOT to identify all costs and support all fleet functions, and enables managers to make decisions related to the most efficient use of resources. Fleet Services is currently managing the delivery of its business functions with the Equipment Management System (EMS).

EMS is a mainframe CICS application that has experienced multiple enhancements over the last 2 decades. Many Fleet Services business workflows require navigation through multiple screens, which complicates routine business activities. While system enhancements have incorporated some new information requirements, they have not delivered modern analytical tools that are the backbone of decision support. As a result, staff continues to use workarounds in the form of desktop tools and stand-alone databases to manipulate information outside of EMS to meet their business analysis and reporting needs.

In 2003, ODOT Audit Services found that ODOT lacked information and performance measures necessary to determine the cost-effectiveness of the Department's decisions and strategies in the operation and utilization of fleet vehicles and equipment.

Opportunity Evaluations completed by the Department, assessing costs related to fleet business operations and information delivery, identified that an average labor hour reduction of 68 percent was achievable by replacing EMS. This reduction represents approximately 18,000 hours for a potential savings of $900,000 over the course of a single fiscal year.

Therefore, ODOT is seeking to replace EMS with a modern, robust Fleet Management System to improve the delivery of fleet services by:

- Increasing Fleet Services operational productivity and that of other agency managers dependent on fleet equipment
- Providing accurate and timely information for the entire fleet inventory
- Implementing decision support and trend analysis tools
- Managing fleet maintenance to conserve vehicle value and optimize equipment investment
- Reducing reliance on IT support to carry out routine business functions like report generation
- Mitigating the risks inherent in using two decade old technology

Problem or Opportunity Definition

Problem/Opportunity

The Oregon Department of Transportation's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. To accomplish this mission the agency adheres to a number of values, including Efficiency and Accountability.

As the statewide transportation agency, ODOT strives to gain maximum value from resources entrusted to it for the benefit of its customers. ODOT seeks to build the trust of customers, stakeholders, and partners to find efficient, effective and innovative solutions to problems.

ODOT is also implementing a management framework for internal operations, in accordance with its Sustainability Plan created pursuant to the Oregon Sustainability Act of 2001. As part of its Sustainability Plan, ODOT Fleet Services is actively working to meet state goals for fuel efficiency. This involves increasing the use of alternate and low carbon fuels, as well as sustainable transportation techniques, to operate its 6,000 pieces of light fleet and heavy fleet equipment, including 2,500 motorized vehicles[1].

Fleet Services relies on the Equipment Management System (EMS) to meet the majority of its automated information needs. However, since its implementation in 1991, and despite periodic system enhancements, as an automated solution the EMS is no longer well-aligned with Fleet Services business functions.

In 2003, ODOT Internal Audits cited the following information problems related to ODOT's operation of its fleet and equipment:

- ODOT does not currently track the total cost of fleet ownership and operation. Without tracking such data ODOT cannot assure that its strategies and decisions in meeting fleet equipment needs are cost-effective.
- ODOT does not have complete, reliable data that demonstrates the need to own the current number and mix of fleet equipment. Without a comprehensive assessment that includes the frequency, duration, and criticality of equipment utilization in conjunction

[1] Oregon Department of Transportation, "ODOT Sustainability Plan Volume 2," (http://intranet.odot.state.or.us/ssb/Documents/sustainability/Sustainability_Vol2_DRAFT2.pdf), accessed June, 2010.

with an analysis of potential equipment sources, ODOT cannot determine the appropriate size, composition, and source of fleet equipment that will minimize the total cost of ownership and operation.

- ODOT does not have relevant performance measures in place that can track changes in cost over time to help assure decisions in fleet assignment, utilization, repair, refurbish, lease/buy, and replacement are cost-effective.

Each of the above problems share a recurrent theme: the agency is unable to verify whether the manner in which it operates its fleet and equipment is cost-effective (Efficiency and Accountability).

In 2003, ODOT Information Systems, Transportation Application Development (TAD) collaborated with Fleet Services to develop an Opportunity Evaluation report assessing issues with the EMS. TAD updated that report again in 2005, assessing the capability of EMS with respect to 3 of Fleet Services' key business requirements, Equipment Maintenance and Repair, Fleet Operations, and Fleet Customer Support.

In the Equipment Maintenance and Repair category the assessment found that EMS:

- Does not support the tracking of vehicle usage (cost per mile)
- Does not fully support true costs (equipment usage and maintenance), which results in labor intensive manual research
- Does not support parts re-order lists for non-stock[2] items
- Does not support tracking of non-stock part usage
- Lacks analytical tools for decision support, particularly with respect to (1) identifying parts to add to regular inventory based on their usage history and (2) identifying the most common types of repairs and their costs

For Fleet Operations the assessment noted the following deficiencies:

- Preventative maintenance to conserve vehicle value and optimize equipment investment is not supported by EMS
- The tracking of equipment disposal and return of surplus equipment is not fully supported by EMS, which has resulted in the creation of off-line databases and labor-intensive effort to maintain them

[2] Items that may be used on a recurring basis, but that are not kept in inventory because of the rare use or cost of the item.

- EMS does not adequately allocate equipment charges for equipment transfers, resulting in additional staff time to process journal entries to correct charges

Fleet Customer Support is primarily oriented toward information delivery to internal ODOT customers, Department of Administrative Services, Secretary of State, and Federal Highway Administration. Through maintenance enhancements Fleet Services has reduced the need for Information Systems support to generate reports. However, EMS does not allow for customized reporting to address one-off or new information needs. Such needs continue to require piecemeal intervention from Information Systems. Also, EMS does not provide any capability to perform data analysis, which has resulted in Fleet Services staff using desktop tools to manipulate off-line databases.

Alternatives Analysis

Assumptions

ODOT began performing analysis to define the problems and opportunities with its Equipment Management System in 2003. Since then, agency and statewide budget shortfalls, coupled with a large number of competing priorities among all Department stakeholders, have made uncertain the approach to address problems and opportunities within Fleet Services Section.

In effect, the Department has practiced the status quo approach for the better part of the last decade. In that time the number of pieces of equipment ODOT owns has increased by more than 20 percent with a commensurate increase in staff workload.

Although EMS has undergone a number of minor enhancements during this time period, the system uses dated technology that is not sustainable, it is not well-aligned with the Department's mission and goals, and it does not meet existing business requirements.

Selection Criteria and Alternatives Ranking

As the project moves forward through the Analysis phase the solution criteria will be refined. At the conclusion of the Analysis phase ODOT will have package requirements documented and validated among all project stakeholders, including the inter-agency Fleet Management Advisory Council.

Solution Requirements

- For this report, the Department has identified the following high-level solution criteria:
- Increase operational productivity for Fleet Services and other agency managers dependent on fleet equipment.
- Provide ability to produce accurate reports and tracking information for all 6,000 items in the fleet inventory.
- Verify accurate, cost effective, and optimum time frames for equipment replacement.
- Reduce repair and maintenance costs by having readily available information to use.
- Provide robust decision support tools to inform decisions regarding efficient utilization of agency fleet assets.
- Effectively utilize warranty agreements and management of this data against fleet inventory.

The most important issue to address during any selection process is the amount of business process change required to implement any given package with an assessment of whether the agency is capable and willing to make needed changes. A mismatch between the agency's business model and the capabilities of any selected system is a recipe for a failed project.

Alternatives Identification

This business case includes an analysis of the following 3 alternatives:

1. Status Quo (do nothing)
2. Replace EMS with a COTS package (Web-based or Client Server)
3. Replace EMS with a SaaS (Software as a Service) solution

Alternatives Analysis

Alternative 1: Status Quo

The option to do nothing ensures that ODOT will continue to struggle when managing its Fleet. The agency will continue to be unable to:

- Track the total cost of fleet ownership and operation
- Determine the appropriate size, composition, and source of fleet equipment to minimize the total cost of ownership
- Put performance measures in place to track changes in cost over time to support good decisions in fleet management
- Monitor parts inventory and compare cost and quantities against invoices paid

The lack of these abilities keeps ODOT from maximizing the use of existing resources and effectively minimizing fleet costs. In addition, staff will continue to perform manual processes and workarounds to compensate for shortcomings with EMS, resulting in an ongoing reduction of staff productivity.

Cost

ODOT's most recent Opportunity Evaluation report from 2005 documented that ODOT had been spending approximately $300,000 on maintenance for EMS per biennium. However, since 2005 the Department adjusted its strategy with respect to EMS maintenance and discontinued investing in system enhancement efforts.

Instead, the focus shifted to preparing for the replacement of the system and maintenance work was reduced to keep the application functioning and provide only necessary information delivery. Consequently, maintenance costs decreased and, as of the 2007-2009 biennium, ODOT spent approximately $125,000 on system maintenance.

Because the Department was unable to complete the planned replacement of EMS, the gap between automation capability and business requirements has broadened significantly over the last 5 years. It is unclear how long the Department can continue with the status quo approach. However, should a system replacement effort not proceed, a backlog of enhancement requests would need to be addressed, which would result in a spike in maintenance costs in the coming biennium(s).

Benefit

The primary benefit of this alternative is immediately realized because it results in no change. The short-term benefits include:

- Money does not need to be budgeted to buy a replacement system, or provide for ongoing maintenance costs
- There are no policy or business process changes
- Staff will not be impacted; no development time or retraining

Risk

The primary risk is that ODOT will continue to be unable to provide an accurate accounting for cost per mile to operate its fleet of 6,000 pieces of equipment. Other risks include:

- Loss of data due to age of system and technology platform
- Higher costs to maintain aging technology
- Difficulty obtaining skilled staff to maintain the system
- Ongoing adverse impact to Fleet Services staff productivity
- Adverse audit findings may force a change

Alternative 2: Replace EMS with a COTS package

This option assumes that ODOT will purchase and install the software on state-owned and maintained infrastructure, or will access a vendor-hosted installation. The cost of either of these 2 scenarios is comparable and the chief advantage is greater flexibility in configuration of the system.

Any Fleet Information Management System (FIMS) solution that ODOT will consider must include the following software capabilities:

Asset Tracking – This includes vehicle assignments and attachment and/or component associations (e.g., a dump truck with a snow plow), depreciation and replacement cycle.

Labor Collection – The tracking of technician performance, which is generally interfaced to a financial system.

Outsource Tracking – Most fleets require some level of support from outside providers in the form of specialized work or full-range maintenance to offset overflow job tasks. Whatever the need, a FIMS will perform warranty management to ensure that covered work is appropriately charged, costs do not deviate from contracted rates, and repair history is captured for future analysis.

Parts Management – Inventory management can help optimize parts investment while reducing repair shop downtime waiting on parts that should be in stock.

Maintenance Scheduling – Robust packages automate the scheduling of preventative and predictive maintenance with the flexibility to handle interval types in miles, hours, fuel consumed, and clock time. Some also allow for standard jobs ensuring that all parts are ready when the vehicle enters the repair bay.

Fuel Management – Provides exception reporting that may indicate the need for vehicle or equipment inspections, or maintenance, as well as fuel use tracking to optimize costs.

Cost

The cost to replace EMS with a COTS package is estimated to be $1.5 million, exclusive of ongoing maintenance. Under this alternative implementation costs will include software ($350,000) and vendor provided implementation services ($518,000), business staff time ($120,000), and IT staff time ($512,000) with a project duration of approximately 2 years. Maintenance costs are estimated at 20 percent of the cost of the software, capped at $70,000, annually, for the first five years. Over a five year period following implementation the total cost of this option is estimated to be $1.85 million.

Benefit

The primary benefit would be to resolve all of the problems identified by ODOT Internal Audits in 2003:

- Enable ODOT to track the total cost of fleet ownership and operation
- Provide for the collection and analysis of data that allows ODOT to minimize the total cost of fleet ownership and operation
- Assist ODOT to establish and track performance measures to ensure the cost-effective management of fleet equipment

Other benefits include:

- Reduce business labor hour costs by approximately $900,000, annually
- Reduce IT staff time spent maintaining the system by approximately $87,500, annually
- Eliminate risks associated with utilization of outdated technology
- Implement an out-of-the-box solution to minimize the complexity of future upgrades and changes to business processes

Risk

The primary risk of implementing any new system is business acceptance. To mitigate that risk appropriate executive sponsorship currently exists to prepare the Department for change. Other mitigations specific to the selected option will be developed as approved work on the project is performed.

Other risks include:

- Any COTS solution, whether installed on state equipment or vendor hosted, must be able to interface with ODOT's financial system
- Business processes will need to change

Alternative 3: Replace EMS with a SaaS (Software as a Service) Solution

Software as a Service (SaaS) is a model of software deployment whereby a provider licenses an application to customers for use as a service on demand. Fleet Information Management System providers typically host the application on their own servers, disabling

access upon expiration of the license. This alternative may also provide for the option to purchase at some later date so that the system could be installed on state owned hardware. The capabilities of FIMS SaaS solution are comparable to those outlined in Alternative 2, and include:

Asset Tracking – This includes vehicle assignments and attachment and/or component associations (e.g., a dump truck with a snow plow), depreciation and replacement cycle.

Labor Collection – The tracking of technician performance, which is generally interfaced to a financial system.

Outsource Tracking – Most fleets require some level of support from outside providers in the form of specialized work or full-range maintenance to offset overflow job tasks. Whatever the need, a FIMS will perform warranty management to ensure that covered work is appropriately charged, costs do not deviate from contracted rates, and repair history is captured for future analysis.

Parts Management – Inventory management can help optimize parts investment while reducing repair shop downtime waiting on parts that should be in stock.

Maintenance Scheduling – Robust packages automate the scheduling of preventative and predictive maintenance with the flexibility to handle interval types in miles, hours, fuel consumed, clock time. Some also allow for standard jobs ensuring that all parts are ready when the vehicle enters the repair bay.

Fuel Management – Provides exception reporting that may indicate the need for vehicle or equipment inspections, or maintenance, as well as fuel use tracking to optimize costs.

Cost

The cost to replace EMS with a SaaS solution is estimated to be $795,000, exclusive of ongoing subscription costs. Under this alternative implementation costs will include software ($200,000) and vendor provided implementation services ($100,000); business staff time ($93,000); and IT staff time ($402,000) with a project duration of approximately 18 months. The annual subscription fee is estimated to be $125 per user (assume 100 users) per month and support is estimated at 15 percent of the total

annual subscription fee. This subscription and support pricing structure would be negotiated with the contract. Over a five year period following implementation the total cost of this option is estimated to be $1.66 million.

Benefit

The primary benefit of this alternative is similar to Alternative 2, where any SaaS solution is expected to resolve all of the problems identified by ODOT Internal Audits in 2003:

- Enable ODOT to track the total cost of fleet ownership and operation
- Provide for the collection and analysis of data that allows ODOT to minimize the total cost of fleet ownership and operation
- Assist ODOT to establish and track performance measures to ensure the cost-effective management of fleet equipment

In addition a SaaS deployment also includes these benefits:

- Minimize upfront licensing and implementation expenses
- Because the infrastructure is not an investment, it may be easier to walk away and pursue a different direction should this alternative produce disappointing results
- Potential to “test drive” the application prior to signing a contract
- Day-to-day management is handled by the provider, freeing up IT resources to focus on other high value activities
- Improved application performance, with a predictable quality of service

Risk

Although the initial cost of acquiring software capabilities through SaaS is normally lower than that of on-premise applications, the long-term cost structure is less certain. As a general rule, 4 years of annual SaaS payments is equivalent to buying a comparable software license. Other factors to consider include the potential that the number of users will increase over time, as well as the amount and complexity of custom configuration required to integrate the application with existing systems. Other risks include:

- Data security
- Service Level Agreements
- Ability to port data from a SaaS to another solution type

- Less flexibility to configure the system for unique or special processes
- Business acceptance of process changes
- Business may cede control over critical business functions
- IT's role would need to change

Conclusions and Recommendations

Conclusions

The Status Quo alternative possesses no long-term benefits for the agency. It is not considered a viable option, primarily because the current technology platform cannot reasonably be supported indefinitely. Ongoing maintenance costs, while artificially deflated during the most recent biennium because a system replacement was anticipated, are expected to increase when a backlog of enhancement needs are communicated to IT staff.

ODOT has conducted two Opportunity Evaluation exercises to assess the replacement of EMS. That body of analysis estimated an annual labor hour savings of approximately $889,800 to Fleet Services Section staff, in addition to an annual maintenance savings of $300,000 to IT staff for a total of about $1.2 million.

A five year cost comparison between the alternatives yields the results in Table 1 below. Until a more detailed analysis can be performed, the Status Quo Alternative assumes that ongoing maintenance / enhancement hours to EMS will decrease by 20 percent each year, primarily because this alternative is not sustainable and the system must be replaced, eventually. Similar to what has occurred over the last five years, support requests will again start to decline as a system replacement effort is reconsidered. It is unlikely that business staff productivity will ever increase under this alternative.

Table 1

5-Year Alternative Comparison			
Year	**Status Quo**	**COTS Replacement**	**SaaS**
Procure & Implement	$1,189,800	$250,000	$250,000
	$1,129,800	$1,250,000	$545,000
1	$1,081,800	$70,000[3]	$172,500[4]
2	$1,043,400	$70,000	$172,500
3	$1,012,680	$70,000	$172,500
4	$988,104	$70,000	$172,500
5	$968,443	$70,000	$172,500
Totals	**$7,414,027**	**$1,850,000**	**$1,657,500[5]**

ODOT recommends replacement of Fleet Services Section's Equipment Management System (EMS). A system replacement will enable ODOT to track the total cost of fleet ownership, provide required information delivery and analytics that allows ODOT to minimize fleet costs, and assist the agency in tracking performance measures to ensure the cost-effective management of fleet equipment. It is expected to create opportunities for increased productivity through labor hour reductions currently required to approach Fleet Services Section's business requirements, which are not being met with the current automation solution.

Further analysis is required to determine whether to purchase a COTS package (Alternative 1), or pursue a SaaS deployment (Alternative 2). The business case will be updated at the end of the project's Preliminary Analysis phase with a Cost Benefit Analysis that includes a solutions options analysis, an assessment of impacts to the organization, and a "Go / No-Go" milestone recommendation.

[3] Maintenance negotiated as part of the contract for a period of five years.
[4] Subscription and support negotiated as part of the contract for a period of five years.
[5] Costs are based on early estimates, and will be updated during the Preliminary Analysis phase.

Business Case for
Window 7 Evaluation and Deployment

Oregon Department of Transportation,
Central Services Division,
Information Systems, Technology Management

Date: 4/7/20/10
Version: 0.1
Authors: Kevin Erickson, Kevin Tegland, Dan Dority, Jenny Malloy

Business Case – Authorizing Signatures

PROPOSAL NAME & DOCUMENT VERSION #	**Windows 7 Evaluation and Deployment**		
AGENCY	**ODOT**	DATE	**4/7/10**
DIVISION	**Information Systems**	**DAS Control #**	
AGENCY CONTACT	**Virginia Alster**	PHONE NUMBER	**503-986-3196**

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Executive Summary

Windows 7 is expected to become the predominant Operating System in both the corporate and consumer space over the next four years. Windows 7 builds on Windows Vista, inheriting all of its improvements in security and manageability while adding a level of polishing, optimization and feature improvements. By foregoing the upgrade to Vista, ODOT realized costs savings associated with training, resources, and implementation.

Although Microsoft will continue to support Windows XP through 2014, ODOT needs to migrate to Windows 7 as soon as possible to avoid losing support for our environments from independent software vendors.

Migration typically could cost more than $500 per user for IS Testing and deployment labor, and $500 to $1000 per user to replace incompatible software in a move from Windows XP to Windows 7.

The project will be conducted in four phases, Evaluation, Engineering Testing, Pilot Testing, and Implementation. This process significantly smoothes the Windows 7 migration path by enabling ODOT to spot potential problems, adjust designs to better leverage new features and build experience with the new platform.

The Evaluation phase will take up to three (3) months to identify hardware, peripherals, applications, utilities, processes, IT staff, architects, developers, and key team members.

The Engineering Testing phase will take between three (3) to six (6) months. During this phase the project will survey stakeholders to determine whether there are pain points or other issues that must be addressed. Developers will test basic builds.

The Pilot Testing phase will take another three (3) to six (6) months to establish training needs, gauge general user reaction and enable IT staff to exercise their new Window 7 skills. This pilot includes but is not limited to users with a variety of skill sets and will last up to 90 days.

The final stage of the project will be the Implementation phase and will take approximately six (6) to nine (9) months to complete. During this phase Technology Management will deploy the Windows 7 upgrade in segments based upon resource availability and business need.

Background

Purpose:

The Oregon Department of Transportation currently utilizes Microsoft Windows XP on all computers. The critical factor prompting the migration to the Windows 7 Operating System is the end of life for Windows XP, which Microsoft will not support after April 8, 2014. Equally important, is the anticipated waning of third-party support for Windows XP beginning in late 2011 and accelerating though 2012.

ODOT Information Systems Technology Management will work in conjunction with DMV, Motor Carrier, and Transportation Application Development groups to evaluate and deploy the new Operating System to the entire agency.

According to research conducted by Gartner, the preparation work for migration will take roughly 12 to 18 months and complete deployment is estimated at 22 months.

Background:

ODOT currently has approximately 5,000 units running the Windows XP platform. The migration planning began in April 2010 to maximize options and enable a controlled and cost-effective migration to Windows 7. The length of the project is estimated at 22 months.

The entire agency will migrate to the Windows 7 Operating System.

Problem or Opportunity Definition

The Windows 7 migration is one of the largest infrastructure projects ODOT IS has performed since the XP roll out. A project this size impacts all facets of ODOT and requires the participation and cooperation of multiple departments.

The project will be conducted in four phases; Evaluation, Engineering Testing, Pilot Testing, and Implementation. This process significantly smoothes the Windows 7 migration path by enabling ODOT to spot potential problems, adjust designs to better leverage new features and build experience with the new platform.

The Evaluation phase will take up to three (3) months to identify hardware, peripherals, applications, utilities, processes, IT staff, architects, developers, and key team members.

The Engineering Testing phase will take between three (3) to six (6) months. During this phase the project will survey stakeholders to determine whether there are pain points or other issues that must be addressed. Developers will test basic builds.

The Pilot Testing phase will take another three (3) to six (6) months to establish training needs, gauge general user reaction and enable IT staff to exercise their new Window 7 skills. This pilot includes but is not limited to users with a variety of skill sets and will last up to 90 days.

The final stage of the project will be the Implementation phase and will take approximately six (6) to nine (9) months to complete. During this phase Technology Management will deploy the Windows 7 upgrade in segments based upon resource availability and business need.

The goal of the Windows 7 Evaluation and Deployment project is to obtain the maximum value from the solutions entrusted to ODOT for the benefit of our customers. Changes to the user interface, from reworked versions of traditional Windows programs such as Calculator, Paint and WordPad to new GUI features such as Snap, Peek and Shake, as well as taskbar jumplists, many more keyboard shortcuts, and a new way to navigate the file system with libraries, can help end users get their work done faster, more enjoyably and with less reliance on third party applications.

Better performance means less time waiting for the system to respond, resulting in more output in a given amount of time. Better reliability means less downtime due to problems and crashes, both increasing productivity and reducing administrative and tech support overhead.

Assumptions, Methods, Alternatives

Our Business Case assumes 4,500 users in the ODOT environment. We assume that half of the PCs will need Windows upgrade licenses and will need to be migrated midlife in the XP to Windows 7 migration.

The migration from Windows XP to Windows 7 is the optimal solution to ensure independent software vendor and Microsoft support. The alternatives to migrating from Windows XP are as follows:

No upgrade (Windows XP OS)

This option represents a significant amount of risks, including the lack of Operating System support from Microsoft starting April 8, 2014. ODOT cannot incorporate new applications unless it is XP compatible. Many software developers are moving away from XP. While this alternative may initially appear as the most cost-effective solution, expenses from security holes, incompatible software and hardware, and increased resources to support an antiquated operating system make this not a viable option. It will cost the organization upwards of $200,000 per year to purchase hot-fix support from Microsoft. There will be an additional cost for security support.

Open Source Software

As Technology Management evaluated open source software for the desktop, it became apparent that while Open Source provides opportunities within particular business environments or for particular business functionality needs; it is not ready for implementation across a mature infrastructure.

We found no examples of large organizations migrating from a Windows desktop to an Open Source desktop. However; Open Source benefits can be found in niche areas that do not require access to files or shared windows services such as, Kiosks, call centers and

business-specific applications are areas to investigate for cost savings. Basically this means identifying candidates for an Open Source desktop case by case.

It would be a huge cost and human commitment to implement an Open Source desktop across a large organization. There would not be a “basic build” used by all or even most; there would be a combination of vendor-supported open source applications, Open Source applications (no support, customized), and 3rd party applications and all Access database applications would need to be rewritten. This would be a custom environment in which the build used would depend on business needs, case by case.

Further, this scenario would involve a complete retooling and retraining of the organization and the migration would likely take years. Support for both environments would be necessary throughout the process. The impact would be significant in terms of support cost and learning curve.

Another approach would be to implement selectively. In this scenario additional staff would still be needed to administer the highly customized environment. Staff to configure, manage and maintain the open source desktop environment would need extensive training. End user staff would also need training to learn their new environment.

To make Linux, an open source software, viable in a Windows environment ODOT would need to maintain two independent networks – one Windows-based to perform most business functions and one Linux-based to perform business-specific functions. The Open Source environment would include a Linux management environment such as ZenWorks to serve as the active directory and Open Enterprise Services (OES). This configuration allows the management of basic shared Open Source services, such as file and print and the communication between the Exchange and Open Enterprise mail systems. This will not, however, address file sharing.

Going “Open Source” would definitely not be a “plug and play” type of change but a significant change.

Analysis, Costs & Benefits

	Windows XP to Windows 7
Number of existing PCs getting only Win7 upgrades (no hardware upgrades)	1170
Number of PCs being replaced earlier than planned due to incompatible hardware	720
Number of PCs getting Win7 OS and some hardware upgrades	2610
Number of PCs receiving Win7 OS and new hardware due to planned replacement	4,500

Windows 7 Evaluation and Deployment Costs

Item	Cost	Comments
Supplies & Services	$ 375,000.00	Licenses, software and hardware upgrades
Sub total	**$ 375,000.00**	
Staff	$4,749,120.00	31 full time FTE, 5 Contractors
Staff Total	**$4,749,120.00**	
Total	**$5,124,120.00**	

Risks

This is a low risk effort to evaluate technologies of medium complexity. However, the consequence of a project failure will impact the organization's ability to migrate from the current XP environment, placing the organization at higher risk due to support and compatibility issues.

The major project risks include:

- Inability to secure commitment from ODOT technical and business users
- Lack of adequate technical training may impede the effectiveness and quality of decisions made throughout the prototyping of a Windows 7 build for ODOT and the subsequent evaluation
- Federal requirements may determine need for a mixed environment
- Availability and inclusion of Office 2010 may delay the evaluation process
- Lack of available funding to upgrade incompatible hardware and software
- Resource constraints
- Critical Application compatibility
- Ability to port in-house applications
- Customer acceptance
- Service interruptions to the business

Conclusions and Recommendations

The Oregon Department of Transportation will lose Microsoft support for Window XP starting April 8, 2014. According to Gartner research, support for independent software vendors running on Windows XP are anticipated to decrease starting 2011 and accelerate though 2012.

Implementing Windows 7 is necessary to ensure continuation of business operations across ODOT.

Business Case for *Bentley Upgrade*

Oregon Department of Transportation, Central Services Division, Information Systems

Date: 5/20/10
Version: 2.0
Authors: Gary Holeman, Technical Services
Tim Banick, Information Systems
Marcia Malstrom, Information Systems

Business Case – Authorizing Signatures

PROPOSAL NAME & DOCUMENT VERSION #	**Bentley Upgrade**		
AGENCY	**ODOT**	DATE	**4/08/10**
DIVISION	**Central Services**	DAS CONTROL #	
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State Data Center Representative (for SDC customer agencies)	
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State CIO	
(Name)	(Date)
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Executive Summary

The proposed project will upgrade the Computer Aided Design (CAD) and engineering system that operates on over 700 ODOT computers. MicroStation is the primary software application that will be upgraded. This is a commercial application from Bentley Systems Incorporated that forms the foundation for a suite of engineering applications that are used to support the design and construction of ODOT highway projects.

MicroStation 2004, the version currently used in ODOT, has been replaced by MicroStation V8i. It is possible that newer software versions will be released prior to initiation of this project. MicroStation V8i includes several functional enhancements that ODOT users have requested but are not available in MicroStation 2004.

The CAD and engineering systems support and enhance primary ODOT business functions. ODOT construction projects would not be delivered as quickly, if the software was not in use. Bentley software improvements make it possible to deliver construction projects in a timely manner. These enhancements allow ODOT to consider several options in selection of the best design choice to “provide a safe and efficient transportation system”.

This project would be started during the 2011-13 biennium. The financial costs for this project are estimated to be $2,500,000. The project costs include software installation, configuration and modifications to ODOT-developed applications, testing, and vendor-delivered training. Business users will pay for their training and provide time, effort or resources to test and configure the software. ODOT currently employs support analysts that provide assistance to ODOT designers and drafters in using the system. These employees will be members of the project team, as well as other IS staff who may install software, manage the project and perform other related project tasks.

By being proactive in planning and delivering this project, ODOT can mitigate or avoid the following risks:

- Vendor support for older versions of a software is greatly reduced approximately 18 months after the introduction of a new version
- The current version of software is not certified with ODOT’s future operating systems (i.e. Windows 7).
- The ability to collaborate with ODOT’s consulting partners using compatible technology would be difficult

Background

Purpose:

This business case supports ODOT's desire to deliver a Computer Aided Design (CAD) system upgrade. The upgrade includes MicroStation and compatible versions of software dependent on the MicroStation platform. Since the early 1990s, MicroStation has been used throughout ODOT for design and construction of highway projects, along with other activities, such as creation and printing of maps. MicroStation users are located throughout the state and in a variety of business units.

This project was planned to start in the 2009-11 biennium, but has been postponed until the 2011-13 biennium. The project goal is to ensure ODOT stays current with its CAD software suite. Upon implementation, ODOT will be able to:

- View data stored in various formats, including PDF files, GIS data sources and web mapping services
- Use improved 3D modeling, visualization, animation and rendering tools
- Increase drafting productivity due to interface changes
- Check compliance with ODOT CAD standards using improved tools
- Open, review and edit files provided by consultants and contractors

Background:

CAD software initially focused on techniques to automate drafting. Today, these applications have advanced to include techniques for modeling and design. The ODOT CAD system consists of several applications that assist engineers in developing 3D representations of existing and proposed construction projects, and completing a variety of tasks necessary to design and construct those projects.

MicroStation is a CAD software application that was selected by ODOT in the 1990s to automate highway design and drafting processes. The application is licensed by Bentley Systems, Incorporated, along with several other applications that are used for designing and constructing highways. ODOT has a significant investment in this application with its deployment to over 700 users throughout ODOT. Additional third party software and in-house applications that require the MicroStation platform are used to round out the suite of software applications.

ODOT employees currently use MicroStation version 8.5 and Inroads XM. The latest available versions of these products contain functional enhancements that ODOT can leverage:

- Ability to view data stored in various formats, including PDF files, GIS data sources, AutoCAD and web mapping services
- Improved 3D modeling, visualization, animation and rendering tools
- Interface changes that will increase drafting and design productivity
- Tools to check compliance with ODOT CAD standards
- Ability to function interactively with GIS data

Other drivers for implementing the upgrade at this time include:

- Consultants and contractors working with ODOT have started upgrading to the latest versions of Bentley products.
- Consultants and contractors working with ODOT are providing AutoCAD files that require a newer version of MicroStation to open.
- ODOT's need for continued vendor support; most vendors discontinue support for older versions of software 18-24 months after introduction of a new version
- Proactive approach to software upgrades; if ODOT does not upgrade to a newer version within the next biennium, future version upgrades will increase in complexity
- Promotes ODOT's adoption of digitally-signed engineering documents

The project will affect users located both internal and external to ODOT. The software is used by employees within the Highway, Rail and Transportation Development Divisions. Consultants and contractors who perform work on behalf of ODOT also use the same suite of CAD software as ODOT and look to ODOT to provide compatible technology.

Highway Division employees are the largest group of CAD users. These users are located in all of the ODOT Regions as well as in the Major Projects Branch Technical Services Branch and Columbia River Crossing Project.

Problem or Opportunity Definition

ODOT's installed version of MicroStation will be over seven years old at the beginning of the 2011-13 biennium. This major component of the CAD system represents the technology ODOT uses to design and maintain a "safe, efficient transportation system". Upgrades to the software are needed to maintain the viability of the system.

Upgrades to the software will support the 2007-2011 strategies and outcomes outlined in the *2007-2011 HD/TDD Business Plan (September 2007)*:

- Improve on-time delivery of the highway construction program
- Implement *Connect*Oregon
- Advance Columbia River Crossing project
- Begin implementation of the Oregon Transportation Plan
- Improve efficiency and effectiveness

These are just a few examples that illustrate how the strategies and outcomes listed above will be supported by the software advances.

- Newer versions of the software include enhancements to the user interface to make it easier and faster to complete repetitive drafting tasks.
- Enhancements to the 3D modeling capabilities simplify the tools. Improved visualization techniques in 3D will allow ODOT personnel to portray projects in various electronic forms that can be understood by anyone.
- Many of the paper maps and construction plans have been scanned into PDF format and are accessible through FileNet. The latest version of MicroStation is capable of viewing the PDF files directly. Currently, ODOT engineers translate the PDF file into a format that MicroStation can open. Time, efficiency and effectiveness are all increased by skipping the translation step.

Assumptions, Methods, Alternatives

ASSUMPTIONS

Assumptions made for pursuing this project in the 2011-13 biennium include:

- Executive Management supports the use and need for Bentley products.

- Based on ODOT's past practices -
  - ODOT must upgrade to a newer version of Bentley products than is currently in use to take advantage of some major functionality benefits requested by ODOT engineers.
  - Bentley products licensing will continue to be updated annually for maintenance and support.
  - The Engineering Application Support Team (EAST) will provide on-site support and assistance for Bentley products.
  - ODOT CAD training will continue to be vendor delivered.

- Based on past vendor practices -
  - Vendor support for the current ODOT installed version of the Bentley products has diminished.
  - Bentley Systems Incorporated is a stable company that will be in business during the 2011-13 biennium and many years to come.

- Upgrades to the Microsoft operating system will require an upgrade to the current version of Bentley products.

- This project will require little or no involvement with the State Data Center (SDC).

- The consequences of not upgrading Bentley products during the 2011-13 biennium are:
  - Newer versions will become available in the following years and it will take considerably more time, effort and training to move forward.
  - Applications built on the MicroStation platform may include significant enhancements that we will not be able to take advantage of because we are using an older MicroStation version.
  - Newer versions of MicroStation include tools for integration with Enterprise Content Management (ECM) systems.

Alternative Analysis

The three alternatives listed below were considered in making a recommendation for IRM planning in the 2011-13 biennium:

#1 - Do Nothing Approach

Continue to maintain the current versions of the software until the end of June 2011. Install hot fixes and service packs (if available) on an as needed basis.

Benefits:

- No changes are needed to current business practices
- No additional training is necessary for existing users

Costs/Risks:

- If ODOT chooses to upgrade to a newer operating system (i.e. Microsoft Windows 7), the current version of MicroStation will not be certified.
- Maintenance fees for licensing and support will continue at approximately $400,000/year
- Hot fixes and service packs may not be available for the software versions deployed at ODOT
- Efficiencies provided by the newer software will not be available
- Reduced vendor support for ODOT's older version
- Training for new users will be more difficult to obtain
- Decreased collaboration capabilities with consultants, contractors and other agencies

#2 - Upgrade CAD Software and Provide User Training

During the 2011-13 biennium, form a project team to deliver a system upgrade. MicroStation and all dependent applications, including server applications, will be upgraded and configured. The project team will identify, design and implement the software configuration. New software functionality will be evaluated and ODOT specific workflows will be developed. Custom developed applications will be evaluated and modified as necessary to work with the new software. Vendor delivered training will be delivered to ODOT Bentley product users throughout Oregon. The new software will be installed on users' computers and the older versions removed.

Benefits:

- Business practices may be modified to increase efficiency, effectiveness and collaboration
- Vendor support will be available, and the vendor will be more responsive to change requests for enhancements and fixes
- Users can take advantage of new capabilities in the software system (i.e. viewing of 3D PDF files)
- Software upgrade is included in current maintenance and support contract

Costs/Risks:

- Business and IS resource time will be spent on the project
- Vendor delivered training is estimated to be $500,000
- Potential consultant assistance may be needed at a cost of $50,000
- Additional Random Access Memory (RAM) may need to be purchased for some users to facilitate the new version of Bentley products.

#3 - Upgrade CAD Software With No Formal Training

During the 2011-13 biennium, upgrade MicroStation and any dependent software. No vendor-specific upgrade training would be provided, and ODOT personnel would not develop workflows to promote efficiencies provided in the newer software versions. Configuration activities would be restricted to those that will allow the software to run in a manner similar to how the software currently runs.

Benefits:

- Business practices may be modified to increase efficiency, effectiveness and collaboration with others
- Vendor support will be available, and vendor will be more responsive to change requests
- ODOT can take advantage of new capabilities in the software system (e.g., viewing of 3D PDF files, etc.)
- Software upgrade is included in maintenance/support contract

Costs/Risks:

- Business and IS resource time will be spent on the project
- End user support needs may increase due to no formal training
- Inconsistent business practices may be followed because standards are not created prior to implementation.
- Configuration may not promote new efficiencies and methods in the CAD software suite
- Additional Random Access Memory (RAM) may need to be purchased for some users to facilitate the new version of the Bentley products.

Analysis, Costs & Benefits

The cost and benefits tables below only reflects alternative #2 entitled ***Upgrade CAD Software and Provide User Training***

COSTS

	Project & Implementation Costs	Operations, Ongoing Maintenance & Support	Estimate Basis
State Data Center Cost(SDC)	*$0*		None anticipated
Hardware	*$0*		
Software	*$0*		
Staff:			
• User or Program Staff	*$550,000 – User training hours, requirements, configuration*		Historical project costs for CAD System Upgrade training
• IT Staff	*$1,125,000*		Historical project costs for CAD system upgrade
Services:			
• Personal Services	*$500,000 - Trainers* *$50,000 – Consultants* *$125,000 – QA Cost* *$50,000 – Training supplies* *$100,000 - Contingency*		Historical project costs for CAD system upgrade Qualifies for QA Services Historical project costs for items including training supplies Contingency for unanticipated Hardware/Software Services.
• Other Services	*$0*		
Supplies	*$0*		
Totals	***$2,500,000***		

Benefit Categories	Examples
Process Improvements	
✓ Reduced processing time	• Ability to access other information directly will decrease the time spent translating and\or repeating the information in CAD software
✓ Improved drafting tools	• User interface improves drafting productivity for specific tasks
✓ More stable IT environment	• Business continuity with consultants • Reduced errors • Vendor support
New or Enhanced Service	
✓ Improved (simplified) 3D Modeling and Visualization	• Realistic 3D design for use in visualizing potential project impacts • Animation that can be used in reviewing and simulating construction project activities
✓ New and improved remote sensing capabilities	• Aerial imagery available from an external ODOT location. • Ability to view point cloud data.
Contractor/Consultant Satisfaction	
✓ Alignment with software in use by contractors and consultants working with ODOT	• ODOT specific tools will be upgraded to work with software currently used by consultants and contractors
Strategic Alignment	
✓ Directly supports State, Agency Missions or business plans	• Improve on-time delivery of the highway construction program • Advance Columbia River Crossing project • Improve efficiency & effectiveness

Risks

These risks were identified that could threaten the project to ***Upgrade CAD Software and Provide User Training***

Business/Organizational

- Business resources may not be able to commit time and/or money at the level necessary to implement the upgraded software within the estimated timeframe.
- Limited IT resources that are available to work on the project, and use of these resources, may impact end user support and training.
- Vendor training resources may not be available during the timeframe ODOT identified for training.
- An implementation strategy to deliver upgrades to over 700 end users might require some ODOT staff to be on multiple versions of software concurrently. The consequences are that CAD work products are being produced on different versions of software.

Technical

- Current versions of Bentley products may not work properly if ODOT were to choose to upgrade to a newer operating system (i.e., Microsoft Windows 7) in the future. ODOT's current versions of Bentley products are not certified for Windows 7.
- ODOT software applications that depend on the MicroStation platform may not be compatible with the upgrade version.
- Additional costs may be incurred for hardware upgrades for users. For example, Random Access Memory (RAM) may need to be increased to facilitate the new version of Bentley products.

Conclusions and Recommendations

ODOT has chosen to pursue upgrading the CAD System, based on the business need to stay current with ODOT's primary CAD tools.

The project goal identified is to ensure ODOT stays current with our CAD software suite. Alternative #2, entitled ***Upgrade CAD Software and Provide User Training,*** is the selected option that best preserves ODOT's investment. This alternative will allow ODOT to implement the functional enhancements that will benefit ODOT business practices and standards. User training will be provided to ensure that ODOT employees know how to take advantage of these enhancements in a consistent manner.

ODOT recommends initiating a project during the 2011-13 biennium to upgrade to the most recent version of MicroStation and other dependent software that is used for highway design and construction. The project scope includes configuration, testing and vendor training activities to take advantage of new functionality. The estimated cost for this initiative is $2,500,000, which will come out of the base budget.

Project: **ODOT PC Lifecycle Replacement 2011-13**

Deliverable: **P270S Implementation Strategy**

Description

This strategy for PC Lifecycle Management was developed to facilitate efficient, predictable, and manageable PC purchasing in order to increase the efficiency of ODOT's internal operations, making more funding available to Oregon's transportation system.

History

Version	Description of Change	Author	Date
1.0	Initial Draft	PC Lifecycle Team	4/2/10

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Purpose

• To recommend a specific implementation strategy.

• To describe the major aspects of an implementation strategy.

• To provide a basis for release-based implementation planning.

1. Implementation Strategy Description

One of ODOT's key strategies is to continue to increase the efficiency of its internal operations in order to make more funding available to Oregon's transportation system.

The PC Lifecycle Management strategy was developed to make PC purchasing to be efficient, predictable, and manageable.

The cost of PCs are considered standard infrastructure costs and generally budgeted at high organization levels within the various businesses, following a standard PC replacement cycle based on current inventory information.

1.1 Scope

Desktop and Laptop computers will be the primary IT hardware and software assets purchased by ODOT in the 2011-13 biennium.

PC Lifecycle Management Program includes replacement PCs, per the replacement schedule listed in Appendix A.

1.2 Outside of Scope

The following items are not included in the above and must be budgeted for separately within section or unit budgets:

- Computing needs for new additional FTE, new unanticipated programs, and broken or stolen/lost situations
- Software

- Hardware components other than the standard (i.e., additional hard drives, memory, second processors, etc.)
- Adding a second PC for an employee (i.e., a laptop and a desktop)
- Monitors
- Printers
- Servers
- Network
- Netbooks, BlackBerrys, and PDAs

2. Implementation Strategy Description

2.1 PC Replacement Strategy

The PC Replacement and Acquisition Procedure and the PC Replacement Guideline are located in the IS Library. The Procedure outlines the steps that this strategy document will follow for the 2011-13 biennium.

The Guideline identifies how candidates for replacement will be selected this biennium. This selection criterion is usually based on some combination of processor speed and device age. The ideal is to replace the same number of devices each year, giving a fixed rate of replacement. This ideal is determined by research of industry standards for useful PC life and technology churn rate. The ideal is then adjusted based on Community of Interest-wide usage characteristics, budget constraints, and specific needs. These usage characteristics are described in section 1.4.

For the 2011-13 biennium, the PC Lifecycle Management Team recommends the following useful life span for desktops and laptops:

➢ Structured Task	5 years
➢ Business Standard	4 years
➢ Technical Workstation	3 years

ODOT has used these life span recommendations for several biennia and will continue to use them for 2011-13.

These recommendations align with the Department of Administrative Services (DAS) Lifecycle Replacement Plan as well industry recommended PC replacement cycles. Gartner recommended the following in Operational Considerations in Determining PC Replacement Life Cycle, 3 December 2007:

- Plan on a four-year replacement cycle for desktop PCs. Five-year refreshment cycles are recommended only for fixed-function task worker systems.
- Plan on a three-year replacement cycle for notebooks.
- Consider accelerating replacement cycles for power users, but only if faster performance and newer features provide a demonstrable return on investment.

Due to budget constraints, the PC Lifecycle Committee recommends stretching the replacement cycle for structured task devices to five years.

The four-year useful life is too long for some technical users who need to push the envelope to get speed and functionality for compute-intensive work like engineering. The team recommended a three-year lifecycle for these units. This does not imply that a technical unit would be surplused after three-years. Instead it will be redeployed to a standard business user.

2.2 PC Usage Characteristics

Structured Task Usage - Basic, simple office functionality (e.g. Point of Sale PCs only needing mainframe connectivity, possibly some simple word processing or spreadsheet use, and perhaps e-mail).

Business Standard Usage – Common office functionality (e.g. Outlook and MS Office Professional to communicate and increase personal productivity).

Technical Workstation Usage – Power-users requiring technical high-end capability (e.g. engineers, financial analysts, developers, or specialized application users).

2.3 Potential Changes to the PC Environment for 2009-11

Presentations from Gartner are indicating that there is a major evolution for PCs coming in the next 3 to 5 years. The PC Lifecycle Committee will be watching emerging trends in this area and will be poised to pursue advances that offer greater efficiency at reduced cost. The committee has already discussed some changes that could occur as early as the 2009-11 biennium.

MS Windows Windows-7 Operating System - ODOT will evaluate upgrading the PC Operating System software to Windows-7 in the 2009-11 biennium. One impact Windows-7 will have on the PC Lifecycle is that it will require 1 GB of memory to run the OS. Any PCs and notebooks being purchased for this or next biennium should have 2 GB of memory as a minimum.

2.4 Standard Hardware Configurations

ODOT uses the Western States Contract Alliance (WSCA) program to purchase desktop and notebook units. Configurations are periodically evaluated and updated.

2.4.1 Desktop Configurations as of March 2010

Dell Optiplex 780 Minitower	**Dell Precision T1500**
Core2 Quad, 8400 with VT/ 2.66GHz, 4M, 1333FSB	Quad Core Processor Core i5-750,2.66GHz,8MB
4GB,Non-ECC,1066MHz DDR3,2X1GB	4GB, DDR3 SDRAM,1333MHz
160GB SATA HDD	250GB SATA 7200 RPM HDD
	512MB NVIDIA® Quadro® FX 580
16X DVD+/-RW SATA	16X DVD+/-RW

Intel Onboard Video Card (supports dual dvi monitor connection) 4 year Warranty and Tagging	4 year warranty and tagging

2.4.2 Laptop Configurations as of March 2010

Dell Latitude E6400	**Dell Latitude E6500**
Intel Core 2 Duo 2.66GHz	Intel Core 2 Duo 2.66GHz
4GB Memory	4GB Memory
80GB Hard Drive	160GB Hard Drive
14.1 inch Widescreen Display	Video Card, 256MB NVIDIA
24X CDRW/DVD	8X DVD-/+RW
WIFI	WIFI
6-Cell Battery	9-Cell Battery
USB Optical Mouse	USB Optical Mouse
Multimedia Pro Keyboard	Multimedia Pro Keyboard
4 yr warranty	4 yr warranty
Tag	Tag

2.5 Standard Core Software Configurations

ODOT has an Enterprise Agreement with Microsoft for licensing of the core PC products (operating system, Office Suite, and Back-Office client license). This contract covers ODOT's desktop commitment for a specified number of PCs. PCs added during the course of the year that are above the initial desktop commitment will be identified annually and placed on a "true up purchase order". "True up" fees cover both licenses and upgrades for the remainder of the three-year enrollment term.

2.6 Warranties and Installation Costs

All configurations come with a 4-yr on-site warranty.

Installation will be handled through the Field Services Unit by either ODOT staff or contracted resources. Preparation and Installation costs are estimated to be $150 per unit. If Field Services can do the work as time permits, then there is no charge to the user. If contractors must be brought in to handle specific scheduling needs, then this charge may be applied.

3. Organizational Change Strategy

3.1 Roles & Responsibilities

These individuals will be acting in the roles described in the PC Plan Development, Acquisition and Deployment Procedures for the 2011-13 biennium. PC Replacement Coordinators work with their business partners to plan, acquire and deploy PC replacements according to the Implementation Strategy:

System Owner – Technology Management Manager – Virginia Alster

Program Manager – Kevin Tegland

Program Coordinator – Lance Bissell

IT Purchasing and Asset Management Manager – Cindy Miller

PC Replacement Coordinators

DMV – Will Broadbent

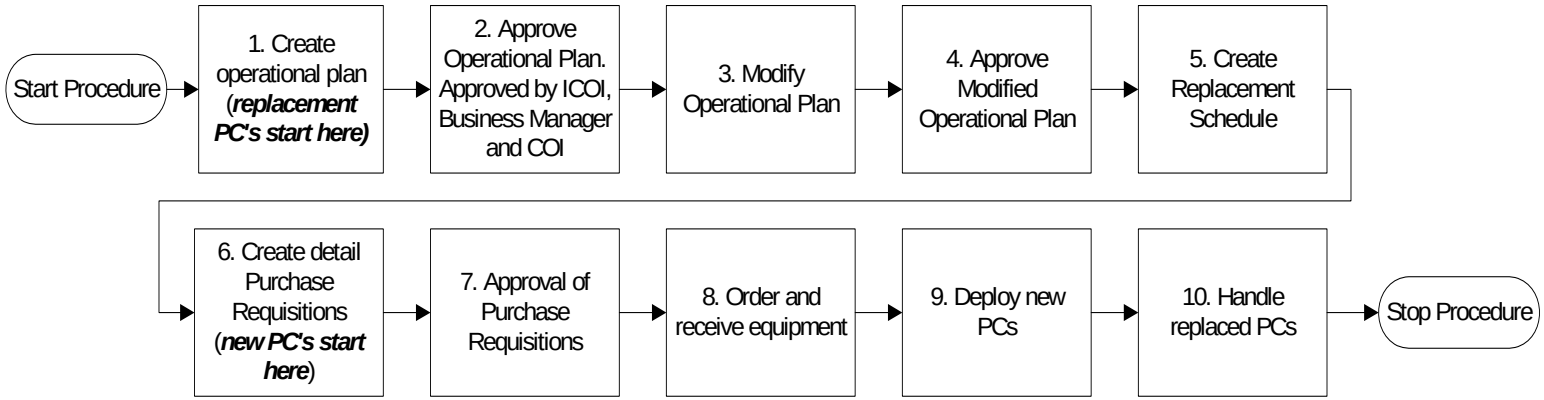
Motor Carrier – Steve Ross & Jim Leamon

Transportation and Central Services – Ray McKenna & Carrie Everett

3.2 DAS Reporting Requirements

Current DAS policy requires reporting of IT purchases. To satisfy this requirement and simplify the reporting process, ODOT will submit a summary of our Operational Plan to DAS for approval as a good faith estimate of the number of devices of various configurations to be purchased throughout 2011-13. See Appendix B for a High Level Schedule and Appendix C for the PC Replacement Cycle vs. IT Planning Cycle.

3.3 High-Level PC Acquisition and Replacement Procedure



APPENDIX A - DAS IRR Plan Summary

ODOT PC Lifecycle Replacement Plan

2011-2013 Biennium

Estimates By Division

Preliminary Budget Forecasting

Division	Business Desktops		Eng Desktops		Business Laptops		Technical Laptops		Rugged		Total	
	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost
DMV												$0
Motor Carrier	10	$6,990			104	$141,128					114	$148,118
Central Services	397	$277,503	4	$3,672	122	$165.554					523	$446,729
Highway	620	$433,380	60	$55,080	288	$390,816	32	$52,032	16	$48,000	1016	$979,308
All Other	92	$64,308	22	$20,196	30	$40,710	1	$1,626	15	$45,000	160	$161,840
All ODOT	**1,119**	**$782,181**	**86**	**78,948**	**544**	**738,208**	**33**	**53,658**	**31**	**93,000**	**1813**	**1,735,995**

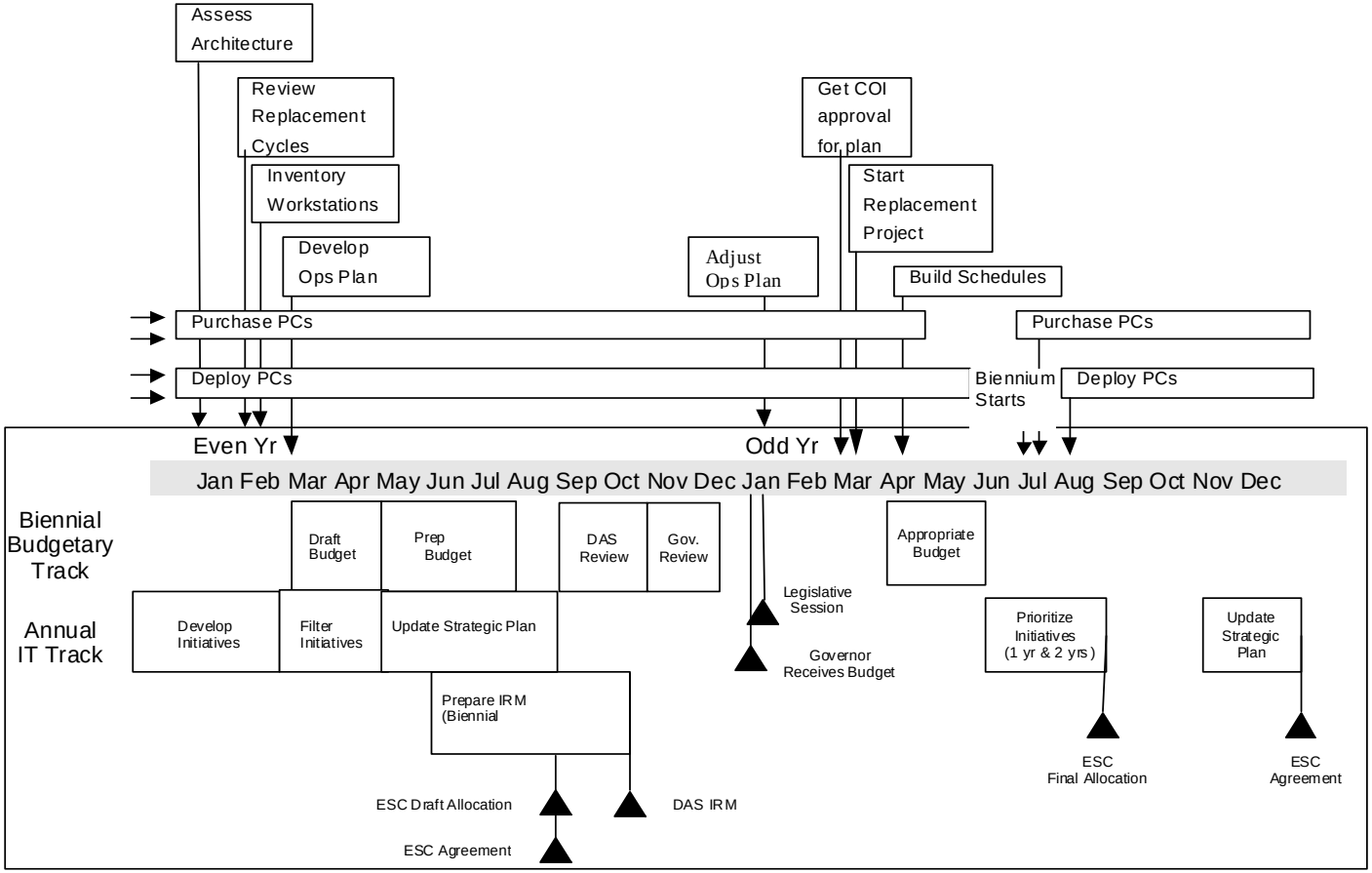
Assumptions:

1. Data on this sheet will be used solely for preliminary budget estimation; these figures will be updates from a detail plan closer to the beginning of the biennium.
2. Includes all planned replacement acquisitions following PC Replacement procedure.
3. Exception requests will follow separate process published by OIT.
4. Original Replacement Plan and revisions will be processed for DAS approval by OIT.
5. Actual pricing and configuration may vary at time of Requisition.

APPENDIX B - High Level Schedule

																				Biennium Starts					
		2012												2013											
Task	Resource	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Assess Architecture	Tech Architect	X																							
Review the Replacement Cycles	COIs		X																						
Create the PC Lifecycle Mgmt Tool	ITAM		X																						
Develop the Operations Plan	PM			X																					
Budget Preparation	Business			X	X	X	X	X																	
Prepare IRM Plan			X	X	X	X	X	X	X																
Update Strategic Plan		X																		X	X	X	X	X	X
Review & Adjust Operations Plan	PM													X											
Approve Operations Plan	COIs														X	X									
Create Detailed Schedule	PM																X	X	X						
Purchase PCs	ITAM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X
Deploy PCs	FSU	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X

APPENDIX C - PC Replacement Cycle vs. IT Planning Cycle



Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Tillamook Bay Railroad ML-POTBRR	2008	ODOT Audit Services	At management's request, we conducted a review of the Port of Tillamook Bay Railroad's financial condition.	None	None	None required.	None
Oregon State Police ML 08-01	2008	ODOT Audit Services	At management's request, we reviewed the reasonableness of Oregon State Police's proposed rate per inspection. We concluded that the current reimbursement rate requested by OSP was consistent and appears to be reasonable.	None	None	None required.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Major Projects Branch Payment Practices Appear Adequate Report 08-01	2008	ODOT Audit Services	Major Projects Branch management (MPB) requested Audit Services to review the payment process in the Program Management and Oversight Services unit. This audit focused on MPB's payment practices during calendar year 2006. We reviewed the standard and expedited payment process and tested payments for compliance with policies, procedures, and best practices. Further, we reviewed the monitoring of consultant rates and contingencies on work order contracts with the Oregon Bridge Delivery Partners. Overall, we found that the MPB was in compliance with internal policies and procedures and internal payment processes were adequate, and consistent with guidance for prompt payment.	None	Management agreed with the report.	None required.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Disconnect between Data Systems Limits Management's Ability to Identify Potential Efficiencies in Project Planning and Delivery Report 08-02	2008	ODOT Audit Services	The objective of this audit was to compare what ODOT paid for a sample of construction contracts to what the department expected to pay at the time they were awarded. The key finding of this report is that management's ability to evaluate the cost effectiveness of the project delivery process is limited due to incompatible software and numbering systems before and after contracts are awarded. Given the current configuration, we were unable to seamlessly trace back pay items to their original bid prices to assess the accuracy of estimates and determine if efficiencies could have been gained during construction.	1. Invest in a solution that will integrate data throughout the project lifecycle. 2. Ensure that the integrated data solution enables the fullest use of the analytical tools in the TRNS-Port Decision Support System module. 3. Deploy the appropriate resources needed for successful implementation of the identified solution. 4. Enable a system to track anticipated items. 5. Limit the use of lump sum quantities where possible.	Management generally agreed with the report.	As of 12/2009: 1. Partially completed. 2. Partially completed. 3. Partially completed. 4. Partially completed. 5. No actions taken.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Project Managers Need Guidance to Effectively Monitor Potential Cost Overruns Caused by Contractor Bidding Strategies Report 08-03	2008	ODOT Audit Services	The Federal Highway Administration advises state agencies to evaluate bids for items that could lead to unexpected cost overruns and monitor them during construction so they are not subject to undeserved profit. We found that ODOT's cost estimators flag potentially problematic items before contracts are awarded, but there is little or no monitoring of them during construction. Project managers need guidance from management on how to monitor the flagged items and steps to take to protect the agency's interests.	1. Enable project lifecycle data analysis. 2. Provide procedural guidance to project managers. 3. Require post-construction reporting on flagged items.	Management generally agreed with the report and recommendations.	As of 12/09: 1. Partially completed. 2. No actions taken. 3. Partially completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
System to Track and Analyze Change Orders Needs Oversight Report 08-04	2008	ODOT Audit Services	Change orders have been the subject of several audits over the past decade, and ODOT has made efforts to comply with recommendations to develop a system to track and analyze them. We found, however, that its efforts have not fully achieved a reliable tool that managers can use to identify meaningful trends and communicate corrective action.	1. Correct historical data errors or segregate known erroneous data from that deemed to be accurate. 2. Provide centralized oversight of code choices by project managers. 3. Develop a recipient list for change order reports and deliver them in a format that is meaningful to their function. 4. Revisit the reason codes to check for redundant causes, omissions, and unused options. 5. Find alternative paths to share change order information 6. Make use of in-depth review processes for projects with significant numbers of change orders, cost overruns, or unique design features.	Management generally agreed with the report and recommendations.	1. Completed. 2. Completed. 3. Completed. 4. No actions taken. 5. Completed. 6. No actions taken.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Small Purchase Order Transaction System (SPOTS) Card Annual Compliance Review: ODOT Complies with State Regulations Report 08-05	2008	ODOT Audit Services	Overall, we found ODOT's SPOTS card program to be in compliance with statewide and agency policies, procedures and rules. We did identify some areas where improvements could be made to further strengthen the program.	1. Until the card number can be blocked out by US Bank, we recommend the group redact the numbers. 2. We recommend that Financial Services consider the limitations of the two systems in use (TEAMS & SPOTS Credit Card systems) and explore options for detecting and preventing duplicate payments. 3. We recommend the group be alert to management or supervisor override of the SPOTS card program controls and continue its training program so that cardholders are aware of their responsibilities to report any abuse.	Management agreed with the report and recommendations.	1. Completed. 2. Completed. 3. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Additional Controls and Documentation Would Reinforce ODOT's Performance Measurement System Report 08-06	2008	ODOT Audit Services	The key finding of this report is that Audit Services verified the published results of five Key Performance Measures, though some were verified with qualifications. We based our review on two factors – reasonable controls and repeatable results – to determine the reliability of the results published in ODOT's 2006 and 2007 annual performance reports.	All measure owners: 1. Review the list of best practices and implement any items that would improve the integrity of their overall performance measurement systems. 2. Create a desk reference manual for the performance measurement system so that pertinent information is captured in one place, speaks specifically to each measure's procedures for data collection, analysis, and review, and includes at a minimum the items listed in the report Appendix. No. 6: Large Truck At-Fault Crashes 1. Add to the control structure documentation of management reviews of the performance measurement system and results. No. 16: Bridge Condition 1. Develop procedures to ensure consistency in methodology from year to year. 2. Add to control structure quality control procedures to guide the accuracy of	Management agreed with the report and recommendations.	All Measure Owners 1. Completed or partially completed depending upon unit. 2. Completed or partially completed depending upon unit. KIM 6 1. Completed. KPM 16 1. Completed. 2. Completed. 3. Completed. 4. Completed. KPM 21 1. Completed. 2. Partially Completed. KPM 22 1. Partially completed. 2. Completed. No. 26(a): DMV 1. Completed. 2. Completed. 3. Completed. 4. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				performance data analysis. 3. Add to the control structure periodic reviews of query formulas to make sure all information is captured appropriately. 4. Add to control structure documentation of management reviews of the performance measurement system and results. <u>No. 21: Timeliness of Projects Going to Construction Phase</u> 1. Implement a review process to make sure project leaders have provided target dates. Until a procedure to address the missing data issue is in place, records with missing data should be omitted from the analysis and the omission should be explained in the text of the annual performance report. 2. Add to the control structure evidence of management reviews of the performance measurement system and results. <u>No. 22: Construction Project Completion Timeliness</u> 1. Add to the control structure evidence of management			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				reviews of the performance measurement system and results. 2. When results are updated annually, retain data to enable reviews of results as originally published. Alternatively, do not publish results until the data is finalized for a given fiscal year. <u>No. 26(a): DMV Customer Services: Field Office Wait Times</u> 1. Add quality control procedures to the control structure. 2. Add periodic random tests to the control structure of both the automated systems and manual processes to ensure that they are working as intended. 3. Add period reviews to the control structure of data results to ensure that all intended information is being captured correctly. 4. Add to the control structure evidence of management reviews of the performance measurement system and results.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
ODOT's IT Procurement Structure Lacks Effective Oversight Report 08-07	2008	ODOT Audit Services	Overall, we found that ODOT's procurement system does not promote transparency and accountability. Areas where management needs to focus attention include: delegation of procurement authority; oversight of IT procurements under $75,000; and use of independent contractors.	We recommend that ODOT's Chief Procurement Officer establish a more credible, effective, and accountable IT procurement system by: 1. Reviewing the structure of procurement throughout the agency to ensure compliance with the Public Contracting Code, and submit a written plan to the Director on how compliance will be achieved. 2. Ensuring that delegations are aligned with the Public Contracting Code and best practices, and submit a written plan to the Director on how compliance will be achieved. 3. Documenting the system of delegations in ODOT policy. 4. Maintaining delegations, subdelegations, and letters of authority for procurement on file in the Procurement Office. 5. Creating an all-inclusive online database of delegations, subdelegations, and letters of authority. 6. Evaluating the structure and reporting relationships between all ODOT procurement functions and	Management generally agreed with the report and recommendations.	1. Partially completed. 2. Partially completed. 3. Partially completed. 4. Completed. 5. Partially completed. 6. Partially completed. 7. Partially completed. 8. Partially completed. 9. Partially completed. 10.Partially completed 11.Completed. 12.Partially completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				ensure accountability and transparency by defining in policy and/or procedure reporting relationships and oversight responsibilities of each party. 7. Evaluating weekly Information Technology Procurement and Asset Management (ITPAM) reports to determine if they meet oversight needs and procedurally document the use and review of such reports. 8. Documenting regular reviews of IT procurements under $75,000 to ensure compliance with the Public Contracting Code, best practices, and ODOT policy. 9. Involving ITPAM in regular all-staff meetings. 10. Providing regular assistance and training to ITPAM procurement staff. 11. Granting ITPAM procurement staff access to the Purchasing and Contract Management System (PCMS) and providing training to ITPAM staff on use of PCMS. Additionally, if implementation			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				of the financial services system is delayed, consider updating PCMS for changes in statute and business practices. 12. Establishing and documenting a system of oversight and accountability that addresses these issues.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Competitive Practices and Oversight for IT Procurements Could Be Improved Report 08-08	2008	ODOT Audit Services	We found that competitive practices and oversight could be improved to better ensure full compliance with state procurement requirements. Specifically, Information Technology Procurement and Asset Management (ITPAM) procurement practices involving information technology procurements under $75,000 were not consistent with fair and open contracting practices	1. Office of Procurement consults with the Minority, Women, and Emerging Small Business Advocate to determine appropriate solicitation periods for IT procurements throughout ODOT. 2. For failed solicitations, contact providers who have shown an interest in the procurement in Oregon Procurement Information Network and determine if there was an issue with the procurement (too short of a solicitation period, etc.). 3. Only the statutorily recognized procurement methods are used. 4. Conflict of interest issues are reviewed when contracting with former employees and regular contractors. 5. Specifications are developed in a fair and open manner. 6. The Procurement Contract Management System is used to log communications during all ODOT solicitations. 7. All sole-source	Management generally agreed with the report.	1. Completed. 2. No action taken. 3. No action taken. 4. No action taken. 5. No action taken. 6. No action taken. 7. No action taken.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				justifications are documented and approved by ODOT's Chief Procurement Officers.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
ODOT's Treatment of Independent Contractors Is Not in Compliance with State Rule and Agency Policy Report 08-09	2008	ODOT Audit Services	We found that ITPAM did not document independent contractor status in accordance with state administrative rule or use "revolving door" safeguards identified in internal policies. Further, ODOT management has not identified an oversight role to ensure agency-wide compliance with these requirements. As a result of the system weaknesses we identified, ODOT could be at risk for financial and legal penalties.	We recommend that the OPO and ITPAM: 1. Use OAR 731-146-0025, OAR 459-010-0032, Determination of Independent Contractor Status and IRS Revenue Ruling 87-4 as incorporated in 459-010-0030 as guidance in working with independent contractors and document the use of the determination in procurement files. 2. Ensure that appropriate language and affidavits are used in all procurements. 3. Complete the "agency" section of the independent contractor provision in contracts. 4. Review independent contractor status of current contractors and document as appropriate. 5. Establish a system of oversight and accountability that address these issues.	Management generally agreed with the report	ITPAM: 1. Completed. 2. Completed. 3. Completed. 4. Completed. 5. Completed OPO: 1. Partially completed. 2. Partially completed. 3. Partially completed. 4. No action taken. 5. No action taken.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Overall Usage Appropriate, but Additional Analysis and Documentation of Credit Limits Needed Report 08-10	2008	ODOT Audit Services	Overall, it appeared that ODOT's SPOTS Card Program was in compliance with statewide and agency policies, procedures and rules, and the cards were used appropriately. However, ODOT does not analyze the business needs of individual cardholders when establishing credit limits.	1. Document the business needs and purpose for establishing SPOTS cards at the maximum allowable credit limit. 2. Ensure that individual cardholders have the appropriate credit limit to meet their business needs. Clarify credit limit options on the new card application and make adjustments for those who specifically request a lower amount. 3. Periodically monitor cardholders' buying patterns to ensure that credit limits remain appropriate. 4. Clarify policies, procedures and training materials for using SPOTS cards during an emergency and document any additional expectations for cardholders in these situations.	Management generally agreed with the report.	1. Completed. 2. Completed. 3. Partially completed. 4. Partially completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Maintenance District 1 Allegations Most Anonymous Claims Lacked Evidence, but Management Weaknesses Exist Report 09-01	2009	ODOT Audit Services	The report addresses allegations that the Director and Deputy Director of the Highway Division requested we evaluate. Most of the allegations either lacked evidence or were without. However, while interviewing many District 1 managers and employees and evaluating the allegations, we identified other more problematic issues that appeared to underlie the allegations and general frustration about certain matters. Our report identifies causal elements associated with these issues and recommends ways for ODOT management to more effectively work on achieving resolution.	1. ODOT executive management and the auditor present the results of the report at a District 1 all-staff meeting. 2. ODOT hire an independent third-party professional or organization that can establish and implement a training and conflict resolution program for District 1. 3. ODOT establish a consistent approach to monitor effectiveness of these recommendations and assure continued open communications among the parties. 4. ODOT structure HR and provide resources in such a way to allow for a more proactive role that works positively with both employees and managers, including the establishment of a process that assures timely and adequate management-related training for those responsible for supervising employees. 5. Create a system for	Management generally agreed with the report and recommendations.	1. Completed. 2. Completed. 3. Completed. 4. Completed. 5. Completed. 6. Completed. 7. Completed. 8. Completed. 9. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				tracking all investigations as soon as they are initiated that documents the date the investigation began, who is conducting it, when the investigation was concluded, if a final letter was issued and to whom. 6. Continue developing guidelines for conducting investigations, including requirements for documenting investigations and their outcome. 7. Require that all investigations, regardless of the outcome, result in a written summary report. 8. Require that all investigations of misconduct, regardless of outcome, conclude with a letter of closure to the originator and the subject of the investigation, unless it is inappropriate for confidentiality reasons. 9. As an integral part of its investigation program and processes, establish requirements that HR managers/investigators receive specific training on the subject.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Overall, ODOT complies with State Regulations, but Improvements Needed in Following Up and Documenting Corrective Actions on Card Use Infractions Report 09-02	2009	ODOT Audit Services	Overall, we found that the ODOT SPOTS card program was in compliance with statewide and agency policies, procedures and rules, and that the cards were used appropriately. However, Financial Services did not maintain consistent follow-up documentation to indicate if required corrective actions were taken for some infractions.	1. Ensure all incidents of SPOTS card misuse and abuse are thoroughly monitored and followed-up. 2. Adequately document any required corrective and/or follow-up actions and maintain records for all reported card infractions. 3. Ensure that a corrective plan of action is developed for all infractions that require it per OAM and FASM, or cancel the card as appropriate.	Management agreed with the report.	1. Completed. 2. Completed. 3. Completed.	None
Overall, SPOTS Card Usage and Internal Controls Appeared Adequate but Improvements are Needed in Several Areas Report 10-01	2010	ODOT Audit Services	Overall, Audit Services found that the program was in compliance with statewide and agency policies, however, we identified several areas in which improvements could be made. They include improvements in: (1) tracking supervisory approval over purchases, (2) tracking and prompt updating of changes in supervisors, (3) reporting 1099-MISC purchases, and (4) implementing controls on monthly purchase limits.	1. Check to ensure that those reviewing SPOTS card activity logs are authorized to do so. 2. Develop a method to identify and track when SPOTS cardholders' supervisors change. 3. Continue with plans to develop a system which will bring 1099-MISC reporting procedures into compliance with the OAM requirements in 2010. 4. Institute internal controls to ensure that cardholders are not allowed to exceed their monthly credit limit.	Management agreed with the report and recommendations.	No follow up data is available at this time.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Follow-Up Audit: Intergovernmental Agreements Lack of Authority Makes Agency-wide Change Unlikely at this Time Report 10-02	2010	ODOT Audit Services	We found that although the ODOT Procurement Office (OPO) Agreements Team implemented a program to standardize IGAs agency wide, lack of authority over those writing IGAs makes change unlikely at this time. The OPO Agreements Team reviews all IGAs for legal sufficiency, writes agreements for sections that do not have agreement writers, and provides statewide assistance. However, authority to approve and execute IGAs is dispersed through ODOT. Despite the efforts and progress OPO has made to improve IGAs statewide, agency wide issues identified in the capping report remain unaddressed.	1. Evaluate the structure and reporting relationships between all ODOT agreement writing functions and ensure accountability and transparency by defining in policy and/or procedure reporting relationships and oversight responsibilities of the IGA program. 2. Define the type of authority in delegations, i.e. expenditures, program responsibility, or agreement execution and revise the language cited in ODOT's delegation orders to reflect the authority levels and delineate between the expenditure of project funds and execution authority. 3. Review current delegations to execute IGAs and identify individuals throughout ODOT that are responsible to ensure that those writing IGAs are aware of and comply with the IGA process. 4. Develop communication and training protocols on the delegated authority process and communicate with internal and external partners	Management agreed with the report.	1. Partially completed. 2. Partially completed. 3. No actions taken. 4. Partially completed. 5. No actions taken. 6a.Partially completed. 6b.No actions taken. 6c. Completed. 6d.Partially completed. 6e.Completed. 7. No actions taken. 8. Completed. 9. No actions taken.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				changes to the current IGA delegations and process. 5. Review the IGA agreement writing processes in divisions and sections with delegation to write and execute IGAs to ensure that the agreement writers are complying with OPO standards and that the IGA Exemption Program will work with current business process. 6. Obtain input from regions and sections affected by the Exemption Program on the process, master formats, and barriers to successful implementation. Specifically: a. Provide list of agreements to be standardized to region and division agreement writers. b. Seek feedback from region, division and stakeholders on process differences and impediments to implementation. c. Communicate master agreements changes and reasoning to agreement writers in addition to updating the master file. d. Review existing technology			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				and ensure that the program will not create duplicate data entry. e. Hold quarterly meetings or teleconferences with agreement writers in all sections. 7. Implement a statewide training program resulting from revised program oversight and process improvements made to the current IGA program. 8. Conduct periodic customer service surveys to identify areas of improvement. 9. Develop and use internal and external performance measurements to measure improvements.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Construction Quality Assurance: Structure Provides Checks and Balances but Improvements Would Strengthen Construction Oversight Report 10-03	2010	ODOT Audit Services	Overall, we found that ODOT had structured the QA Program to provide a reasonable system of checks and balances that help ensure accountability by having the process cross organizational lines. We also identified some opportunities for improvement. Finally, we made recommendations to improve the process for contracting out Construction Engineering and Inspection services.	1. ODOT should clarify certification requirements for Quality Control Compliance Specialists in the QCCS Handbook, Manual of Field Test Procedures, or other ODOT document that applies to construction projects regardless of who is conducting CEI. 2. The Construction Section should develop a formal process for Region Assurance Specialists to escalate issues discovered during their reviews. 3. The Construction Section should review the QCCS certification requirements to determine if there are reasonable options for making them less of a barrier in hiring and retaining QCCSs. 4. ODOT should create a plan for developing staff with the skill set needed to back up the QCCS and be able to move into the position as needed. 5. The Construction Section should continue to develop training for QCCSs that	Management agreed with the report and recommendations.	No follow up data is available at this time.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				includes the non-technical side of the job, such as tools to help with scheduling and coordinating among multiple projects. 6. ODOT should develop a mechanism for holding Project Managers accountable for ensuring that their staff are appropriately certified. 7. OPO and the Construction Section should continue with revision of the Statement of Work template for CEI services and the template for the consultant's QA program to clarify requirements of the QA program. 8. CEI contract should be the prompt resolution of high priority issues identified in the RAS review. 9. The Highway Division and the Construction Section should develop a risk-based approach for periodically visiting project sites to assess outsourced CEI. The inspections could be conducted by ODOT personnel or by a third party firm.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
				10. ODOT should continue to develop the consultant performance evaluation process, consistent with the Federal Acquisition Regulation. The process should include the opportunity for input from all involved parties in ODOT, including the Contract Administration Unit. The results should be used in selecting firms for CEI, rather than awarding the contract to the firm that performed design services. The process should also separate evaluations for design services from CEI. 11. The Major Projects Branch should continue to have Delcan verify in its assessments that OBDP Inspectors and QCCSs are certified for the type of work being performed.			

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Employee Separation Follow-up: Lack of Management Action Following Separation of Employees Continues Report 10-04	2010	ODOT Audit Services	This audit reviewed the implementation status of recommendations from Report # 05-04's objective which was to determine if managers promptly deactivated employees' access to buildings, computer systems and purchasing authority when employees separated from ODOT. We found that some of our prior recommendations have been implemented but many of the earlier identified issues remain unresolved.	1. Add to current workforce training modules: • information about required separation documentation • the importance of terminating computer and facility access, and • the requirements to return all ODOT equipment, including key cards. 2. Develop a method of: • identifying supervisors/managers who do not comply with the employee separation standards cited in this report; and • providing notice of non-compliance to their supervisors.	Management generally agreed with the report and recommendations.	No follow up data is available at this time.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Statewide Single Audit Including Selected Financial Accounts for the Year Ended June 30, 2007 Management Letter No. 730-2008-02-01	2008	Secretary of State Audits Division	The Audits Division audited selected accounts and transactions at the department to determine their fair presentation in accordance with GAAP in relation to the statewide financial statements. The auditors found that some subrecipients in their sample did not have a documented receipt date for the required reports and documents.	The auditors recommended department management ensure adequate documentation is maintained to determine if subrecipient information is received and reviewed within the timelines required by the OAM and OMB Circular A-133.	ODOT agreed with the report and recommendation.	1. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Selected Financial Accounts for the Year Ended June 30, 2008 Management Letter No. 730-2009-02-01	2009	Secretary of State Audits Division	The Audits Division audited selected accounts and transactions at the department to determine their fair presentation in accordance with GAAP in relation to the statewide financial statements. Findings: 1. ODOT did not have sufficient internal controls in place to prevent or detect a number of June 30, 2008 financial reporting misstatements. 2. Jurisdictional Transfers Not Adequately Supported 3. ODOT has had a reportable condition surrounding the department's infrastructure accounts since fiscal year 2004. During the current fiscal year, the department continued to make progress in correcting this finding.	1. ODOT management ensure adequate controls are in place to prevent and/or detect financial reporting errors. 2. ODOT management ensure transactions relating to the state highway system are adequately supported.	ODOT agreed with the report and recommendations.	1. Completed. 2. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
State Cell Phone Plans: Closer Attention to Usage Could Create Savings Report No. 2009-18	2009	Secretary of State Audits Division	The Audits Division reviewed statewide data from two of the three major vendors to identify use patterns and determine whether the state was using cell phones efficiently and found three areas where phone use and associated charges did not appear consistent with efficient business use and where improved practices would result in cost savings: charges for unused phones, extra charges for high use, and charges for missing phones.	1. Obtain from vendors cell phone billing and usage reports that identify cost saving opportunities and share those formats and analyses with other agencies as opportunities arise; 2. Regularly review cell phone bills and vendor reports to identify zero use phones and usage patterns that indicate a line should be terminated or a plan should be adjusted; 3. Update cell phone inventories now and immediately turn off all phones unaccounted for; and 4. Update inventories periodically in the future, including accounting for phone returns and line terminations for separating employees.	ODOT generally agreed with the report and recommendations.	1. Partially completed. 2. Partially completed. 3. Completed 4. Completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Oregon Department of Transportation: Driver and Motor Vehicle Services Division: Drivers System Data was Secure but Controls Could be Improved Report No. 2010-16	2010	Secretary of State Audits Division	The purpose of this audit was to evaluate the effectiveness of key computer controls governing the system. Specifically, the auditors evaluated controls governing input, processing and output; programming changes; backup and recovery; and security. The auditors found that: 1. System controls provided reasonable assurance that system data remained complete, accurate and valid during input, processing and output. 2. System computer code modifications followed appropriate system development processes and change management procedures, but weaknesses existed in securing program source code. 3. It is uncertain whether the system and its data could be fully recovered in a timely manner after a major disruption. 4. DMV provided adequate controls to protect the	1. Implement comprehensive change management controls that protect source code and track its movements throughout the system. 2. Assign responsibility to ensure that disaster recovery strategies include detailed procedures for recovering the system, and that recovery capabilities are tested. 3. Better define its security requirements with the State Data Center and establish a mechanism for ensuring those expectations are fulfilled.	ODOT agreed with the report and recommendations.	1. Partially completed. 2. Completed. 3. Partially completed.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
			system, but State Data Center security weaknesses increased the risk the system could be compromised.				

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Transportation, Oregon Department of: Statewide Single Audit of A Selected Federal Program for the Year Ended June 30, 2009 Management Letter No. 730-2010-03-01	2010	Secretary of State Audits Division	The Audits Division audited two selected federal programs to determine whether the ODOT substantially complied with the federal requirements relevant to the federal programs. No fiscal year 2009 findings were identified.	None	ODOT agreed with the report.	None required.	None

Summary of Audit Reports and Reviews 2008–2010

Audit Report Title	Year	Source	Summary of Report	Major Recommendations	Response Results	Management Actions	Policy Packages
Selected Financial Accounts For the Year Ended June 30, 2009 Management Letter No. 730-2010-02-01	2010	Secretary of State Audits Division	The Audits Division audited selected accounts and transactions at the department to determine their fair presentation in accordance with GAAP in relation to the statewide financial statements. Findings: 1. The department's methodology for recording infrastructure transactions does not include a step to identify accumulated costs for completed projects that are to be capitalized. 2. The department's method of depreciating the state's highways is resulting in a rapidly depreciating asset. 3. Communication needs to improve between divisions of the department that play a role in infrastructure financial issues.	1. Reassess its methodology for compiling infrastructure accounting information for year-end reporting and modify its methodology as needed to ensure infrastructure accounts are accurately and completely reported. 2. Make it a priority to dedicate resources from all divisions involved in infrastructure reporting to develop a solution for the rapidly depreciating assets. 3. Identify internal divisions that play a role in infrastructure financial issues and establish communication channels with them to improve and enhance its infrastructure accounting and reporting processes.	ODOT agreed with the report and recommendations.	1. Completion planned for FY 2011. 2. Completion planned for FY 2011. 3. Completion planned for FY 2011.	None

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ODOT Affirmative Action Plan
2009–2011 Mid-biennium Overall Progress Report

This report summarizes the progress the Department of Transportation has achieved in its Affirmative Action goals for the 2009–2011 biennium and affirms its ongoing commitment for the remainder of the 2009–2011 biennium. The Department has a number of activities and programs including the Diversity Council, the annual workforce diversity conference, staff training and development, labor-management partnership, equal employment opportunity, and affirmative action which it continues to use as a set of tools. These tools provide a strong base for organizational and staff development.

Our Affirmative Action programs focus on:

a. Enhancing efforts to ensure diverse applicant pools of women, minorities, and people with disabilities through demographic analysis of applicant trends. ODOT continues to work on developing partnerships with organizations throughout the state and across the nation, including targeting Historically Black Colleges and Universities that can serve to increase access to protected class populations. Together with support from Human Resources, Division and Section managers are encouraged to develop liaisons with local community-based organizations. ODOT sponsors membership and participation by employees with a number of organizations and significant conferences regarding protected class populations. The Diversity Council routinely meets and advocates for increased commitments toward diversity in ODOT by addressing issues related to cultural competency and inclusion by bringing diversity information and activities through diversity action teams to all areas of the businesses within ODOT.

b. Increasing hiring and retention of protected class employees by addressing work environment issues through retention, policy, training and organizational development efforts.

ODOT's Equal Employment Opportunity and Affirmative Action (EEO/AA) Coordinator plays a key role in helping the organization advance toward its stated goals and consults with Recruitment, Diversity, Training, Labor and Employee Relations staff on a variety of topics.
Specific Affirmative Action Activities – ODOT and its divisions have engaged in numerous and varied activities in support of its affirmative action goals during the 2009–2011 biennium. The following highlights significant activities and events.

CONTRACTORS/VENDORS

- ODOT utilizes GALT and DePaul Industries for contract temporary services. GALT and DePaul Industries specifically employ individuals with disabilities.

- Job announcements are placed on community college websites, trade school bulletins and in minority-specific media.

MIDDLE / HIGH SCHOOLS

- ODOT employees across all sectors and regions of the state have participated in middle school, high school and college career fairs.

- Visiting middle and high schools for presentations including engineering exercises as part of National Engineering Month activities.

- Many ODOT employees have participated in providing mock and informational interviews to local students.

- ODOT hosted students from Union County high schools. The students learned about diesel mechanics, fabrication, geology and engineering.

COLLEGES

- In addition to visits made to universities and colleges nationwide through our outreach program, employees across the state also participate in these college career fairs:

  Blue Mountain Committee College
  Boise State University
  Confederated Tribes of the Umatilla
  Eastern Oregon University
  Gonzaga University
  Klamath Community College
  Linn Benton Community College
  Portland State University
  Spokane Community College
  Umpqua Community College

University of Idaho
Walla Walla Community College
Walla Walla University
Washington State University
Whitman College

- Interagency agreement with Chemeketa Community College to have students work on map production, sales and distribution projects.

- ODOT has formed a partnership with Federal Highway Administration (FHWA) in the Summer Transportation Internship Program for Diverse Groups (STIPDG). With funding assistance from FHWA, students are provided work experience at ODOT within our technical disciplines and given an opportunity to work on projects relevant to their academic programs. In the summer of 2008, FHWA sponsored four students, in 2009 they sponsored six students and in 2010 they sponsored four students to intern at ODOT.

- ODOT staff participated in the Thurgood Marshall Scholarship Fund National Conference serving as a technical expert in recruitment of technical talent. This program reached faculty, administrators and students from 45 Historically Black Colleges and Universities (HBCU's) throughout the U.S.

INTERNAL TO ODOT

- Throughout 2009-2010, the entire executive leadership team has actively participated in training focused on cultural competency.
- Various departments within ODOT have established local relationships with organizations focused on increasing the number of applicants with disabilities including:

  - Oregon Department of Human Services
  - Vocational Rehabilitation Division
  - Salem Keizer Public Schools - placement of graduating students with disabilities.

- Temporary employment can be the first step at a first job. Some divisions have expanded the recruitment process by initiating a quarterly recruitment for temporary clerical staff in order to establish a "standing" applicant list. Hiring managers can then select and interview off that list.

- In addition to the ODOT Diversity Council, some divisions/branches have established individual diversity committees. These committees have provided information to employees on a variety of topics:

    - A video on origins of the song “Strange Fruit” made famous by Billie Holliday
    - Culture of the Confederated Tribes of Warm Springs Indian Reservation
    - A video series on discrimination titled: Blue Eyes
    - Intercultural Communication for the Workplace
    - Origins of AA/EEO/ADA
    - Panel discussion on laws, rules and opportunities around hiring that included representatives from Commission for the Blind, Chemeketa Community College, Oregon Vocational Rehabilitation, ODOT HR Recruitment
    - An Oregon Public Broadcasting video on Latinos in America
    - “Invisible Disabilities”

- ODOT, through the Driver and Motor Vehicles Services Division (DMV), developed a partnership with Chemeketa Community College’s Occupational Skills Training Program to place students in various positions as a requisite for practicum or on-the-job experience. DMV placed seven students in 2008, three in 2009, and six as of June 2010.

- Several ODOT departments are using ODOT’s summer intern program, increasing the number of interns at ODOT and the variety of departments in which interns can work.

- The number of women and under-represented minorities applying for and being accepted as summer interns is steadily increasing.

- In 2009, the Diversity Council was reorganized to include more representatives from across the Department. Diversity Action Teams are developing across the state.

- The summer of 2010, the Youth Litter Patrol program employed over 100 minors.

- In 2010, ODOT held the “Government to Government: Maintaining Productive Relationships” training focused on relationships between ODOT and confederated tribes.

COMMUNITY

- ODOT participates in and sponsors safety fairs throughout the state focusing on issues such as driver safety, bike safety, and seat belt usage. These fairs target diverse groups of individuals and helps educate the public about the variety of activities ODOT participates in.

- ODOT representatives regularly attend the monthly NAMCO (National Association of Minority Contractors for Oregon) meetings.

- ODOT participates in minority business owners mixer meetings throughout the state

- ODOT has a joint partnership with Friends of Trees to create more green space along ODOT right of way space, which in turn created 16 green jobs for minority youth.

- The ODOT I-205 Multi-Use Path Program created 16 green jobs for minority youths, including funding for Verde, a Latino based landscaping training organization.

- ODOT conducts quarterly “How to do Business with ODOT” seminars targeting small business and minority and women owned businesses.

- ODOT is engaged with the Coalition for a Livable Future’s (CLF) Annual Regional Equity Summit. The CLF unites over 100 diverse organizations and hundreds of individuals to promote healthy and sustainable communities.

- ODOT is currently the only Oregon state agency to have a fully-paid membership in the Partners in Diversity Program**.** This allows us to attend or host the Say Hey, CEO Forum, and Breakfast for Champions programs. These programs allow:

- organizations with a commitment to diversity and inclusion, the opportunity to come together and share best practices and meet with “new to the area” under-represented professionals and provides a network for those professionals to more readily connect with the community.

- ODOT continues to be one of the primary sponsors of the State Diversity Conference. The number of ODOT employees attending the conference continues to increase each year.

- ODOT participates in the Homeless Connect outreach program assisting the homeless community in obtaining ODOT's services.
- ODOT HR and Office of Civil Rights staff have attended several diversity events, career fairs and conferences including but not limited to:
    - AASHTO Civil Rights & HR Conferences
    - ACCA Conference
    - Association of Student Civil Engineers
    - Black United Fund
    - Bilingual and Latino Job Fair
    - CH2M Hill Small Business Fair
    - Co-sponsored Annual Diversity Conference
    - CTGR Tribes of Grande Ronde Career Fair
    - Doernbecher Hospital Safety Fair
    - DOJ Mediation Dispute Resolution Training
    - E Portland Action Plan Implement. Team
    - Fed Highway Civil Rights Investigation Training
    - Focus on Disabilities Career Fair
    - Governor's Marketplace
    - Hispanic Chamber Latino Employment Fair
    - Hispanic Youth Conf & Fiesta
    - Latin Career Fair
    - Latin Workforce Development Conference
    - Marion/Polk/Yamhill Construction Career Day
    - Minority Bus Opportunity Commission
    - Minority Enterprise Dev (MED)
    - MLK Breakfast
    - National Guard / Veteran's Career Fair
    - National Hispanic Heritage Month Dinner
    - Northwest Youth Career Expo
    - OAME Trade Show
    - Oregon Assoc of Minority Entrepreneurs

- Oregon Hispanic Employees Network
- Portland Equal Opportunity Day Banquet
- Salem-Keizer Career Fair (JIFFY)
- SHRM National Diversity Conference
- Society of Hispanic Professional Engineers
- Society of Women Engineers
- Southern OR Women In Trades
- Sponsored Diversity Breakfast of Champions
- Tribes of Umatilla Career Job Fair
- Union County Employment Job Fair
- Washington County Safety Fair
- West Linn's LockFest
- Women in Trades Career Fair
- YWCA Diversity Conference

In addition, ODOT held recruitment events at nine HBCUs:

- The Atlanta University Center (which includes Clark-Atlanta University, Morehouse College and Spelman College)
- Bethune Cookman University
- Grambling State University
- Howard University (July 2008)
- North Carolina A&T State University
- Prairie View A&M University
- Texas Southern University
- Winston-Salem State University

Locally, ODOT staff provided workshop expertise at the Society of Women Engineers (SWE) Region J conference in Vancouver, Washington, the African-American Youth Leadership Conference at Western Oregon University and at the Black History Month Leadership Day at McKay High School in Salem.

ODOT staff provided career information at a number of job fairs which include:

- City of Portland Diversity Employment Day
- Latino Connections Career Fair
- Native American Youth and Family Center Career Fair
- Women in Trades Career Fair
- Salem Latino Career Fair
- Society of Women Engineers (SWE)-Region J Conference
- SWE University of Portland
- National Society of Black Engineers (NSBE) Region VI Conference
- NSBE National Conference
- NSBE University of Washington
- Urban League of Portland
- Hispanic Association of Colleges and Universities Government Career Fair

ODOT continues to update its' affirmative action goals to reflect the areas that need the most attention. There are several areas where ODOT has met or surpassed parity with regards to affirmative action, including exceeding parity in the area of minorities in technician positions. Additionally, while ODOT as a department might struggle in some identified areas, there are individual divisions that have made significant progress in meeting their affirmative action goals.

In the current biennium, ODOT continues to progress regarding the employment of individuals with disabilities. However, ODOT continues to be challenged in meeting parity for women across all the identified job categories. Overall growth in the areas of women and minorities has remained relatively flat.

	Affirmative Action Goals 2009-2011	2008-2009	2009-2010
Category A: Female Officials and Administrators	40.0%	29.3%	29.0%
Category A: Persons with Disabilities Officails and Administrators	6.0%	1.9%	2.2%
Category B: Persons with Disabilities Professionals	6.0%	2.8%	3.2%
Category G: Female Skilled Crafts	18.4%	7.0%	7.0%
Category G: Minority Skilled Crafts	8.5%	5.9%	5.7%
Category G: Persons with Disabilities Skilled Crafts	6.0%	0.8%	0.6%

As an organization of more than 4400, ODOT's overall workforce diversity has remained fairly unchanged over the past two fiscal years. ODOT has embarked on some community outreach and pipe-line endeavors that we do not expect to see come into full fruition for 5-7years. ODOT continues to explore new and innovative ways to be the "employer of choice" for a diverse array of applicants and employees.

	Oregon Workforce 2009*	2008	2009	2010
White	90.9%	90.2%	90.3%	90.2%
Hispanic	8.7%	4.3%	4.3%	4.3%
Black	1.8%	1.0%	1.0%	1.0%
Native American	1.4%	2.0%	2.0%	2.0%
Asian / Pacific Islander	2.7%	2.6%	2.5%	2.7%
Female	46.7%	35.6%	35.1%	35.5%
Disabled	13.2%	3.4%	3.5%	3.6%

*Oregon Workforce statistics from the U.S. Department of Labor, employment status of the civilian non-institutional population for the State of Oregon 2009

Looking specifically at newly hired and promoted staff, ODOT has seen sporadic progress in the following employee categories from 2007–2010:

- Female and Minority Officials and Administrators
- Minority Professionals
- Female and Minority Technicians
- Female and Minority Skilled Craft

Newly hired employees are required to provide information about their gender and race. Employees are encouraged, but not required to provide information about their disability status. As a result we are not able to accurately reflect the percentage of newly hired employees or promoted employees who experience a disability.

	2007-2008		2008-2009		2009-2010	
New Hires	**Female**	**Minority**	**Female**	**Minority**	**Female**	**Minority**
A – Officials & Administrators	22.2%	33.3%	50.0%	0%	8.3%	16.7%
B – Professionals	42.9%	8.8%	34.9%	9.6%	36.2%	7.5%
C – Technicians	34.0%	16.5%	33.3%	22.2%	50.0%	19.0%
G – Skilled Craft	7.4%	8.3%	11.1%	9.9%	4.1%	8.2%

	2007-2008		**2008-2009**		**2009-2010**	
Promotions	**Female**	**Minority**	**Female**	**Minority**	**Female**	**Minority**
A – Officials & Administrators	30.0%	13.3%	33.3%	8.3%	33.3%	8.3%
B – Professionals	54.8%	9.7%	54.7%	7.5%	41.7%	11.1%
C – Technicians	30.5%	18.6%	45.2%	22.6%	32.4%	10.8%
G – Skilled Craft	11.5%	7.7%	0%	0%	5.0%	5.0%

Ongoing Measures 2009–2011:

- The ODOT Diversity Council will move forward in promoting and sponsoring the development of "cultural competency" training to all agency employees, increasing awareness of the unique qualities all ODOT personnel bring to the workplace. The Council will continue to bring educational information to the Department regarding diversity topics. Individual Council members will work within their business lines to provide information and ideas about how to recruit and retain a diverse workforce.

- ODOT continues to increase its targeted strategy to further recruit women and under-represented candidates in the Skilled Crafts (maintenance) job categories and has proposed expansion of and participation in the Transportation Maintenance Trainee Program and the Litter Patrol Program. ODOT's local and national outreach efforts have expanded and further developed our College Internship Program and our Graduate Education Program to meet the business demand.

- ODOT will continue to externally market the Department as an *employer of choice* that is committed to diversity, EEO, and Affirmative Action by strategically providing an ODOT presence at career fairs, community events, and civic events that draw diverse audiences to provide ODOT employment opportunity information.

- The ODOT Diversity Council will update and refresh its website regularly adding new information and making it user friendly. This website has been designed as a tool to promote awareness and understanding of diversity, equal opportunity and affirmative action topics, and to educate and encourage dialogue through the exchange of ideas and information about programs within the department/state.

- The Office of Civil Rights (OCR) oversees the management of the Disadvantaged Business Enterprises (DBE) Program. In conjunction with OCR, ODOT's Procurement Office also advertises upcoming contracting opportunities in a variety of publications. A part of the contracting process includes outreach and technical assistance to DBE firms. With a focus on the development of DBE firms as well as contracting opportunities, ODOT has developed a management strategy that is referred to as the "Continuum Strategy". The "Continuum Strategy" focuses on creating an environment where "young" small firms are identified early on in their business life, and offered training that will provide growth into future years that could culminate in contracts on ODOT projects.

- ODOT will build and expand the existing partnerships between the maintenance, internship and engineering programs with various high schools, colleges and universities whose minority students have aspirations of becoming state employees, engineers or working in the area of highway construction and maintenance.