

2013-2015 Revised Biennial Work Program
STATE PLANNING AND RESEARCH

PART 1 – PLANNING

TRANSPORTATION DEVELOPMENT DIVISION
In cooperation with the
Federal Highway Administration

OREGON DEPARTMENT OF TRANSPORTATION

BIENNIAL WORK PROGRAM
FOR
STATE PLANNING AND RESEARCH
(SPR)

PART 1 – PLANNING

Prepared by
Oregon Department of Transportation
Transportation Development Division
Planning Section

in cooperation with the
Federal Highway Administration

2013-15 Biennium
(July 1, 2013 – June 30, 2015)

**REVISED BIENNIAL WORK PROGRAM FOR
STATE PLANNING AND RESEARCH**

**PART 1 – PLANNING
July 1, 2013 to June 30, 2015**

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BIENNIAL WORK PROGRAM FOR STATE PLANNING AND RESEARCH

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INTRODUCTION

The Transportation Development Division is responsible for the planning activities in the 2013-15 Biennial State Planning and Research (SPR) Work Program. Federal and State funds allow the Department to carry out its planning responsibilities. Federal rules on SPR require an annual approval of the program. Federal approval will also be needed before the 2015 fiscal year SPR funding can be made available.

In stewardship of the state's transportation system and in support of the department's mission the Transportation Program Development's (TPD) responsibilities include providing policy and technical direction as well as data and information for comprehensive decision-making for the long-term management and improvement of Oregon's transportation system. Additionally, state and federal laws and rules require ODOT to conduct project development activities such as planning, scoping of projects, data collection and data analysis to design and operate an efficient transportation system. All of this is accomplished via six umbrella programmatic areas within TPD: 1. Statewide and Regional Studies, 2. Technical Assistance and Coordination, 3. Analysis and Research, 4. Legislative mandates, 5. Statewide Transportation Improvement Program (STIP) Development, and 6. *ConnectOregon*.

There are supporting planning activities that are not an integral part of the SPR funded portion of the Biennial Work Program. These activities use state funds only. Portions of the Transportation Development Division and the Traffic, Bridge and Roadway Sections are responsible for that support.

SPR funds are broken down into two parts, Part I and II. Part I is for planning activities and Part II is for Research, Development and Technology transfer activities. Because of its nature, the State Research Program is a separate work program called BIENNIAL WORK PROGRAM FOR STATE PLANNING AND RESEARCH, PART II – RESEARCH. This Biennial Planning Work Program addresses SPR Part I planning activities.

Transportation planning activities described in this Biennial Planning Work Program are in compliance with the General Plan for Compliance with Title VI of the 1964 Civil Rights Act.

OVERVIEW

During the past biennium, a lot of work was accomplished through planning that are consistent with previous efforts, but with an elevated expectation of developing or using completed work products that align more effectively with project delivery. One of the areas of emphasis is the linkage between planning, construction, operations, and maintenance to both streamline the work and communicate more effectively with stakeholders. Some efforts include changes in the planning process that expedite the project development process. These include any commitments made during the planning process in the project prospectus; and clearly articulating the alternatives analyzed during the planning process in an effort to streamline the environmental process. This has reduced redundancy in collecting and sharing information internally and externally.

During the past biennium, TPD continues to focus on implementation of multiple legislative actions based on the approved Jobs and Transportation Act. Key areas of emphasis was working closely with others to develop a statewide strategy for Greenhouse Gas Emission reductions relative to transportation, working with the STIP Stakeholder Committee to revise the criteria used to select and program projects into the Statewide Transportation Improvement program and to develop a Least Cost planning model for Oregon.

As we move into the 2013-15 biennium, TPD budget level supports a broad range of activities and products that further the department's mission as well as supports joint state and local jurisdiction's transportation planning efforts. The challenges and strategies identified in the Oregon Transportation Plan guides the department in assessing program priorities. The policy directions of the plan include system optimization, integration of transportation modes, integration of transportation, land use, the environment and the economy, and the need to make strategic investments using a sustainable funding structure.

Additionally, work efforts continue to address policy initiative in the approved Oregon Sustainable Transportation Initiatives, Least Cost Planning and Greenhouse Gas Emissions planning.

In moving forward the challenges facing jurisdictions and transportation providers in the state are significant and the transportation system is growing more complex. It will be important for ODOT to continue to maintain and improve the transportation system to meet these challenges. As a number of trends and issues are affecting Oregon and its transportation system, economic challenges, dwindling federal transportation trust funds, federal spending authorization, increasing and aging population, aging infrastructure, climate change and the environment, expanding safety and security objectives along with others. As we

continue to move forward, Oregon will need to be able to address these challenges and issues.

The Oregon Transportation Plan and its implementation provides a framework for making decisions to efficiently and effectively provide a transportation system that meets Oregon's diverse needs and provides a vision for the future of Oregon's transportation system.

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15PF002 Planning Analysis

Project Manager: Peter Schuytema
Supervisor: Brian Dunn
Organization Responsibility: TPAU

Crew No: 6420
No. of ODOT FTEs Funded: 5.2

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 708,978 | \$ 81,146 | \$ 790,124 |
| FY 2015 | \$ 439,788 | \$ 50,336 | \$ 490,124 |
| BIENNIAL TOTAL | \$1,148,766 | \$131,482 | \$1,280,248 |

Consultant Fees: (X) included in project total

Remarks:

OBJECTIVE

- Provide transportation planning analysis and support, including model application, transportation forecasts, technical analysis, and engineering studies, to cities, counties, and all sections of the Department of Transportation.
- Research, develop, and publish innovative transportation planning analysis or other related methodologies.
- Develop, create and maintain standards of practice, guidance, methodologies, and expertise for ODOT.
- Evaluate and implement mobility, reliability, safety and other system performance measures and indicators.
- Conduct other special transportation or traffic related studies as required for state, FHWA or local agencies.
- Assist local areas in attaining compliance with state and federal administrative rules on transportation planning.

PREVIOUS WORK

- Provided technical assistance in the Transportation Growth Management and SPR regional efforts by reviewing consultant work scopes, contracts and deliverables.
- Updated sections of the first edition of the Analysis Procedure Manual and progressing on the second edition.
- Provided region staff with technical guidance on projects, plans and traffic impact studies.
- Provided transportation analysis and traffic impact study training for region staff through formal and Analysis Procedure Manual User Group sessions.
- Performed transportation analysis on several different projects and planning studies.

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- Improved methodologies for estimating and forecasting congestion, including connections to urban travel demand models and the statewide model.
- ODOT has been involved directly in the ongoing development of the Highway Economic Requirements System State Version (HERS-ST) deficiency analysis model, developed and supported by FHWA.
- Applied HERS in a variety of planning level analyses.
- Preliminary work completed on comparing HERS-ST output with ITS real-time analysis.
- Managed the Traffic and Transportation Engineering and Planning Services flexible service contracts.

PROPOSED ACTIVITIES AND TASKS

- Respond to Department of Transportation requests for traffic analysis support, forecasting, planning, and analysis on studies and projects using the full range of analysis tools from macro, meso, and micro levels.
- Evaluate improved methods for estimating and forecasting mobility, reliability and other system performance measures and indicators; including improving ways for presenting and displaying analysis.
- Develop linkages between analysis tools and the travel demand models to determine needed capabilities of performance measures.
- Evaluate use of new data sources, such as Inrix data, in use in performance measures, transportation analysis, and travel demand models.
- Review and analyze proposed solutions for highway projects for adequacy of design and capacity. Perform a large variety of studies and reports for many different work units within the agency. Analyze traffic signal timing; develop truck axle loading for surface designs; determine geometric designs and lane requirements; and perform other related functions as needed.
- Respond to special study requests from sources within or outside the Department of Transportation. Apply innovative methods to increase quantity and quality of products that result.
- Technical review and comment for regional SPR-funded plans, Transportation Growth Management grants and traffic impact studies as needed on scopes of work, contracts, methodologies, analysis, and product deliverables.
- Perform planning level analysis using HERS and integrate this work with the Statewide Modeling efforts. Explore ways to better present results using GIS or other appropriate technology. This analysis is used to provide system deficiency information for the Oregon Highway Plan, corridor planning, transportation system plans, and congestion management.
- Integrate new emerging methodologies such as the Highway Safety Manual, multimodal, mesoscopic/subarea, and freight analyses (dependent on staffing and funding constraints) into plans, projects, reviews, special studies, research, and training.
- Transportation analysis training for Department of Transportation regional staff through formal in-class training (dependent on staffing constraints), Analysis Procedure Manual quarterly user group meetings, and updating procedures in the Analysis Procedure Manual.
- Maintain and update yearly the Future Volume Table and the Seasonal Characteristic/Trends Tables to support regional staff, consultants and the HPMS submittal process.
- Technical assistance to regional staff and consultants on procedures.

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- Field data gathering, research, and testing of new software packages and analysis tools/techniques that support or improve transportation system analyses.
- Manage the Traffic and Transportation Engineering and Planning Services flexible service contracts. These contracts provide planning analysis, technical expertise, and training.

PRODUCTS (Anticipated Quarter to be completed)

- Safety in Planning and Project Development Project (for APM Chp 4 revisions) (2nd Qtr 2015)
- Analysis Procedure Manual 2nd Edition Chapter 7 – System Planning and Network Screening (4th Qtr 2015)
- Analysis Procedure Manual 2nd Edition Chapter 8 – Mesoscopic Analysis (3rd Qtr 2014)
- Analysis Procedure Manual 2nd Edition Chapter 10 – Alternatives (4th Qtr 2015)
- Analysis Procedure Manual 2nd Edition Chapter 14 – Multimodal Analysis (4th Qtr 2015)
- Roundabout queuing procedure (4th Qtr 2014)
- 2032 Future Volume Table/2012 Seasonal Characteristic/Trends Tables (1st Qtr 2014)
- 2033 Future Volume Table/2013 Seasonal Characteristic/Trends Tables (1st Qtr 2015)
- HERS Applications for Local System Planning (4th Qtr 2015)

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15PF004 Oregon Model Improvement

Project Manager: Becky Knudson
 Supervisor: Brian Dunn
 Organization Responsibility: TPAU

Crew No: 6420
 No. of ODOT FTEs Funded: 10.8

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$1,632,298 | \$186,824 | \$1,819,122 |
| FY 2015 | \$1,291,324 | \$147,798 | \$1,439,122 |
| BIENNIAL TOTAL | \$2,923,622 | \$334,622 | \$3,258,244 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

The objective of this program is to provide relevant and useful information to transportation decision makers, stakeholders and practitioners. The objective is met by maintaining existing analytical tools, revising input data to reflect current conditions, adapting modeling and analysis practices to remain current, developing and enhancing existing tools and methods, and developing new tools and methods to meet Agency needs. Specific examples of this include:

Urban Modeling

- Maintain, update, enhance, and develop standardized (to the extent possible) metropolitan area multi-modal travel demand models for Metropolitan Planning Organizations (MPO), including; Bend MPO, Corvallis MPO, Rogue Valley MPO, Grant Pass MPO (new) and Albany MPO (new).
- Maintain, update, enhance, and develop standardized (to the extent possible) travel demand models for non-MPO cities, including; Astoria/Warrenton, Brookings, Woodburn, Newberg, McMinnville, Prineville, Roseburg, Redmond, Klamath Falls, Lakeview, Coos Bay/North Bend, and Pendleton.
- Maintain, update, enhance, and develop Regional (county) models for larger areas with a high amount of interconnected travel, including; Marion County, Deschutes County and Linn/Benton Counties.
- Apply models and conduct analysis to assist local areas in planning, including attaining compliance with state and federal administrative rules on transportation planning and air quality conformity. Provide tools and methods necessary to analyze the interaction of land use and transportation as required by state and federal regulations and mandates.
- Develop new models for urban areas to better serve the analysis needs related to new policy mandates.

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- Update, enhance, develop and apply metropolitan area transportation greenhouse gas (GHG) modeling to support scenario planning for GHG mitigation.

Statewide Modeling

- Develop, enhance, and apply models to address the analytical needs of ODOT relating to transportation-generated greenhouse gas emissions, climate change, and strategic planning.
- Maintain, update, enhance and apply integrated economic, transportation, and land use models for long range forecasting, engineering and planning studies, policy testing, growth management and technical analysis related to land use and economic changes and their impacts to transportation facilities.
- Maintain, update, enhance, develop and apply tools and methods to evaluate freight flows and system performance.

Performance Measures & Data

- Develop performance measures to meet MAP21 mandates.
- Develop performance measure to better allow the Agency to quantitatively evaluate projects and programs on all levels of performance (example – Least Cost Planning and Travel Cost Index).
- Identify, obtain, develop and maintain data sources necessary to meet program objectives, including GIS processes and tools, purchase of commercial data sets, augmenting and enhancing existing data.

Outreach and Peer Exchange

- Participate in peer exchange by presenting ODOT analysis at national conferences; participate in peer review and technical advisory committees; continue support of the Oregon Modeling Steering Committee; work with university staff to develop new research proposals and support progress in the field of applied research that can be implemented within a reasonable time.

PREVIOUS WORK

- Maintenance and updates of Joint Estimated Model in R (JEMnR) travel demand models for Metropolitan Planning Organizations (MPO), including Bend MPO, Corvallis MPO, Rogue Valley MPO.
- Maintenance, updates, and development of Oregon Small Urban Model (OSUM travel demand models for 14 non-MPO cities.)
- Developed the Marion County regional model and implemented improvements to the Deschutes County regional model.
- Peer review of models developed by ODOT.
- Updated and enhanced existing models and implemented them on projects.
- Supported further developed and application of the Land Use Scenario Developer in R (LUSDR) model for Oregon MPOs.
- Developed and applied the GreenSTEP model to support development of ODOT's Statewide Transportation Strategy for reducing GHG emissions, development of metropolitan area GHG

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reduction targets, GHG reduction scenario planning for the Portland metropolitan area and other studies.

- Provided GreenSTEP model code and documentation to the FHWA to serve as the basis of Federal Highway Administration’s EERPAT model.
- Updated and enhanced the second generation Oregon Statewide Integrated Model (SWIM2).
- Conducted analysis related to the ODOT Seismic Options using the SWIM2.
- Conducted analysis in support of the Freight Plan bottleneck evaluation using SWIM2 and HERS.
- Conducted data collection and processing for use in model development. Created a GIS environment to manage the data.
- Completed data collection for the Oregon Household Activity Survey.
- Conducted significant data augmentation to the OHAS data set, adding land use and geo-spatial data to support use of data in enhancing existing models and for new model development.
- Continued support and facilitation of the Oregon Modeling Steering Committee, which enables ODOT to support partner agencies and share resources related to modeling efforts across the state.
- Provided continued support of the Oregon Transportation Research and Education Consortium (OTREC), and collaborated on several projects.
- Partnered with OTREC to further develop the Oregon Modeling Collaborative (OMC).
- Provided staff support for the Oregon Modeling Users Group (OMUG) to bring together public and private sector staffs to discuss modeling tools and challenges.
- Attended and presented ODOT work at conferences, reviewed and documented literature, methods and tools applicable to statewide transportation, economic and land use modeling.
- Provided peer review panels and technical advisory committees services for passenger and freight modeling, research, data collection and household travel and activity surveys.

PROPOSED ACTIVITIES AND TASKS

Urban Modeling

- Complete development of Corvallis, Albany Lebanon (CALM) JEMnR model, put model into application and sensitivity testing.
- Develop, calibrate, and validate JEMnR model for new Grants Pass MPO.
- Develop a population synthesizer for use in urban travel demand models, GreenSTEP and SWIM.
- Develop a university model for use in urban travel demand models for cities with universities, such as Corvallis MPO and CALM.
- Develop a commercial travel model for use in urban travel demand models.
- Develop and support application of an urban GreenSTEP for use with urban travel demand models.
- Begin development of an activity-based urban model template.
- Develop analysis methods to support multi-modal planning discussions in urban areas within a reasonable level of effort and data collection.
- Work in partnership with Oregon local governments conducting transportation modeling.

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- Provide technical assistance to local jurisdictions and ODOT Divisions in modeling and planning analysis. Potential projects include corridor plans, transportation system plans, statewide policy, funding proposals and climate change.
- Support metropolitan area strategic assessments for transportation GHG emissions.
- Simplify the metropolitan area GreenSTEP model to make it easier to use, requiring less specialized knowledge.
- Standardize urban model (JEMnR and OSUM) code, inputs, application with supporting user documentation.

Statewide Modeling

- Continue upgrades and enhancement to GreenSTEP; complete technical documentation and a users guide.
- Complete final calibration and validation of the new enhanced SWIM 2.5.
- Conduct systematic sensitivity tests to the SWIM 2.5, use SWIM on multiple policy analysis applications.
- Enhance simulation of freight flows within SWIM.
- Enhance SWIM economic feedback functionality to improve long range forecast for long range planning analysis.
- Develop method to use SWIM to provide external flow information to MPO models, conduct several test cases of the new method.
- Apply SWIM to statewide policy analysis applications, such as done for the Oregon Freight Plan analysis (2012) and the Oregon Seismic Options analysis (2013).
- Develop methodology to update HERS-OR input data set given the input data of HPMS is now incompatible with the current version of HERS.
- Provide technical assistance to ODOT Divisions in modeling and planning analysis. Potential projects include alternative statewide policy, alternative economic futures, funding proposals, alternative transportation investment levels and climate change.
- Develop statewide network for Travel Cost Index (TCI) Oregon's multi-modal accessibility performance measure.

Performance Measures and Data

- Develop methods to analyze new performance measures related to reliability, multi-modal accessibility, safety, land use, freight, and equity.
- Participate in ODOT Research projects to develop new performance measures.
- Implement results of ODOT Research project on Travel Cost Index methodology development.
- Evaluate commercial data products as potential sources of data for travel modeling, such as Inrix, TomTom, and AirSage.
- Continue augmenting and enhancing the OHAS data set for use in future model development, enhancements and updates.
- Augmenting a statewide dataset and network for survey estimation and performance measure development. Data compilation collection will include; posted speed and congested speed, statewide housing and employment, elevation, transit routing and schedules, bike and pedestrian attribution, cost information (parking).

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Outreach and Peer Exchange

- Serve on state and national peer review committees and technical advisory committees.
- Participate in conferences and present findings from Oregon modeling analysis.
- Develop quality methods, tools and techniques for communicating information from modeling results and analysis findings. Specifically focus on making the information accessible to users via the web in a clear and intuitive manner.
- Partner with other state and local agencies and consultants to provide a coordinated and consistent statewide modeling infrastructure.
- Continue to build the University research and education linkage.
- Continue to participate and support inter-agency modeling collaboration through the Oregon Modeling Steering Committee and the Oregon Modeling Users Group.
- Provide technical assistance to federal, state, and local jurisdictions in modeling and planning analysis. All such assistance will be documented in technical memos. Potential projects include corridor plans, transportation system plans, regional problem solving, and climate change.
- Develop new methods and procedures to produce information related to urban model external stations.
- Research and develop new capabilities in urban and regional models to represent freight movement.
- Develop a long-range implementation plan to up-grade regional and urban models to be more sensitive to policies currently under consideration.
- Research and develop improved capabilities in the statewide integrated model to represent commodity flow by mode.

PRODUCTS (Anticipated Quarter to be completed)

Urban Modeling

- Completed model applications and analysis assisting local areas in planning, including but not limited to air quality compliance, state and federal administrative rule compliance and long range transportation planning goals. (ongoing FY 15 Q4)
- Model peer review proceedings.
- Develop and calibrate version 1.0 JEMnR for Corvallis-Albany-Lebanon (CALM). (FY 14 Q4)
- Develop and calibrate version 2.0 JEMnR for Corvallis-Albany-Lebanon (CALM). (FY 15 Q4)
- Develop and calibrate JEMnR for the Bend-Redmond. (FY 14 Q4)
- Develop and calibrate JEMnR for the Grants Pass MPO. (FY 15 Q4)
- Develop level 2 transit for RVMPO. (FY 15 Q2)
- Developed and calibrated OSUMI for Newport. (FY 15 Q2)
- Population synthesizer model, including code and full documentation. (FY 14 Q4)
- University model, including code and full documentation. (FY 14 Q3)
- Commercial vehicle model, including code and full documentation. (FY 15 Q2)
- GreenSTEP scenario application-support to local governments. (ongoing - FY 15 Q4)
- Activity Based Model (ABM) design and begin draft proto-type model. (FY 15 Q4)
- Methodology for better representation of non-motorized modes and transit. (FY15 Q4)
- Oregon Modeling Steering Committee meeting minutes, action items, activity plan. (ongoing FY 15 Q4)

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Statewide Modeling

- Statewide GreenSTEP applications, updates and enhancements, completed technical documentation and Users Guide. (ongoing, FY 14 Q4 and FY 15 Q4)
- Next version of the statewide GreenSTEP model to share with FHWA's EERPAT project. (FY 14 Q4)
- Calibrated (FY14) and validated (FY15) SWIM 2.5, including up-to-date documentation and code. (FY15 Q4)
- Bundle of SWIM 2.5 sensitivity tests, including summary description of findings. (FY15 Q4)
- Revised features in the SWIM economic module. (FY14 Q4)
- Methodology and process for preparing results from SWIM for informing activity at MPO model external stations, including several case studies to evaluate performance. (FY15 Q4)
- Updated HERS-OR. (ongoing FY15 Q4)
- Multiple model application projects using GreenSTEP, SWIM and HERS. (ongoing FY15 Q4)
- Service on peer review panels for California DOT statewide model and Vermont DOT statewide model; Port of Portland Commodity Flow survey TAC member, SHRP2 Project C10B TAC member, several ODOT Research TACs, HERS TAC. (ongoing FY15 Q4)
- New and improved SWIM road network and improved assignment and visualization methods. (ongoing FY15 Q4)

Performance Measures & Data

- Methodology and test cases for new performance measure, metrics and other indicators. (ongoing FY15 Q4)
- Documentation of the Travel Cost Index and results of demonstration test. (FY15 Q4)
- Completed OHAS data set with full augmentation. (ongoing FY15 Q4)
- Documented evaluation of commercial data products describing strengths, weaknesses and potential value added through purchase and use of these products. (ongoing FY15 Q4)
- Improved methods and techniques to visualize and report data to lay audiences. (ongoing FY15 Q4)
- Identify and obtain freight data and produce freight metrics. (ongoing FY15 Q4)

Outreach and Peer Exchange

- Technical guidance to local jurisdictions in modeling and planning analysis in form of technical memos, email, meetings and phone calls. (ongoing FY15 Q4)
- Presentations to partner agencies, such as ACTS, ODOT Divisions, MPOs, counties, cities, FHWA and other interested parties. (ongoing FY15 Q4)
- Develop recommendations for improving methods as a member of on technical advisory committees and peer review panels for ODOT projects and other agencies. (ongoing FY15 Q4)
- Presentations at conferences and other venues, such as to the OSU CE 591 Transportation System Analysis, Planning and Policy class (April 2013 & May 2014); OSU Econ 421/521 Public Policy Economics (Nov 2013 & 2014); PSU Friday Seminar Series – October 2013 and February 2014; Pacific Northwest Economic Conference (May 2014); (ongoing FY15 Q4)
- Oregon Modeling Steering Committee meeting facilitation activity, including meeting minutes, action items, and activity plan. (ongoing FY15 Q4)

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15PF006 Freight and Intermodal Planning

Project Manager: Chris Cummings

Crew No: 6550

Supervisor: Erik Havig

No. of ODOT FTEs Funded: 3

Organization Responsibility: Freight Planning Unit

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$250,663 | \$28,690 | \$279,353 |
| FY 2015 | \$429,227 | \$49,127 | \$478,354 |
| BIENNIAL TOTAL | \$679,890 | \$77,817 | \$757,707 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Serve as the focus for various activities to help meet multimodal and intermodal freight mobility needs and activities. Activities include implementation of the Oregon Transportation Plan and the Oregon Freight Plan. Additionally, support the activities of the Oregon Freight Advisory Committee and other freight-related groups/organizations that provide guidance on issues related to freight movement within Oregon.

Follow the freight-related direction set forth by the Oregon legislature for the *ConnectOregon* program as part of the Oregon Multi-Modal Transportation Fund. This program is in close alignment with MAP-21 Planning Factor F, (F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight; Oregon may at this time be the only state with a funding program to address this Planning Factor.

PREVIOUS WORK

During FY 2012 and FY 2013 the Freight Planning Unit completed a final version of the Oregon Freight Plan (OFP) as adopted by the Oregon Transportation Commission on June 15, 2011. Since adoption, the unit has begun work on implementation of the OFP including analyzing data concerning highway and non-highway bottlenecks. The Freight Planning Unit has also administered the selection process for the state-funded *ConnectOregon* IV multimodal grant and loan program.

PROPOSED ACTIVITIES AND TASKS

- Submit 2011 Oregon Freight Plan to FHWA as required by MAP-21

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- Work with multiple levels of government to ensure freight related issues are considered in appropriate planning documents
- Produce written reviews and reports concerning freight elements of Oregon Transportation Plan, Oregon Rail Plan, Oregon Aviation Plan and Oregon Highway Plan
- Develop materials to assist local STIP coordinators, ACT representatives, and others to understand freight related issues and demand as related to transportation and improvement related activities
- Create guidance documents for local planners and other stakeholders to utilize in the STIP process. Develop multimodal/intermodal, regional corridor, and local transportation system planning, freight programming and policy elements of documents
- Development of freight data in ODOT's state modeling and other program areas which tracks physical assets and provides tools to plan long and short-term freight related infrastructure improvements
- Build policy concerning freight and intermodal data for usage in Trans GIS and other products
- Respond to requests for freight and intermodal information

PRODUCTS (Anticipated Quarter to be completed)

- Final TSP Best Practices Report (4th Qtr. FY 14)
- Air/Marine Constraint Report and prioritization (3rd Qtr. FY 14)
- Oversized Load Route Map Constraint Analysis Phase I (3rd Qtr. FY 15)
- Oversized truck flow mapping (3rd Qtr. FY 14)
- Preliminary draft Statewide Intermodal Connector Needs Analysis Phase I (2nd Qtr. FY 14)
- Statewide Freight Performance Measures (Freight Flow Monitoring). (4th Qtr. FY 14)

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15PF008 Oregon Scenic Byway Program

Project Manager: Pat Moran

Crew No: 0605

Supervisor: Mac Lynde

No. of ODOT FTEs Funded: 1

Organization Responsibility: TDD Active Transportation

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$124,725 | \$14,275 | \$139,000 |
| FY 2015 | \$124,725 | \$14,275 | \$139,000 |
| Biennial Total | \$249,450 | \$28,550 | \$278,000 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

Create a unified, statewide network of scenic highways that recognize and manage Oregon's most outstanding scenic routes.

The program assists motorists in finding and driving designed routes. The program plans for and constructs interpretation and viewing opportunities for the motoring public.

Preserve or enhance the natural, scenic, historical, cultural, recreational, and/or archeological qualities of Oregon's byways.

PREVIOUS WORK

- Prepared and received approval of Oregon Administrative rule.
- Developed scenic highways/area maps compiling all existing scenic projects.
- Developed a Scenic Byways Project User Manual (Designation Guide).
- Developed a general information brochure "Oregon Scenic Byways & Tour Routes – A Driving Guide."
- Held public meetings to acquaint various groups with the program.
- Developed a sample Corridor Management Plan for use by various committees.
- Participated in meetings with WASHDOT and CALTRANS to coordinate the Highway 101 Tri-State Scenic Byways effort.
- Designated 26 State Scenic Byways.
- Applied for and received national designation for four All-American Roads and six National Scenic Byways.
- Completed inventory for and signed 75% of the designated Scenic Byways.

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- Designated ten tour routes.
- ODOT is the route sponsor of the Historic Columbia River Highway Scenic Byway All-American Road and the Pacific Coast All-American Road.

PROPOSED ACTIVITIES AND TASKS

- Educate applicants for Scenic Byways designation process, including: Tour Route Designations, State Scenic Byway Designations, National Scenic Byway Designations, and All-American Road Designations
- Participate and chair the Oregon Scenic Byways Advisory Committee
- Lead and coordinate Scenic Byways Committee Rating Team in the field rating of all route nominations
- Prepare reports based on field inventory for Scenic Byways Committee review prior to official designation by the Oregon Tourism Commission and the Oregon Transportation Commission
- Provide technical assistance to proponents regarding the development of corridor management plans for new tour routes, State and National Scenic Byway nominations
- Recommend designation to the Oregon Tourism Commission and the Oregon Transportation Commission
- Coordinate with and assist route sponsors in scenic byway designations and corridor management plans
- Assist sponsors with Scenic Byway project development and scoping
- Present to Byway groups/Special interest groups regarding the 11 ODOT Area Commissions on Transportation and their project application process
- Present and educate Byway groups/Special interest groups regarding what types of Scenic Byway projects are eligible under MAP-21
- Present and educate Byway groups/Special interest groups regarding eligible projects under the Surface Transportation Program (STP) and the Transportation Alternative Program (TAP) that have previously been eligible as part of the National Scenic Byways Program including: the construction of turnouts, overlooks, viewing areas, historic preservation and rehabilitation of historic preservation and rehabilitation of historic transportation facilities to a byway and bicycle and pedestrian facilities along a byway
- Present and educate Byway groups/Special interest groups regarding the Oregon Department of Transportation Enhance/Fix-it Program
- Advise cities to adopt outdoor advertising sign ordinances for those sections which are currently excluded from the byway designation and check for compliance
- Respond to public inquiries and make public presentations regarding the Scenic Byway Program
- Design and develop the signing and logo design for Scenic Byways and Tour Routes
- Provide Technical Assistance to Local Proponents, Region Managers, District Managers, the Oregon Scenic Byways Advisory Committee and Economic Development regarding application to apply for Federal money
- Educate applicants about restrictions and regulations on Federal expenditures
- Update/print a new Scenic Byway Guide that includes new Tour Routes and National Designations, “Oregon Scenic Byways & Tour Routes – A Driving Guide”
- Develop an Oregon Scenic Byway De-Designation/Segmentation Process

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- Provide recommendations and field reviews (as the ODOT/Byway representative) of the Oregon Scenic Bikeway Advisory Committee (sponsored by Oregon Parks and Recreation Department)
- Participates as the ODOT representative on the National Ice Age Flood Geologic Trail Advisory Committee
- Coordinate with the Oregon Department of Energy and write reports and field visual inventories regarding the development of proposed Wind Power Energy facilities and new Transmission Line along existing State and National Scenic Byways

PRODUCTS (Anticipated Quarter to be completed)

- Completion of Corridor Management Plans for new state Scenic Byway Route proposals:
 - Fall 2014: McKenzie River (Highway 126)
 - Winter 2015: Philomath to Waldport (Highway 34)
- Spring 2015: Designation of Highway 126 and Highway 34 as state Scenic Byways by the Oregon Tourism Commission and the Oregon Transportation Commission
- Scenic Byway Advisory Committee, Visual Inventory Rating Team field review for new state Scenic Byway route proposals:
 - Summer/Fall 2014: Forest Grove to Tillamook (Highway 6)
- Completion of Corridor Management Plans for new state Scenic Byway Route proposals:
 - Winter 2015: Territorial Highway (Highway 99W)
 - Winter 2015: Forest Grove to Tillamook (Highway 6)
 - Winter 2016: Dufur to Maupin (Highway 197)
- Spring 2015: Designation of Highway 99W, Highway 6 and Highway 197 as state Scenic Byways by the Oregon Tourism Commission and the Oregon Transportation Commission
- Field review of existing Byway additions/modifications:
 - Summer 2014: Mt. Hood Scenic Byway – Highway 26 modifications.
 - Summer 2015: Volcanic Legacy Scenic Byway – Newberry Crater Addition
- Summer 2014/Summer 2016 – Field visual inventory review of 26 existing Scenic Byway designations every 5 years with CMP, as required in Scenic Byway Program, OAR 734-32-000
- Summer 2014/Summer 2016 – Scenic Byway replacement sign inventory for existing byways and newly designated byways. Deliverable includes: Decals designed and developed, signs manufactured and signs installed along each byway
- Fall 2014 – Update and maintenance of ODOT Scenic Byway website
- Summer/Fall 2014 – Successful obligation of FY2011 and FY2012 National Scenic Byway discretionary funds prior to FHWA, August redistribution of funds
- Develop/Update spreadsheet tracking status FY 2010 – FY 2012 Discretionary Projects.
- Winter 2014 – Completion of IGA's for FY2011 and FY2012, National Scenic Byway Discretionary funds
- Summer 2014/Summer 2016 – Field/Video review, script development and filming with ODOT Public Affairs videographers to produce twenty-six, 10-15 minute Scenic Byway informational videos for Trip Check
- Fall 2014/Winter 2015 – Inventory Assessment and plan of Highway 101, Pacific Coast Scenic Byway historic highway features with USFS Siuslaw National Forest Landscape

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Architects (including the development of: design guidelines for turnouts, overlooks, signs and visual treatments as required by the Oregon Highway Plan Actions 1D 1-4)

- Spring 2015/Summer 2016: Design, reprint and distribution of the third edition of the “Oregon Scenic Byways & Tour Routes – A driving Guide”

OREGON DEPARTMENT OF TRANSPORTATION
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Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF010 Oregon Sustainable Transportation Initiative

Project Manager: Anne Russett

Crew No: 6430

Supervisor: Amanda Pietz

No. of ODOT FTEs Funded:

Organization Responsibility: Transportation Planning Unit

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$171,103 | \$19,584 | \$190,687 |
| FY 2015 | \$151,702 | \$17,363 | \$169,065 |
| BIENNIAL TOTAL | \$322,805 | \$36,947 | \$359,752 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

The objective of the work is to aid Oregon in achieving its greenhouse gas (GHG) emission reduction goals and to advance ODOT's sustainability policy. This effort is focused on reducing GHG emissions in the transportation sector consistent with legislative direction in the Jobs and Transportation Act (2009) and Senate Bill (SB) 1059 (2010). To achieve this objective staff will:

- Support metropolitan areas engaged in GHG reduction planning activities, such as scenario planning
- Outreach to the public about the need to reduce GHG emissions and the costs and benefits of doing so
- Integrate the statewide vision for reducing emissions (i.e. the Statewide Transportation Strategy) into ODOT business
- Move forward strategies for reducing transportation-related emissions

PREVIOUS WORK

- The ODOT developed and the Oregon Transportation Commission accepted the Statewide Transportation Strategy.
- ODOT and the Department of Land Conservation and Development (DLCD) developed and made available guidelines for how to conduct Scenario Planning.
- ODOT and DLCD developed a toolkit to assist local governments in planning to reduce GHG emissions.
- ODOT and DLCD developed a plan to outreach to the public about the costs and benefits of GHG reduction.
- ODOT and DLCD jointly report to the 2013 Legislative Assembly.

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PROPOSED ACTIVITIES AND TASKS

- Develop a plan to implement the Statewide Transportation Strategy (STS)
- Implement select strategies from the STS
- Conduct public information and education outreach concerning GHG emissions
- Seek partnerships and co-messaging opportunities for public outreach efforts
- Provide assistance to Portland Metro scenario planning efforts
- Provide assistance to Central Lane MPO scenario planning efforts
- Conduct strategic assessments in cooperation with Oregon's other MPO areas to provide them with information on the amount of emissions that is expected from their current plans and community trends (the base year and reference case components of scenario planning)
- Support metropolitan areas choosing to engage in full-scale scenario planning
- Continue to engage metropolitan areas and communities in ways to reduce GHG emissions from the transportation sector

PRODUCTS (anticipated quarter to be complete)

- Strategic Assessment Report for Corvallis MPO (4th Quarter 2014)
- Intergovernmental Agreement with Bend MPO for Strategic Assessment (2nd Quarter 2015)
- Report on Target Rule Making (4th Quarter 2015)
- Strategic Assessment Reports for Bend MPO (4th Quarter 2015)
- Intergovernmental Agreement with Rogue Valley MPO for Strategic Assessment (4th quarter 2015)

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15PF012 Policy Plans

Project Manager: Michael Rock

Crew No: 6430

Supervisor: Amanda Pietz

No. of ODOT FTEs Funded:

Organization Responsibility: TDD Planning Unit

Others Involved: Lucia Ramirez, Nancy Murphy, Vanitha Murthy, Stephanie Millar, Anne Russett, Brian Hurley and Savannah Crawford

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|------------------|--------------------|
| FY 2014 | \$265,960 | \$ 66,490 | \$ 332,450 |
| FY 2015 | \$619,933 | \$154,983 | \$ 774,916 |
| BIENNIAL TOTAL | \$885,893 | \$221,473 | \$1,107,366 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

The objective of this program is to maintain and implement the Oregon Transportation Plan (OTP) including its component mode and topic plans, such as the Bicycle and Pedestrian Plan and the Oregon Highway Plan. To achieve this objective staff will:

- Lead or contribute to ODOT mode and topic plan development, refinement, and updates to reflect and implement OTP policies.
- Provide coordination, oversight, and assistance for activities on specific policy issues related to these plans.
- Provide internal and external outreach and develop informational materials to promote understanding and utilization of the statewide (OTP) policy framework, foster transportation system plan consistency with the statewide plans and inform public participation opportunities in transportation decision making processes.
- Initiate, lead and contribute to other activities that implement the policy direction established in the OTP and address other long range planning and policy issues, including activities resulting from state and federal legislation.

PREVIOUS WORK

- Provided assistance and review for recent mode and topic plans including the Oregon Aviation Plan update and the Oregon Freight Plan.
- Completed tolling and pricing policy updates to both OTP and Oregon Highway Plan (OHP).
- Identified Oregon Seismic Lifeline Routes, consistent with the policy in the OHP.

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- Developed and provided outreach for the OHP Mobility Standard Guidelines to address current issues and meet key objectives of the OTP. OHP updated to reflect transportation planning rule, mobility standard, and access management changes.
- Assisted ODOT Regions to address mobility standard issues, implement guidance, and consider key OTP policies.
- Managed and improved websites to provide access to OTP materials and other long range planning information.
- Developed the first three biennial editions of the State of the System Report highlighting major trends, system conditions, targets, achievements, funding status and OTP implementation progress.
- Updated ODOT’s public involvement policy and developed a Public Involvement Policy Resource Handbook containing resources and best practices.
- Conducted the 2010 Local Consultation Survey and Report to assess effectiveness of consultation in ODOT planning and STIP development.
- Reviewed proposed and enacted state and federal legislation for potential impacts to statewide planning work and policies.
- Participated in various research projects, especially regarding performance measure development.

PROPOSED ACTIVITIES AND TASKS

- Lead or provide technical assistance in mode and topic plan development and implementation including:
 - Oregon Bicycle and Pedestrian Plan Update
 - Statewide Transportation Option Plan (TO Plan)
 - State Rail Plan development (primarily charged to an FRA EA)
 - Oregon Public Transportation Plan Update
 - Transportation Safety Action Plan Update
- Lead or provide technical assistance for development of any needed amendments to the existing OTP and mode and topic plans and maintain and improve registries of plan amendments.
- Support region activities to implement the OTP and component plans including reviewing proposals for consistency with OTP policy.
- Support ODOT activities that respond to and affect the OHP such as highway segment designations, facility plan adoptions, and policy review for jurisdictional transfers.
- Incorporate related initiatives in OTP implementation and other long range planning and policy activities including:
 - Greenhouse gas strategies
 - Climate change adaptation efforts
 - Energy plan initiatives
 - Economic development considerations
 - Least cost planning (Mosaic) development
- Participate in staff and interagency work groups as needed to accomplish program activities and help ensure integration, coordination, and consistency.
- Continue to develop and improve websites and outreach materials and provide information or training on OTP implementation and associated items, including economic analysis topics.

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- Develop the fourth edition of the State of the System Report.
- Review and comment on legislative proposals related to the OTP, mode and topic plans, and transportation planning and policy in general.
- Lead or provide technical assist with implementation of adopted state and federal legislation related to the OTP, and mode and topic plans, and long range planning policy.
- Participate in research activities, such as on project technical teams, for projects related to the OTP and long range planning and policy development and implementation.

PRODUCTS (Anticipated Quarter to be completed)

- Fourth edition of the State of the System Report. *Fall/Winter 2014*
- White papers and interim deliverables leading to an Updated Bike/Ped Plan. *Throughout biennium.*
- Updated Bicycle and Pedestrian Plan. *Summer 2015*
- Oregon Transportation Options Plan. *Spring 2015*
- Preparation and early tasks for Oregon Public Transportation Plan Update. *Ongoing*
- Preparation and early tasks for Transportation Safety Action Plan Update. *Ongoing*

OREGON DEPARTMENT OF TRANSPORTATION
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15PF014 Least Cost Planning

Project Manager: Lucia Ramirez

Crew No: 6440

Supervisor: Amanda Pietz

No. of ODOT FTEs Funded:

Organization Responsibility: Transportation Planning Unit

Others Involved: Robert Maestre, Brian Dunn, Jack Svadlenak, Denise Whitney-Dahlke, Rich Arnold

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 491,118 | \$ 56,211 | \$ 547,329 |
| FY 2015 | \$ 566,492 | \$ 64,838 | \$ 631,330 |
| BIENNIAL TOTAL | \$1,057,610 | \$121,049 | \$1,178,659 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Develop, test, and provide a least cost planning methodology and analysis tool to enable improved transportation planning decision making for ODOT and its local jurisdiction partners. Least cost planning was defined by the 2009 Oregon Legislature as “a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options.”

PREVIOUS WORK

- Developed application for 2015-2018 STIP Enhance projects reflecting LCP analysis priorities.
- Completed a discussion paper examining recent uses of LCP-like methodologies in other locations.
- Supported STIP Stakeholder Committee participation in LCP development as the project advisory committee.
- Led and participated in multiple agency and interagency workgroups to provide input on aspects of LCP methodology development, particularly selection of measures used within the tool.
- Developed a comparison process to allow benefit-cost measures to be used in LCP alongside qualitative and quantitative measures.
- Developed a new name for LCP: Mosaic – value and cost informed planning.
- Provided an integrated agency project website and a new external website to host the Mosaic user guide and analysis tool.

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- Developed a draft Mosaic user guide, analysis tool, instructions, and documentation and provided these on the new website.
- Developed a program guide to include on the Mosaic website that explains possible impacts of system and demand management and alternate mode investments to assist users of Mosaic.
- Made a variety of project presentations to conferences, Area Commissions on Transportation (ACTs), MPOs, and other stakeholder and advisory committees.

PROPOSED ACTIVITIES AND TASKS

Phases 1 and 2 of the LCP/Mosaic development project are complete resulting in a framework of decisions governing Mosaic development and the draft Mosaic user guide and analysis tool. Completing Phase 3 is the primary activity for the 2015 fiscal year to include review and testing of the Mosaic user guide and the analysis tool and learn its strengths and challenges for transportation planning activities. Proposed activities include:

- Lead and participate in an interagency test committee to work through the Mosaic use process for transportation planning and learn of corrections or improvements needed
- Coordinate agency, consultant, and “client agency” (Metro) staff activities to develop and share data, testing results, and development of final reports
- Coordinate a basic peer review process for the Mosaic analysis tool
- Prepare a final report on results of the Mosaic test activities
- Update the Mosaic user guide and analysis tool to reflect corrections or adjustments
- Develop a list of possible future improvements to the Mosaic user guide and analysis tool
- Develop training materials to introduce Mosaic for future users
- Maintain and improve the project and Mosaic websites for interested parties and integrate these with other related agency websites as appropriate
- Make presentations as requested to interested stakeholder and advisory groups
- Develop an agency strategy for how to continue to maintain and improve the Mosaic user guide and analysis tool after the testing phase
- Participate in and assist the first uses of Mosaic following the testing phase
- Lead or assist any needed policy or procedure development regarding future uses of Mosaic
- Support any future STIP Stakeholder Committee activities related to Mosaic
- Provide economic analysis and review as needed for topics related to development, maintenance, and implementation of Mosaic

PRODUCTS (Anticipated Quarter to be completed)

- Interim project materials and presentations for Mosaic participants and stakeholders (2nd Qtr. FY 2015)
- Mosaic Evaluation Report explaining results of testing (2nd Qtr. FY 15)
- Updated Mosaic User Guide (2nd Qtr. FY 15)
- Updated Mosaic analysis tool (2nd Qtr. FY 15)
- Training materials for future Mosaic users (2nd Qtr. FY 15)

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- Assisted and advised in rule development, most recently around topics of access management and mobility (Transportation Planning Rule).
- Conducted outreach to train staff on newly developed products (e.g. Mobility Operational Notice).
- Developed and presented Transportation Economics for Non-Economists course to enhance economic understanding throughout Agency.
- Maintained and enhanced repositories for planning information, such as the Development Review System, Aggregate Sources Information System, and the Transportation Planning Online Database.
- Developed and implemented a new STIP Enhance project application process.
- Provided state review on region and local plans, established Alsea Quarry site.

PROPOSED ACTIVITIES AND TASKS

- Lead or provide technical assistance in guidance document development or updates to products such as:
 - Development Review Guidelines
 - Transportation System Planning (TSP) Guidelines
 - Interchange Area Management (IAMP) Guidelines
 - Planning Resources Handbook
 - Mobility Standards and Transportation Planning Rule guidance
- Conduct trainings for staff on products such as guidance documents, operational notices, and policy plans.
- Maintain and enhance repositories for planning information, such as the Development Review System, Aggregate Sources Information System, and the Transportation Planning Online Database (TPOD) so that they are readily able to assist future planning efforts.
- Produce planning reports FHWA and US DOT, such as the annual report for Title VI compliance.
- Provide guidance on OTC policies, procedure changes, and other agency or legislative initiatives related to implementation of planning products.
- Develop STIP criteria and refine the STIP development process resulting in revised guidance, procedures, and Enhance application.
- Conduct economic analysis and review for funding applications, economic development discussions, transportation system and facility plans, and performance measure development.
- Review tolling and pricing proposals and assist with Oregon Highway Plan tolling and pricing policy implementation.

PRODUCTS (Anticipated Quarter to be completed)

- Development Review Guidelines Update (Summer 2015)
- STIP Enhance application for the 2018-2021 STIP (Winter 2014)
- Financial Realities Operational Notice (Fall 2014)
- Rail Operational Notice on crossing issues (Spring 2015)
- Reviewed tolling and pricing proposals delivered to OTC (Ongoing)

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- Develop and maintain transportation needs list by program, preservation scoping, enhance scoping, operations scoping, STIP development, charter development, safety scoping, and bridge scoping.
- Identify transportation needs through data analysis, management systems, and communication with internal/external stakeholders.
- Work with Region management, planners, management systems, ACTs, ERT, Metro and local jurisdictions and stakeholders to prioritize transportation needs. This includes screening of & coordination with Corridor Plans, local Transportation System Plans (TSP), Refinement Plans and other planning efforts.
- Ensure STIP performance goals are reflected in the STIP program.
- Manager scoping efforts: field investigations, scope refinement, draft solution alternatives, preliminary environmental screening, etc.
- Incorporate the MPO TIP into the STIP.
- Balance Region STIP “identified needs” to allocated funding levels in a manner that supports the Oregon Transportation Commission’s (OTC) goals and that is consistent with the Oregon Transportation Plan (OTP), as well as the Oregon Highway Plan (OHP).
- Program proposed project (Draft STIP) information into the ODOT-Project Control System (PCS).
- Plan, organize, and conduct public review meetings (minimum of 45 day public review period and two public meetings); Adjust Draft STIP to reflect any revisions or reductions prior to Final STIP being presented to the OTC, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- Negotiate resource allocation and budget necessary to deliver the STIP.
- Submit Draft STIP for air quality conformity modeling.
- Manage the delivery of the STIP. Submit STIP and MTIP amendments to the OTC, FHWA & FTA, as program adjustments are needed and required.
- Request programming and supply supporting documentation requesting authorization of funds by FHWA & FTA; obtain Expenditures Accounts to begin project development.

PRODUCTS (Anticipated Quarter to be completed)

- Interested parties mailing list. (Ongoing)
- Maintained transportation needs list with cost updates. (Ongoing)
- Public notice of Region STIP public hearings. (Ongoing)
- Public Hearings on the Draft Region STIP. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments. (Ongoing)
- MPO TIP outcomes for inclusion in STIP. (Ongoing)
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP). (Ongoing)
- A listing of final projects including scheduling and funding details (final STIP). (Ongoing)
- Monthly update of the Region Financial Plan. (Ongoing)
- Amendments to the STIP. (Ongoing)
- Requests for federal fund obligation. (Ongoing)
- Field investigations of proposed projects (Ongoing)

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- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions. (Ongoing)
- Project Prospectuses, Parts One, Two and Three. (Ongoing)

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15PF017-201 Region 2 STIP Development

| | |
|--|--------------------------|
| Project Manager: John Maher | Crew No: 2022 |
| Supervisor: Lisa Nell | No. of ODOT FTEs Funded: |
| Organization Responsibility: Region 2 Planning | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|------------------|--------------------|
| FY 2014 | \$332,000 | \$ 83,000 | \$ 415,000 |
| FY 2015 | \$560,000 | \$140,000 | \$ 700,000 |
| BIENNIAL TOTAL | \$892,000 | \$223,000 | \$1,115,000 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Implementation of applicable portions of 23 USC 135 requiring development of a statewide transportation improvement program, and to provide adequate information to select projects for the fiscally constrained STIP through initial scoping of potential transportation projects for Region 2.

PREVIOUS WORK

This has been an ongoing work activity since the federal law was adopted. In the past, state funds have been used to develop and manage the STIP, and to develop sufficient information to describe the project, provide an initial project purpose and need, project costs and establish the environmental class of the project through pre-STIP project scoping.

PROPOSED ACTIVITIES AND TASKS

The tasks and activities of this project are to develop and manage the STIP program for Region 2. Work activities include the following:

- Public involvement to identify transportation needs and available sources of funding.
- Ensure OTC performance goals are reflected in Region’s STIP program.
- Participation in development of MPO TIP, and inclusion in Region STIP.
- Develop and maintain transportation needs lists (database).
- Prioritize transportation needs through work with region management, planners, and management systems.
- Develop preliminary scoping lists for the Enhance, Fix-it, and all other programs for which Region 2 is responsible for scoping.

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- Complete project scoping as for all proposed projects to verify project purpose and need and establish project goals, objectives, and estimates.
- Conduct preliminary scoping efforts (field investigations, determination of the project purpose and need, draft solution alternatives and project costs, preliminary environmental screening, etc.)
- Detail proposed project information into prospectus format.
- Program proposed projects into the Project Control System (PCS).
- Balance Region STIP to allocated funding levels as called for in the OTC's program goals.
- Publish public notices of Region STIP meetings.
- Publish and mail Draft STIP to interested parties.
- Hold public review meetings and public hearings.
- Catalog and report on public testimony and attendance at Region STIP public meetings.
- Fiscally constrain Region Draft STIP.
- Establish STIP project funding and delivery dates through preparation of the Region Financial Plan.
- Prepare amendments to STIP as program adjustments are needed.
- Submit proposed amendments to OTC, FHWA and FTA for review and approval.
- Prepare requests obligating federal funds for PE expenditures.
- Adjust Region STIP to reflect revisions or reductions before final STIP presentation to the OTC, the Federal Highway Administration and the Federal Transit Administration.

PRODUCTS (Anticipated Quarter to be completed)

- Interested parties mailing list. (Ongoing)
- Maintained transportation needs list with cost updates. (Ongoing)
- Public notices of Region STIP public hearings. (Ongoing)
- Public Hearings on the Draft Region STIP. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments. (Ongoing)
- MPO TIP outcomes for inclusion in STIP. (Ongoing)
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP). (Ongoing)
- A listing of final projects including scheduling and funding details (final STIP). (Ongoing)
- Monthly update of the Region Financial Plan. (Ongoing)
- Amendments to the STIP. (Ongoing)
- Requests for federal fund obligation. (Ongoing)
- Field investigations of proposed projects. (Ongoing)
- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions. (Ongoing)
- Project Prospectuses, Parts One, Two and Three. (Ongoing)

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15PF017-301 Region 3 STIP Development

Project Manager: Lisa Cortes

Crew No: 3015

Supervisor: Mike Baker

No. of ODOT FTEs Funded: 1.5

Organization Responsibility: Region 3 Planning

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$146,800 | \$36,700 | \$183,500 |
| FY 2015 | \$189,200 | \$47,300 | \$236,500 |
| BIENNIAL TOTAL | \$336,000 | \$84,000 | \$420,000 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

To implement applicable portions of 23 USC 135, specifically the requirement to develop a Statewide Transportation Improvement Program (STIP); to identify and scope potential transportation project for Region 3.

PREVIOUS WORK

This work is ongoing.

PROPOSED ACTIVITIES AND TASKS

The primary focus of STIP development involves public outreach and external engagement in identifying and prioritizing transportation needs and solutions, and pre-STIP scoping to refine solutions and obtain cost estimates. Products resulting from the various activities result in a 20 year needs list of transportation needs and solutions, a Draft STIP and a Final STIP for a 4 year program. Activities also include financial/fiscal management of the STIP. The following is a list of the various activities undertaken in this program:

- External engagement identifying transportation needs and available sources of funding. This includes outreach to and involvement/input from local city and jurisdictions, Area Commissions on Transportation* (ACT), Region Community Solutions Teams (CST), Metropolitan Planning Organizations (MPO), other federal and state agencies, and other interested stakeholders.
- Ensure STIP performance goals are reflected in the STIP program.
- Develop and maintain transportation needs lists (database).

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- Work with Region 3 management, planners, management systems, ACTs, CSTs, MPOs, and other local jurisdictions and stakeholders to prioritize transportation needs. This includes screening of and coordination with Facility Plans, local Transportation System Plans (TSP), Refinement Plans, Interchange Area Management Plans (IAMP), and other plans and planning efforts.
- Assist with development of MPO Transportation Improvement Plan (TIP) and its reflection in the STIP.
- Develop preliminary scoping lists.
- Coordinate preliminary scoping efforts: field investigations, determine source of problem, draft solution alternatives, preliminary environmental screening, etc.
- Detail proposed project information into prospectus format.
- Program proposed project information in the Project Control System (PCS).
- Balance Region 3 STIP to allocated funding levels in a manner that supports the Oregon Transportation Commission's (OTC) goals and is consistent with the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP).
- Hold public review meetings (minimum 45 day public review period and two public meetings), including coordination with ACTs.
- Fiscally constrain the Draft STIP.
- Negotiate resource allocation and budget necessary to deliver STIP.
- Submit Draft STIP for air quality conformance monitoring.
- Adjust Draft STIP to reflect any revisions or reductions prior to Final STIP presentation to the OTC, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).
- Manage the delivery of the STIP. Submit amendments to the OTC, FHWA, and FTA, as program adjustments require.
- Request programming and supply supporting documents requesting authorization of funds by FHWA and FTA, to get authorized Expenditure Accounts (EA) to begin project development.

*ACT support is covered under a separate EA.

PRODUCTS (Anticipated Quarter to be completed)

- Interested parties mailing list. (Ongoing)
- Maintained transportation needs list with cost updates. (Ongoing)
- Public notices of Region STIP public hearings. (Ongoing)
- Public Hearings on the Draft Region STIP. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments. (Ongoing)
- MPO TIP outcomes for inclusion in STIP. (Ongoing)
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP). (Ongoing)
- A listing of final projects including scheduling and funding details (final STIP). (Ongoing)
- Monthly update of the Region Financial Plan. (Ongoing)
- Amendments to the STIP. (Ongoing)

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- Requests for federal fund obligation. (Ongoing)
- Field investigations of proposed projects. (Ongoing)
- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions. (Ongoing)
- Project Prospectuses, Parts One, Two and Three. (Ongoing)

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15PF017-401 Region 4 STIP Development

Project Manager: Hans Beernink
Supervisor: Amy Pfeiffer
Organization Responsibility: Region 4 Planning

Crew No: 4002
No. of ODOT FTEs Funded: 2.5

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|------------------|------------------|
| FY 2014 | \$298,400 | \$ 74,600 | \$373,000 |
| FY 2015 | \$399,440 | \$ 99,860 | \$499,300 |
| BIENNIAL TOTAL | \$697,840 | \$174,460 | \$872,300 |

Consultant Fees: \$0 included in project total

Remarks

OBJECTIVE

Implementation of applicable portions of 23 USC 135 requiring development of a Statewide Transportation Improvement Program (STIP); and to provide adequate information to select projects for the fiscally constrained STIP through initial scoping of potential transportation projects for Region 4.

PREVIOUS WORK

This has been an ongoing work activity since the federal law was adopted. In the past, state funds have been used to develop and manage the STIP, and to develop sufficient information to describe the project, provide an initial project purpose and need, project costs and establish the environmental class of the project through pre-STIP project scoping.

PROPOSED ACTIVITIES AND TASKS

The tasks and activities of this project are to develop and manage the STIP program for Region 4. Work activities include the following:

- Public involvement to identify transportation needs and available sources of funding.
- Ensure OTC performance goals are reflected in Region's STIP program.
- Participation in development of MPO TIP, and inclusion in Region STIP.
- Develop and maintain transportation needs lists (database).
- Prioritize transportation needs through work with region management, planners, and management systems.
- Develop preliminary scoping lists for the Enhance, Fix-it, and all other programs for which Region 4 is responsible for scoping.

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- Complete project scoping as for all proposed projects to verify project purpose and need and establish project goals, objectives, and estimates.
- Conduct preliminary scoping efforts (field investigations, determination of the project purpose and need, draft solution alternatives and project costs, preliminary environmental screening, etc.)
- Detail proposed project information into prospectus format.
- Program proposed projects into the Project Control System (PCS).
- Balance Region STIP to allocated funding levels as called for in the OTC's program goals.
- Publish public notices of Region STIP meetings.
- Publish and mail Draft STIP to interested parties.
- Hold public review meetings and public hearings.
- Catalog and report on public testimony and attendance at Region STIP public meetings.
- Fiscally constrain Region Draft STIP.
- Establish STIP project funding and delivery dates through preparation of the Region Financial Plan.
- Prepare amendments to STIP as program adjustments are needed.
- Submit proposed amendments to OTC, FHWA and FTA for review and approval.
- Prepare requests obligating federal funds for PE expenditures.
- Adjust Region STIP to reflect revisions or reductions before final STIP presentation to the OTC, the Federal Highway Administration and the Federal Transit Administration.

PRODUCTS (Anticipated Quarter to be completed)

- Interested parties mailing list. (Ongoing)
- Maintained transportation needs list with cost updates. (Ongoing)
- Public notices of Region STIP public hearings. (Ongoing)
- Public Hearings on the Draft Region STIP. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments. (Ongoing)
- MPO TIP outcomes for inclusion in STIP. (Ongoing)
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP). (Ongoing)
- A listing of final projects including scheduling and funding details (final STIP). (Ongoing)
- Monthly update of the Region Financial Plan. (Ongoing)
- Amendments to the STIP. (Ongoing)
- Requests for federal fund obligation. (Ongoing)
- Field investigations of proposed projects. (Ongoing)
- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions. (Ongoing)
- Project Prospectuses, Parts One, Two and Three. (Ongoing)

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15PF017-501 Region 5 STIP Development

| | |
|--|------------------------------|
| Project Manager: Teresa Penninger | Crew No: 5823 |
| Supervisor: Monte Grove | No. of ODOT FTEs Funded: 2.5 |
| Organization Responsibility: Region 5 Planning & Program | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$217,304 | \$54,326 | \$271,630 |
| FY 2015 | \$177,304 | \$44,326 | \$221,630 |
| BIENNIAL TOTAL | \$394,608 | \$98,652 | \$493,260 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

Implementation of applicable portions of 23 USC 135 requiring development of a Statewide Transportation Improvement Program (STIP); and to provide adequate information to select projects for the fiscally constrained STIP through initial scoping of potential transportation projects for Region 5.

PREVIOUS WORK

This has been an ongoing work activity since the federal law was adopted. In the past, state funds have been used to develop and manage the STIP, and to develop sufficient information to describe the project, provide an initial project purpose and need, project costs and establish the environmental class of the project through pre-STIP project scoping.

PROPOSED ACTIVITIES AND TASKS

The tasks and activities of this project are to develop and manage the STIP program for Region 5. Work activities include the following:

- Public involvement to identify transportation needs and available sources of funding.
- Ensure OTC performance goals are reflected in Region’s STIP program.
- Participation in development of MPO TIP, and inclusion in Region STIP.
- Develop and maintain transportation needs lists (database).
- Prioritize transportation needs through work with region management, planners, and management systems.
- Develop preliminary scoping lists for the Enhance, Fix-it, and all other programs for which Region 5 is responsible for scoping.

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- Complete project scoping as for all proposed projects to verify project purpose and need and establish project goals, objectives, and estimates.
- Conduct preliminary scoping efforts (field investigations, determination of the project purpose and need, draft solution alternatives and project costs, preliminary environmental screening, etc.)
- Detail proposed project information into prospectus format.
- Program proposed projects into the Project Control System (PCS).
- Balance Region STIP to allocated funding levels as called for in the OTC's program goals.
- Publish public notices of Region STIP meetings.
- Publish and mail Draft STIP to interested parties.
- Hold public review meetings and public hearings.
- Catalog and report on public testimony and attendance at Region STIP public meetings.
- Fiscally constrain Region Draft STIP.
- Establish STIP project funding and delivery dates through preparation of the Region Financial Plan.
- Prepare amendments to STIP as program adjustments are needed.
- Submit proposed amendments to OTC, FHWA and FTA for review and approval.
- Prepare requests obligating federal funds for PE expenditures.
- Adjust Region STIP to reflect revisions or reductions before final STIP presentation to the OTC, the Federal Highway Administration and the Federal Transit Administration.

PRODUCTS (Anticipated Quarter to be completed)

- Interested parties mailing list. (Ongoing)
- Maintained transportation needs list with cost updates. (Ongoing)
- Public notices of Region STIP public hearings. (Ongoing)
- Public Hearings on the Draft Region STIP. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments. (Ongoing)
- MPO TIP outcomes for inclusion in STIP. (Ongoing)
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP). (Ongoing)
- A listing of final projects including scheduling and funding details (final STIP). (Ongoing)
- Monthly update of the Region Financial Plan. (Ongoing)
- Amendments to the STIP. (Ongoing)
- Requests for federal fund obligation. (Ongoing)
- Field investigations of proposed projects. (Ongoing)
- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions. (Ongoing)
- Project Prospectuses, Parts One, Two and Three. (Ongoing)

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15PF040 Oregon Highway Cost Allocation Study

Project Manager: Lani Pennington

Crew No: 6610

Supervisor: Robert Maestre

No. of ODOT FTEs Funded: 0.5

Organization Responsibility: Economics & Financial Analysis

Others Involved: DAS Office of Economic Analysis

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 59,887 | \$ 6,854 | \$ 66,741 |
| FY 2015 | \$395,014 | \$45,211 | \$440,225 |
| BIENNIAL TOTAL | \$454,901 | \$52,065 | \$506,966 |

Consultant Fees: (\$325,010) included in project total

Remarks

OBJECTIVE

To complete a new Oregon Highway Cost Allocation Study (HCAS) for presentation to the 2015 Oregon Legislature and use in the development of any transportation funding legislation or other transportation-related measures that may be considered by the 2015 Legislature.

PREVIOUS WORK

Oregon's highway cost allocation studies are an ongoing process. Eighteen such studies have been completed, the first in 1937 and the most recent in 2013. Oregon has completed many more of these studies than any other state or, for that matter, the federal government. Our extensive experience and path-breaking work in highway cost allocation have clearly established Oregon as the national leader in the equitable attribution of costs to the vehicles using the state's highways, roads and streets.

As noted previously, the Oregon HCASs are now both constitutionally- and statutorily-mandated to be performed every two years and the results presented to each odd-numbered year session of the Legislature. The results and recommendations of the 2009 Study were presented to the transportation and revenue committees of the 2009 Legislature and played an important role in the structuring of the transportation funding legislation enacted by the 2009 session. The results and recommendations of the 2015 Study are now being presented to the transportation and revenue committees of the 2015 Legislature and will play a role in any transportation-related measures considered by the 2015 session.

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PROPOSED ACTIVITIES AND TASKS

- Develop data related to the transportation system and its use by the various classes of highway users. Develop data on transportation program expenditures (both historical and projected) and use this data together with forecasts of traffic and travel growth to develop recommended adjustments to existing highway user tax rates to bring about a closer match between the payments and cost responsibilities of each class of highway users.
- Chair and staff the Study Review Team (SRT) for the study. Schedule and conduct eight to ten meetings of the SRT during the period in which the study is being conducted, and provide the Team members with appropriate information to assist them in guiding the study.
- Prepare and distribute to the SRT members and other interested parties a series of issue and/or discussion papers on the major procedural and methodological issues pertaining to highway cost allocation and the performance of the study. Conduct sensitivity analyses to determine how changes in the major parameters and methods would impact the results of the Oregon studies and provide this information to the SRT.
- Prepare and distribute a Preliminary Study Report and Final Study Report detailing the study methods and results and presenting a set of recommended highway user tax rates based on the study results to the 2015 Oregon Legislature. Additionally, provide a detailed, fully documented description of the study model and computer programs, including any further refinements or other modifications made to increase the transparency and user-friendliness of the model. Ensure that the model documentation fully meets the requirements of the State of Oregon documentation standards. Also provide a model user's guide(s) that is easily understood and facilitates the use of the model by ODOT, DAS, and Legislative Revenue Office staff and other interested parties to conduct policy and sensitivity analyses of the model results.
- Prepare special papers, sensitivity analyses, and presentations on cost responsibility and related transportation finance issues as requested, including up to four presentations to committees of the 2015 Legislature. Answer requests for information from other states, the federal government, local governments, transportation associations, legislators, legislative staff, state government administrators and the Oregon Transportation Commission. Prepare, analyze, and testify on legislation having cost responsibility and revenue impacts on the State Highway Fund.

PRODUCTS (Anticipated Quarter to be completed)

- Study Final Report, Executive Summary, and Technical Results Appendix; presenting the background and parameters for the study, the approach, methodology, and data used, the study final expenditure allocation and revenue attribution results, a comparison of the expenditures allocated and projected revenues paid for each individual 2,000-pound gross weight class and for selected, broader groupings of vehicles (e.g., light (1 - 10,000 pound) vehicles versus all heavy (greater than 10,000 pound) vehicles), and recommendations for changes to existing tax rates and fees to achieve a closer balance between the cost responsibility of and revenues contributed by each vehicle class. (Quarter 3, FY 2015)

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15PF043 Transportation Needs and Issues

Project Manager: Myra Sperley

Crew No: 6450

Supervisor: Michael Bufalino

No. of ODOT FTEs Funded:

Organization Responsibility: ODOT Research

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|-----------------|----------------|-----------------|
| FY 2014 | \$22,971 | \$2,629 | \$25,600 |
| FY 2015 | \$46,749 | \$5,351 | \$52,100 |
| BIENNIAL TOTAL | \$69,720 | \$7,980 | \$77,700 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

Continue the series of statewide surveys on transportation needs and issues.

PREVIOUS WORK

- Transportation Needs and Issues Survey: 1996”
- “Transportation Needs and Issues Survey: 1998”
- “Transportation Needs and Issues Survey: 2001”
- “Transportation Needs and Issues Survey: 2003”
- “Transportation Needs and Issues Survey: 2005”
- “Transportation Needs and Issues Survey: 2007”
- “Transportation Needs and Issues Survey: 2009”
- “Transportation Needs and Issues Survey 2011”
- “Transportation Needs and Issues Survey 2013”

PROPOSED ACTIVITIES AND TASKS

| | |
|---|-----------------|
| Survey Instrument Development | \$7,252 |
| Sampling | \$4,662 |
| Data Collection, Processing and Coding | \$46,620 |
| Quality Control and Internal Procedures | \$2,590 |
| Data Reduction | \$5,698 |
| Reporting of Survey Results | <u>\$10,878</u> |
| Total | \$77,700 |

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PRODUCTS (Anticipated Quarter to be completed)

Report, banner tables and electronic copy of data set.

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completed with the submission of a report to the 2011 legislature. The Road User Fee Task Force has been active since 2001.

A number of other tax, expenditure, and economic studies have been completed in the past. However, data contained in these studies become out-of-date and unsuitable after one biennium. Relevant data must be developed and updated at least every two years, sometimes annually.

PROPOSED ACTIVITIES AND TASKS

- Develop data related to, and research and evaluate, transportation finance issues; including potential modifications to the existing weight-mile tax system for heavy vehicles and replacement of the existing fuel tax with a mileage-based revenue system for automobiles and other light vehicles. Summarize analyses for stakeholders.
- Analyze the transportation, financial, and economic impacts of congestion and reliability pricing concepts and proposals.
- Analyze the transportation, financial, social and economic impacts of tolling policy and tollway development.
- Tollway project and pricing rulemaking, and proposal evaluation.
- Assist with implementation of financial components of the OTP.
- Data development for and evaluation of transportation finance issues and options is an ongoing activity; regardless of whether or not a new Roads Finance Study is ever conducted.
- Update value of travel time and cost of delay estimates for planning, project scheduling, and other applications. The purpose of this work is to provide estimated values of travel-time for three vehicle categories driving on Oregon roads and estimates of the cost of unexpected delay for vehicles operating on Oregon highways. These estimates need to be updated on a regular basis to continue to be of maximum value to planning, project delivery, and other staff within the Department.
- Develop and/or evaluate economic analyses and tools incorporating economic considerations. These analyses and tools assist ODOT in expenditure prioritization and development of tax proposals.
- Expand on current analyses and conduct new studies to answer ODOT Region, partner, legislative, and intra-agency questions. Respond to information and data requests from the Road User Fee Task Force, the Oregon Legislature, the Director's Office, the Office of Innovative Partnerships and Alternative Funding, the Transportation Research Board and others.
- Work with MPOs and other ODOT offices to develop and utilize long-range financial assumptions and projections. Provide technical assistance to MPOs and the State regarding development of financially constrained transportation plans (as required by 23 USC Sec 134).
- Present data in appropriate forums (e.g., to ODOT managers, roads finance committees, planning and financial staff, the Oregon Transportation Commission, and legislative interim or regular session committees).

These activities and tasks, due to their inter-related nature, often need to be worked on simultaneously. Some deliverables under this project must be accomplished by the beginning of legislative sessions, and it is likely that follow-up analyses will be requested during the sessions.

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Most activities (e.g., economic and financial analyses, responding to Road User Fee Task Force information requests, updating forecasts, OTP development, project analysis, etc.) will be on-going.

PRODUCTS (Anticipated Quarter to be completed)

Reports containing:

- Information or data related to mileage-based fee collection systems
- Evaluation of component options for mileage-based taxation systems
- Description and analysis of potential implementation strategies for mileage-based charging systems (including congestion pricing)
- Technical assistance with tolling and congestion pricing implementation (as needed)

These have been and will continue to be on-going activities, with delivery occurring throughout the biennium; with some externally determined deadlines.

Long-range revenue forecasts and technical assistance for a wide variety of purposes, including:

- Financial constraint for MPO transportation plans
- Estimation of OTP and OHP needs
- Effects of alternative propulsion systems on revenue
- Projections of road user fee revenue impacts

These are on-going activities.

- Quarterly reports (*On-going*)
- Reports on data, policy options, and alternative strategies to implement various financial components of the OTP or other legislative directives; including congestion pricing
Time of delivery depends on the time of specific requests
- “Western States Automobile Tax Comparison Study” Annual report (*3rd Qtr. FY 2015*)
- “The Value of Travel-Time: Estimates of the Hourly Value of Time for Vehicles in Oregon 2013” biennial report (*1st Qtr. FY 15*)
- “Estimates of the Cost of Unexpected Delay for Vehicles Operating on Oregon Highways 2013” table and map (*1st Qtr. FY 15*)
- Report of new or reviewed economic analyses and tools used to assist in expenditure prioritization and development of tax proposals (*Quarterly as completed*)
- Annual “Local Road and Street Finance Survey” (*2nd Qtr. FY 15*)
- Studies/analyses conducted in response to ODOT Region, partner, and intra-agency requests (*Quarterly as completed*)

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15PF046 Oregon Technology Transfer (T2) Center

Project Manager: Rebekah Clack

Crew No: 6450

Supervisor: Michael Bufalino

No. of ODOT FTEs Funded: 0

Organization Responsibility: Research Section

Others Involved: T2 Staff, Association of Oregon Counties, League of Oregon Cities, Local agency Public Works Departments.

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|-----------------|----------------|-----------------|
| FY 2014 | \$40,378 | \$4,622 | \$45,000 |
| FY 2015 | \$40,378 | \$4,622 | \$45,000 |
| BIENNIAL TOTAL | \$80,756 | \$9,244 | \$90,000 |

Consultant Fees: (0) included in project total

Remarks: LTAP funding is obligated on a calendar year basis.

OBJECTIVE

Enhance the Oregon Technology Transfer (T2) Center's training programs.

The T2 Center's annual budget remained static between 2002 and 2010 and the Center was unable to maintain basic service levels toward the end of that time period. Input from customers through a variety of channels including a 2008 customer satisfaction survey and a strategic planning session in 2009 indicated a high demand for expanded training services from the T2 Center, especially a second phase of the very popular Roads Scholar Program. Additional SPR Part 1 Planning funds made available in January 2010 were used to increase training delivery and the initiation of a curriculum for a Roads Scholar Level 2 program. FY 2013 funds continue to be utilized to expand all areas of training delivery and in further development of the advanced Roads Scholar program. FY 2014 - FY 2015 funding is necessary to continue the increased training delivery and enhancements that were initiated in FY 2010 and continued through FY 2013.

PREVIOUS WORK

The Oregon T2 Center has been in existence since 1984 and, since then, has continuously offered a general training program that has provided essential safety and other practical training services to local public works agencies. The T2 Center has provided financial support for the implementation and field training associated with the Association of Oregon Counties' (AOC's) Integrated Road Information System (IRIS) since 1994. The current Roads Scholar Level 1 training program, comprised of ten core classes and four elective classes, was initiated by the T2 Center in 2001. There are currently over 1,100 active participants in the program and as of

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December 31, 2012 and 295 local agency public works employees had completed the program and received a certificate.

PROPOSED ACTIVITIES AND TASKS

In some recent years, the delivery of general training classes has been curtailed prior to the end of the year for lack of funds and in other years, requested training delivery has been deferred to the next calendar year in order to stay within budget. The AOC's IRIS program has needed additional funding for implementation and field training for some time and there has been a growing customer interest in an advanced Roads Scholar training program. Additional SPR Part 1 funding assures that the general training classes will be available to customers throughout the year, IRIS program implementation and training at the county level will be enhanced and a Roads Scholar Level 2 training program will be implemented.

PRODUCTS (Anticipated Quarter to be completed)

FY 2014

- Training courses delivered by Training and Development Specialists (Circuit Riders) and contract trainers
- Additional funding provided to the AOC for IRIS program implementation and training
- Course material and lecture notes for two Roads Scholar Level 2 training program classes – one by the end of CY 2014, one by April 2015
- Continued delivery of Roads Scholar Level 2 training classes

FY 2015

- Training courses delivered by Training and Development Specialists (Circuit Riders) and contract trainers
- Additional funding provided to the AOC for IRIS program implementation and training
- Course material and lecture notes for final Roads Scholar Level 2 training program class by the end of CY 2015
- Continued delivery of Roads Scholar Level 2 training classes

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15PF060 GIS, Mapping and EDMS

| | |
|---|--------------------------------|
| Project Manager: Brett Juul | Crew No: 6211 |
| Supervisor: David Ringeisen | No. of ODOT FTEs Funded: 12.26 |
| Organization Responsibility: TDD, Transportation Data Section, GIS Unit | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 889,514 | \$222,378 | \$1,111,892 |
| FY 2015 | \$1,175,244 | \$293,811 | \$1,469,055 |
| BIENNIAL TOTAL | \$2,064,758 | \$516,189 | \$2,580,947 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Provide standard and custom GIS and mapping products supporting ODOT's programs.

PREVIOUS WORK

- Transportation Urban Maps - All incorporated cities are compiled using spatial data and GIS processes with plots and digital files available publicly including all maps needed for the Federal Urban Area Boundary, Functional Classification, Intermodal Connections, Scenic Byways and National Highways System (NHS). This urban map series is on an annual update cycle.
- Transportation Rural Maps - Updates continue to be collected annually and map series is now on an annual update cycle.
- Efforts are being made to acquire annual corrections electronically with counties and cities.
- Utilizing inter-agency agreements ODOT and the University of Oregon's Info-Graphics Laboratory supplement staff efforts to maintain urban and rural map bases and generate GIS data.
- Data exchange partnerships are developed and maintained with cities, counties, COG's, MPO's and state agencies facilitating exchange of data.
- Process City Annexations, completed over 500 annually.
- Revise and maintain the Official Oregon Highway Map in preparation for publishing.
- Custom Projects – Completed over 500 custom projects annually utilizing Geographic Information Systems (GIS) data and software.
- Revised RES/RAZ map products.
- Semi-annually updated Oregon Natural Heritage Program, Fish Habitat Distribution, State Historic Preservation Office, and LiDAR datasets.

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- Revised GPS data collection, GIS desktop and web interfaces to RES/RAZ maps and environmental spatial data.
- Supported and/or provided GIS user training across Agency.

PROPOSED ACTIVITIES AND TASKS

- Provide updated Transportation Urban Map bases for ODOT and its customers
- Provide updated Transportation Rural Map bases for ODOT and its customers
- Provide updated EDMS RES/RAZ Map bases for ODOT and its customers
- Produce and provide custom map and GIS products for ODOT
- Create and maintain a well-managed spatial data repository
- Facilitate Intranet access to spatial data and GIS analysis
- Manage inter-agency agreements to update and maintain map bases, GIS data and provide computer applications which analyze and distribute spatial data

PRODUCTS (Anticipated Quarter to be completed)

- Transportation Urban Map bases (1st Qtr. FY 15)
- Transportation Rural Map bases (1st Qtr. FY 15)
- Deliver and maintain GIS applications providing access to GIS analysis (each quarter)
- Deliver technical support for GIS analysis across ODOT (each quarter)
- Produce custom map products to support ODOT's planning efforts (each quarter)
- Deliver mapping, spatial data and GIS analysis using the desktop, Intranet and Internet (each quarter)
- Publish the "Official Oregon Map" (every two years)
- Publish the ODOT Maintenance Map (4th Qtr. FY 2015)
- Publish SR-SAM RES/RAZ data and map statewide biennial (4th Qtr. FY 2015)
- Revise field, desktop, and web computer applications for GIS RES/RAZ data analysis and mapping (3rd Qtr. FY 2015)

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- Support the Oregon Transportation Plan, Highway Plan, STIP, Access Management, Freight Mobility, Salmon Resource and Sensitive Area Mapping and other planning functions
- Continue to enhance documentation and instruct Regions, Districts, and other Sections on how to use the TransInfo database and related products
- Update TransInfo from construction plans within one month of estimated completion date.
- Continue to maintain data accuracy using field inventory
- Develop cost-effective data reporting tools
- Provide data and custom reports on request
- Continue to enhance video quality and accessibility by upgrading equipment and processes
- Continue to provide custom request Video Log segments for use in litigation

PRODUCTS (Anticipated Quarter to be completed)

- Monthly update of the Internet report file (TransViewer) (Monthly)
- Data files for HPMS and Certified Mileage submittals (4th Qtr. FY 15)
- State highway data for the Oregon Mileage Report (4th Qtr. FY 15)
- Straightline Charts (average 40 sheets per quarter)
- GIS shapefiles to support TransGIS (1st Qtr. FY 15)
- Video Log DVDs and new online digital images (4th Qtr. FY 15)

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15PF070 Oregon Transportation Asset Management

Project Manager: Laura Wipper
Supervisor: Candice Leonard
Organization Responsibility: Strategic Business Services/Asset Management Integration

Crew No: 7030
No. of ODOT FTEs Funded: 3.0

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$409,031 | \$102,258 | \$511,289 |
| FY 2015 | \$767,431 | \$191,858 | \$959,289 |
| BIENNIAL TOTAL | \$1,176,462 | \$294,116 | \$1,470,578 |

Consultant Fees: (x) included in project total

Remarks

OBJECTIVE

ODOT seeks a facilitated and coordinated enterprise approach to managing ODOT's transportation infrastructure assets. It is necessary to enhance existing or establish relationships across individual assets, programs and initiatives as well as build and maintain a structure for common guidance. This effort addresses processes, data management, systems, tools and inventory for all assets in support of decision making for ODOT's ongoing quest to achieve its mission and goals.

PREVIOUS WORK

- Asset Management Strategic Plan
 - Asset Management Implementation Plan
 - Asset Management Communication Plan
 - Asset Management Technology Strategy
 - Asset Management Asset List
- Pilot Projects - development of new methodologies' and tools (Ongoing)
- FACS-STIP Tool - Data accessible using GIS based tools (Ongoing)
- GIS Applications delivering management system data for use in project development - (Ongoing)
- Web-based TransGIS - GIS map viewing/reporting application
- Develop and provide training on use of analysis tools/applications (Ongoing)
- GIS Transportation Data Base layers - Continuing enhancements (Ongoing)
- Development of Asset Data Collection Guides (Ongoing)
- Development of Policies, Standards, Processes, Guidelines and Tools in Support of Enterprise Data (Ongoing)

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PROPOSED ACTIVITIES AND TASKS

Integrated Decision-Making

- Provide integrated data for system decisions and asset prioritization in support of the Oregon Transportation Plan (OTP)
- Data Standards and Governance - ensure compliance with standards which are intended to improve reliability and accuracy of data across ODOT's business lines
- Complete and publish findings from Traffic Safety - Signalized Intersection Pilot
- Develop common goals, metrics and levels of service and goals across a variety of assets (ADA, traffic barriers, etc.)
- Implement findings from Corridor Management report

Inventory

- Finalize 1R mobile data collection applications and deploy to field for collection and management of data
- Complete analysis and make recommendation for GeoXT7 and mobile lidar for inclusion with existing inventory tools
- Update metadata for remaining 1R assets
- Develop and publish data maintenance plan for 1R assets
- Acquire, maintain and update asset inventory according to work plan

Integrated Data Systems

- Develop draft systems integration strategy
- Draft Asset Management Policy
- Create plan for business process models for 1R Assets
- Draft data maintenance plan for 1R assets

Integrated Reporting and Analysis Tools

- FACS-STIP Tool - Analyze ArcGIS version 10.2 and draft WOC to update layers and add reporting functionality
- TransInfo - Finalize contract to incorporate Signs and Reporting Database
- Maintain ODOT's ability to comply with standards for Financial Reporting (GASB)
- Evaluate other GIS-Based Tools for future incorporation (LiDar, mobile mapping)
- Draft Technology Strategy

PRODUCTS (Anticipated Quarter to be completed)

Project Initiatives - 2015

Integrating Decision-Making

- Enhanced asset reporting in FACS-STIP Tool
- Culvert project recommendations for next STIP on HMT (Highway Management Team) priority routes
- Procedure to locate traffic structures and report vertical clearance

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Inventory

- Culvert inventory on HMT priority routes
- Roadside Inventories for 1R projects
- Traffic Structure and Vertical Clearance on pilot highway segment.

Integrated Data Systems

- CHAMPS-ArcGIS Reconciliation Tool
- Sign data migration into *TransInfo*

Integrated Reporting & Analysis Tools

- Evaluate use of mobile scanner data
- Sustain functionality of FACS-STIP Tool
- Data collection applications for 1R Roadside Inventory

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Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF072 Project Safety Management System

Project Manager: Doug Bish

Crew No: 7615

Supervisor: Bob Pappé

No. of ODOT FTEs Funded: 0.5

Organization Responsibility: Traffic/Roadway Section

Others Involved: Safety Division

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$129,410 | \$14,812 | \$144,222 |
| FY 2015 | \$ 93,518 | \$10,704 | \$104,222 |
| BIENNIAL TOTAL | \$222,928 | \$25,516 | \$248,444 |

Consultant Fees: (x) included in project total

Remarks The splits between consultants and FTE has varied over the years, still anticipate variations.

OBJECTIVE

The development and enhancement of ODOT's Project Safety Management System. In 2007 the traffic fatality rate in Oregon was 1.31 fatalities per 100 million vehicle miles, in 2009 the rate has been reduced to 1.04. ODOT's current goal is to reduce the rate to 0.99 by the year 2010 and ultimately to reduce fatality rate to 0.97 by 2015.

PREVIOUS WORK

The PSMS is composed of two distinct elements. These elements are the Highway Safety Program (HSP) and the Safety Priority Index System (SPIS). In addition a new element was added, a description of each element is as follows:

- ODOT Highway Safety Program is a program for funding Safety Improvements. It is made up of the Highway Safety Improvement Program (HSIP) which was a new program in 2012 from the Moving Ahead for Progress in the 21st Century Act (MAP-21). It continues HSIP as a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

It allocates approximately more than \$18 million in federal funds annually to safety. In addition ODOT has set aside another \$4 million of funds for safety improvements for a total annual investment of over \$22 million per year for the 2014 through 2015 program years. Project selection is based on addressing the highest need areas using either benefit-cost criteria or SPIS sites to provide project justification.

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- SPIS is a prioritizing tool used to “flag” areas of high crash history on state highways. A list of top 10 percent SPIS sites is provided to Regions annually for analysis and action. Regions investigate top 10% SPIS sites and diagnose areas of concern.
- In addition in 2012 ODOT will be administering a new program to address road departure crashes in Oregon. The program will dedicate funds from ODOT’s 164 penalty (DUII penalty) to address road departure in a more systematic fashion. The program is data driven and primarily funds low cost, cost effective measures over a wide area of the state.

Activities and deliverables in the last biennium include:

- Revised and developed new methods to the Safety Investigation Manual for Region Safety Investigators which was developed by OSU and PSU.
- Revised cost benefit form and countermeasure table and their associated reduction in crashes.
- Managed SPIS analysis and consolidate the work of regions to review top 5%. Produced top 10% report for each year and posted on FHWA website.
- Reviewed work on Highway Safety Manual and Safety Analyst at the national level.
- Revised to reflect new methods of policies and guidance for the Safety program including updated safety related issues in other ODOT standards, policies and guidance. Produced update HSP program guide and posted on internet.
- Developed new SPIS tool in GIS capable of performing SPIS on all public roads (a methodology for identifying top 10% high crash locations).
- Incorporated the Highway Safety Manual into ODOT methods.
- Developed and presented local agency training on safety systems and strategies.
- Provided technical assistance to HSM calibration and data needs.
- Participated in the implementation phase on the intersection safety focus areas and safety edge roll-out in 2013.
- Collaborated and provided technical assistance to the Transportation Safety Division for the Strategic Highway Safety Plan.
- Produced required HSIP reports to FHWA annually.
- Revised and improved Highway Safety Program website to include more information and links to ODOT’s safety data, tools and reports.
- Implemented the new program for roadway departure crashes funded with 164 funds.
- Implemented recommendations for a new collision Diagramming tool.

PROPOSED ACTIVITIES AND TASKS

The following are proposed activities for 2013-2015:

- Enhance the reporting, accuracy, and usefulness of the PSMS. Continue development and refinement of the Safety Tools, including:
 - Revision of the Benefit Cost Spreadsheet
 - Development of a before and after evaluation tool/spreadsheet
 - Complete development of a new SPIS for all public roads with some enhancements to current SPIS
 - Implement and improve road departure projects program

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- Implement Intersection improvement projects program
- Develop and implement the Bike/Pedestrian Safety Plan
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Research performance measures other states are using for effectiveness of safety projects, countermeasures, etc.
- Implement the new Highway Safety Manual and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
 - Evaluate data requirements of new Highway Safety Manual methodologies
 - Continue to test and develop data extracts for new Safety Analyst
 - Provide or obtain training for regions and HQ staff on the new Highway Safety Manual procedures
 - Compare ranking of intersections in SPIS to HSM methods
 - Participate in AASHTO pooled fund study for HSM implementation
 - Complete an evaluation of Safety Performance functions (HSM) for Signalized Intersections
 - Get buy-in of ODOT management to collect HSM data as identified in the plan
- Expand communication between and collaborate within ODOT and local agencies responsible for safety.
 - Train Local agencies in systemic approach
 - Implement systemic measures on the local road system
 - Evaluate how to update systemic plans on a regular basis
 - Continue to improve coordination and communication with local agencies responsible for safety
- Implement a transition program for local agency funding
- Work towards a jurisdictionally blind system for safety funding
- Continue to develop New SPIS and Top 5% sites for all roads
 - Develop Training Material for the New SPIS
 - Train locals on the use of new SPIS all public roads
 - Evaluate and improve the SPIS process
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety
 - Study benefits of red clearance extension to reduce red light running
 - Evaluate and implement variable speed systems to reduce weather related incidents
 - Update Rail Preemption Guidance to include latest technology
 - Continue to encourage use of roundabouts and separation of turning movements at rural intersections
 - Evaluate the use of Bicycle Signals in Oregon
 - Encourage and expand the use of Rumble Strips in Oregon
 - Develop and begin implementing a plan for improved curve warning signing/delineation

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PRODUCTS (Anticipated Quarter to be completed)

- HSIP Annual Reports (1st Qtr. FY 15)
- PSMS Biennial Report (4th Qtr. FY 15)
- Top 5% Hazardous Sites Annual Report (2nd Qtr. FY 15)
- Revised SPIS Methods for reporting top 5% sites for all public roads (2nd Qtr. FY 2014)
- Production of SPIS reports to ODOT Regions, Cities and Counties (July of each year)
- Policies and procedures for All Roads Safety Program (when needed)
- Calibrate Safety Performance Functions (SPFs) from Highway Safety Manual (as needed)
- Data gaps/needs list to implement Highway Safety Manual (on going)
- Implement research on use of Safety Edge in Oregon (1st Qtr. FY 2014)
- Intersection systematic improvements plan

New for 2014

- Implement Pedestrian/Bicycle Safety Implementation Plan
- Plan for MAP 21 requirement to collect Fundamental Data Elements (FDE's)
- Evaluate and pilot trail of Signalized Intersections data gathering for FDE's
- Application process and benefit cost analysis procedures for All Roads Transportation Safety
- Crash modification Factors List for use with All Roads Safety Program
- GIS SPIS methods to look for efficiencies to produce reports faster
- Revise OASIS to include Roadway Departure flag and Intersection flags to allow for updating Roadway Departure Plans and Intersection Plans
- Roadway Departure Plan Update
- Work with Transportation Development Division to incorporate high priority safety locations from the Roadway Departure plan, Intersection plans and Pedestrian/Bicycle Plan into TransGIS and/or FACSTIP tools

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15PF080 Crash Analysis and Reporting

Project Manager: Robin Ness

Crew No: 6213

Supervisor: Dave Ringeisen

No. of ODOT FTEs Funded: 19

Organization Responsibility: Transportation Data Section, CARS Unit

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$1,106,364 | \$126,628 | \$1,232,992 |
| FY 2015 | \$1,105,773 | \$126,561 | \$1,232,334 |
| BIENNIAL TOTAL | \$2,212,137 | \$253,189 | \$2,465,326 |

Consultant Fees: (0) included in project total

Remarks

OBJECTIVE

Assimilate, analyze, warehouse, and distribute motor vehicle crash information on Oregon's public roadway network.

Proactively promote use of motor vehicle traffic crash data as identification and planning tool to decrease numbers of motor vehicle crashes, and related occupant, pedestrian and bicyclists' deaths on Oregon's roadway network.

PREVIOUS WORK

- Provided annual Crash Summary and Crash Rate publication to public and private organizations throughout Oregon.
- Provided ad hoc vehicle crash reports, crash spot maps and intersectional crash diagrams to public and private organizations including local Oregon governments, radio, television and newspapers as well as internal ODOT staff.
- Supported various initiatives by ODOT's Transportation Safety Division by providing data, reports, maps, and diagrams.
- Supporting Motor Carrier Transportation Division by meeting federal motor carrier crash data performance measures.
- Maps and crash data and analysis provided to Oregon State Police to target high crash and crash death roadway segments for patrol prioritization.
- Annual localized crash data books for police agencies strategic patrolling
- Provided Crash Priority Index Listings to customers identifying highest crash locations based on crash rate.
- Safety Corridor analysis for commissioning and decommissioning purposes.

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- Worked cooperatively with Driver and Motor Vehicle Services to expedite processing of crash reports.
- Developing GIS crash data and data collection methods
- Partnered with GIS to develop new GIS tool for use geolocating crash sites

PROPOSED ACTIVITIES AND TASKS

- Publish the Annual Quick Facts Report, Crash Summary, State Highway Crash Rate Report, and State Highway Motor Carrier Crash Rate Books
- Create annual Crash Priority Index Listings
- Provide ad hoc crash reports, maps, and diagrams upon request
- Code 50,000+/- crash case files per year (varies annually)
- Provide data, data reports, and spot maps supporting Oregon's Motor Carrier Transportation Division's truck safety program
- Provide support for the Federal Motor Carrier Safety Administration (FMCSA) programs with data for MCMIS and SafetyNet
- Develop data metrics reports recommended in the 2010 Traffic Records Assessment
- Active implementation of process improvements identified in joint meetings with the Driver and Motor Vehicles Division & Motor Carrier Transportation Division
- Provide outreach to educate organizations on the types and availability of crash data available for their organization's use
- Provide training for crash data users to improve project selection
- Develop improved crash data coder technical training procedure to reduce training time and expedite productivity in coding
- Increase accessibility to crash data
- Revise coder training/procedural manual to support reduced training time and added productivity and accuracy in coding
- Implement additional data validations and quality assurance metrics
- Provide Oregon crash data and subject expert assistance for FHWA and SAIC to identify and test safety countermeasures, to develop safety guidance documents
- Continued partnering with OSP to develop OSP area crash rates to assist meeting their key performance measure goals
- Partner with ODOT Traffic Mgmt to research and analyze level of unreported PDO crashes
- Coordinate and participate in the Traffic Records Coordination Committee (TRCC)

PRODUCTS (Anticipated Quarter to be completed)

- Annual Crash Summary (June 15th) and Crash Rate Reports (July 15th)
- Annual Quick Facts Report (June 15th)
- Ad hoc data, reports, maps, and diagrams (as requested)
- Annual Law Enforcement Crash Data Priority Reports (October 30th)
- Annual data extracts for ODOT safety systems (Safety Priority Index System (SPIS) (April 15th))
- Technical Assistance to further analysis tool development, (TransViewer, Crash Magic On-line, TransGIS, etc.) (ongoing as needed)

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- Annual data extracts and basic reports for Local Governmental jurisdictions (July 1st)
- Publish State Highway and non-state roadway system crash data available on the Intranet and Internet (approx.4-6 months after crash date)
- Produce spatial (GIS) crash data available on state and local roads (August 30th)
- Provide data for the Transportation Safety Division's annual performance goal development.(June 15th)
- Provide data for the Transportation Safety Division Safety Action Plan (July 30th)
- Annual Data Evaluation and Recommendations on the Oregon Safety Corridor Program (October 15th)
- Motor Carrier crash rate data to support the FMCSA MCMIS and SafetyNet data systems (September 15th)

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PROPOSED ACTIVITIES AND TASKS

- Ensure FHWA guidelines are met in the compilation and timely submittal of HPMS data
- Modify HPMS data management practices to match updated FHWA guidance as needed
- Update Oregon Federal Aid Urban Boundaries and corresponding FC to meet FHWA requirements following the 2010 census
- Maintain the Functional Classification System and the National Highway System to ensure compliance with federal guidelines
- Collect data from field inventory and coordinate with ODOT units responsible for various data elements
- Maintain and submit GIS network information as required by FHWA
- Process FC and NHS change requests and submit to FHWA within 30 days of receipt or as agreed upon
- Maintain FC and NHS transportation maps
- Continue to merge and update legacy database systems in support of FHWA requirements
- Send annual revision requests to each agency or jurisdiction for a review of their system for elements such as roadway type, number of travel lanes, and other road asset data
- Produce the Certified Mileage Report
- Produce the Oregon Mileage Report
- Continue to enhance accessibility to standard system reports

PRODUCTS (Anticipated Quarter to be completed)

- Highway Performance Monitoring System (HPMS) submittal (4th Qtr. FY 15)
- Certified Mileage Report (4th Qtr. FY 15)
- Oregon Mileage Report (1st Qtr. FY 15)
- Highway Performance Monitoring System (HPMS) universe data (4th Qtr. FY 2015)
- Update of the Federal Aid Urban Boundaries following the 2010 census
- Update of FC following the 2010 census

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15PF093-000 Traffic Monitoring System

| | |
|--|------------------------------|
| Project Manager: Don R. Crownover | Crew No: 6210 |
| Supervisor: Dave Ringeisen | No. of ODOT FTEs Funded: 5.6 |
| Organization Responsibility: Transportation Data Section, Transportation Systems Monitoring Unit | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 565,390 | \$141,347 | \$ 706,737 |
| FY 2015 | \$ 565,842 | \$141,461 | \$ 707,303 |
| BIENNIAL TOTAL | \$1,131,232 | \$282,808 | \$1,414,040 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

This program funds activities to obtain data for accurate estimates of traffic volumes on all state highways, publish an annual publication showing these estimates, and make data available through other sources such as the internet.

Collect composition of traffic by vehicle type for use in planning, design, operations and highway economic studies.

Provide traffic-related information for the highway system and its usage to FHWA, ODOT and its customers.

PREVIOUS WORK

This program has been operated as a state funded program since 1937. There are 179 Automatic Traffic Recorders (ATRs) operating and collecting data 24 hours a day, seven days per week. These ATRs are serviced by region field personnel. In addition to servicing the ATRs, the regions collect approximately 2,400 road tube coverage counts per year, approximately 600 interchange counts per year, and 400 manual traffic classification counts per year.

PROPOSED ACTIVITIES AND TASKS

This EA funds only the Salem central office portion of the program. Separate EAs are used for field data collection.

- Edit and summarize coverage counts on state highways. Edit and summarize traffic counts as required for the Highway Performance Monitoring System.

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- Measure and tally the types and axle arrangements of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicles at the Automatic Traffic Recorder (ATR) stations every three years.
- Assist the regions in procurement and maintenance of the microprocessor equipment for Automatic Traffic Recorder (ATR) stations and portable counters statewide. All stations are telemetry stations.
- Prepare seasonal and growth factors.
- Prepare and publish the annual Transportation Volume Tables and the Statewide Traffic Flow Map.

PRODUCTS (Anticipated Quarter to be completed)

- Annual Transportation Volume Tables, traffic flow map, and traffic year end summaries (1st Qtr. FY 15)
- Critical hour summaries (3rd Qtr. FY 15)
- Internet Transportation Volume Tables (1st Qtr. FY)
- Processed manual traffic classification count reports (each quarter)
- Provide traffic data for the Highway Performance Monitoring System (4th Qtr. FY 15)
- Monthly upload of traffic data

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the regions collect approximately 2,400 road tube coverage counts per year, approximately 600 interchange counts per year, and 400 manual traffic classification counts per year.

PROPOSED ACTIVITIES AND TASKS

Place road tubes and counters on highways to collect volumes and vehicle classification. Collect coverage counts on state highways. Collect traffic counts as required for the Highway Performance Monitoring System.

Measure and tally the types and axle arrangements of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicles at the Automatic Traffic recorder (ATR) stations every three years.

Maintain equipment for Automatic Traffic recorder (ATR) stations and portable counters statewide. All stations are telemetry stations.

This EA funds only the region portion of the program. The central office functions for summarizing and publishing data are under a separate EA.

PRODUCTS (Anticipated Quarter to be completed)

- Field data sheets for hose counts (3rd Qtr. FY 15)
- Manual count sheets for classification count files (2nd Qtr. FY 15)
- Machine readable machine classification count files (2nd Qtr. FY 15)
- Inspection and inventory data for filed ATR stations (3rd Qtr. FY 15)
- Test documentation for traffic counter certification (3rd Qtr. FY 15)
- Digital video files for classification counts (2nd Qtr. FY 15)

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15PF093-301 Traffic Monitoring System Reg. 3

Project Manager: Shyam Sharma

Crew No: 3670

Supervisor: Mark Thompson

No. of ODOT FTEs Funded: .75

Organization Responsibility: Region 3 Traffic Operations

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$66,200 | \$16,550 | \$82,750 |
| FY 2015 | \$41,400 | \$10,350 | \$51,750 |
| BIENNIAL TOTAL | \$107,600 | \$26,900 | \$134,500 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

This program funds data collection activities in the highway region to compute accurate estimates of traffic volumes on all state highways and some non-state highways for the Highway Performance Monitoring System (HPMS) program.

These volumes are used to develop an annual publication detailing these estimates, and are made available through other sources (e.g. the internet, volume tables).

This program also funds all activities to maintain and repair Automatic Traffic Recorder (ATR) stations throughout Region 3. These ATRs collect traffic data 24 hours a day, 365 days a year, and are used as control points for the development of seasonal adjustment factors to adjust collected traffic volumes. The ATR data is also used for hourly and day-of-week adjustment factors. Activities include maintaining an inventory of condition of the state and traffic loops in the roadway for data collection purposes.

Collect composition of traffic by vehicle type for use in design, operations, and highway economic studies.

Provide traffic-related information for the highway system and its use to FHWA and the public.

PREVIOUS WORK

This program has been operating as a state-funded program since 1937. There are 130 ATRs operating and collecting data 24 hours a day, 365 days a year. These ATRs are serviced by Region 3 personnel. In addition to servicing the ATRs, each year Region 3 personnel collect:

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between 1,700 and 1,800 roadtube counts; 600 interchange counts; 100 manual classification counts; and 70 HPMS manual counts.

PROPOSED ACTIVITIES AND TASKS

Place road tubes and counters on highways to collect volumes and vehicle classification. Collect coverage counts on state highways. Collect traffic counts as required for the Highway Performance Monitoring System.

Measure and tally the types and axle arrangements of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicles at the Automatic Traffic recorder (ATR) stations every three years.

Maintain equipment for Automatic Traffic recorder (ATR) stations and portable counters statewide. All stations are telemetry stations.

This EA funds only the region portion of the program. The central office functions for summarizing and publishing data are under a separate EA.

PRODUCTS (Anticipated Quarter to be completed)

- Inspection and inventory data for filed ATR stations (ongoing)
- Field data sheets for hose counts (ongoing)
- Manual count sheets for classification count files (ongoing)
- Machine readable machine classification count files (ongoing)
- Test documentation for traffic counter certification. (ongoing)

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15PF093-401 Traffic Monitoring System Reg. 4

| | |
|--|--------------------------|
| Project Manager: Hans Beernink | Crew No: 4002 |
| Supervisor: Amy Pfeiffer | No. of ODOT FTEs Funded: |
| Organization Responsibility: Region 4 Planning and Programming | |

Others Involved: Joel MCCarroll – R4 Traffic Manager

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 93,600 | \$23,400 | \$117,000 |
| FY 2015 | \$186,558 | \$46,640 | \$233,198 |
| BIENNIAL TOTAL | \$280,158 | \$70,040 | \$350,198 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

Traffic Monitoring: This program funds data collection activities in the highway region to compute accurate estimates of traffic volumes on all state highways.

These volumes are used to develop an annual publication showing these estimates, and make data available through other sources such as the internet.

This program also funds all activities to maintain and repair Automatic Traffic Recorder (ATR) stations throughout the state. These ATRs collect traffic volumes 365 days a year, 24 hours a day and are used as control points for the development of seasonal factors to adjust other collected volumes. The ATR data is also used for hourly and day of week adjustment factors. Activities also include maintaining an inventory of condition of the station and traffic loops in the roadway for data collection purposes.

Collect composition of traffic by vehicle type for use in design, operations and highway economic studies.

Provide traffic-related information for the highway system and its usage to the Administration and the public.

HPMS: This program funds data collection activities in the highway region to provide traffic data to maintain Oregon's Highway Performance Monitoring System (HPMS) files. These files provide data for the annual federally mandated submittal to FHWA. This data is used to support FHWA programs, determine funding allocations, and report to Congress on the state of the nation's roads. The data is also used in the HPMS Analytical package and the Highway Economic Requirements System for corridor studies and other ODOT needs studies.

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The data is collected on both state and non-state highways. This data is also collected to classify vehicles as to vehicle type for use in the HPMS data base.

PREVIOUS WORK

Traffic Monitoring: This program has been operated as a state funded program since 1937. There are approximately 143 Automatic Traffic Recorders (ATRs) operating and collecting data 24 hours a day, seven days a week. These ATRs are serviced by region field personnel. In addition to servicing the ATRs, the regions collect approximately 2,400 road tube coverage counts per year, approximately 600 interchange counts per year, and 100 manual traffic classification counts per year.

HPMS: The past few years, the HPMS data base submittal was completed on time and accepted by FHWA. Methodology has been revised as necessary to provide data to FHWA, the Administration, and the public. This program funds collection of approximately 120 HPMS manual counts and approximately 500 road tube counts per year.

PROPOSED ACTIVITIES AND TASKS

Traffic Monitoring: Place road tubes and counters on highway to collect traffic volumes and vehicle classification. Collect coverage counts on State Highways. Collect traffic counts as required on non-state highways for the Highway Performance Monitoring System.

Measure and tally the types and axle arrangements of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicles at the Automatic Traffic Recorder stations every three years.

Maintain microprocessor equipment for Automatic Traffic Recorder (ATR) stations and portable counters statewide. Most stations are telemetry stations. Lap top computers are used to collect the data at the remaining stations.

HPMS: Summarize and tabulate the data for HPMS analysts in Salem Central Office. Data is collected on the non-state system on a three year update cycle.

This EA funds only the region portion of the program. The central office functions for the summarizing and publishing data are under a separate EA.

Tube/Radar Locations: 301 (300 tube locations and 1 radar location)

Video Locations: 14

Note: In order to reduce the risk to be field personnel we are using spotters more frequently when working in traffic and use video counts where using tubes proves risky. These safety critical items increase expense to the program.

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PRODUCTS (Anticipated Quarter to be completed)

- Field data sheets for hose counts (April-October)
- Manual count sheets for classification counts (April – October)
- Machine readable machine classification count files (Ongoing)
- Inspection and inventory data for filed ATR stations (Ongoing)
- Test documentation for traffic counter certification (Ongoing)
- Purchasing documentation for field equipment purchases (Ongoing)

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF093-501 Traffic Monitoring System Reg. 5

Project Manager: Jeff Wise

Crew No: 5670

Supervisor: Monte Grove

No. of ODOT FTEs Funded: 1

Organization Responsibility: Region 5 Traffic

Others Involved: Tom Wallace, Teresa Penninger

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 98,494 | \$24,624 | \$123,118 |
| FY 2015 | \$ 98,494 | \$24,624 | \$123,118 |
| BIENNIAL TOTAL | \$196,988 | \$49,248 | \$246,236 |

Consultant Fees: (\$0) included in project total

Remarks: State Temporary Employees included in estimate.

OBJECTIVE

Traffic Monitoring – This program funds traffic data collection activities in the highway Region to compute estimates of traffic volumes on all state highways and some non-state highway segments in ODOT’s Region 5 for the Highway Performance and Monitoring Program.

These traffic volumes are used to develop an annual publication showing these estimates, and make traffic data available through other sources such as the internet.

This program also funds all activities to maintain and repair Automatic Traffic Recorder (ATR) stations throughout the State. These ATRs collect traffic volumes 365 days per year, 24 hours per day and are used as control points for the development of seasonal adjustment factors to adjust other collected volumes. The ATR data is also used for hourly and day of week adjustment factors. Activities also include maintaining an inventory of condition of the station and traffic loops in the roadway for data collection purposes.

Collect composition of traffic by vehicle type for use in design, operations, and highway economic studies.

Provide traffic related information for the highway system and its usage to the Administration and the public.

HPMS – This program funds data collection activities in the highway region to provide traffic data to maintain Oregon’s Highway Performance Monitoring System (HPMS) files. These files provide data for the annual federally mandated submittal to FHWA. This data is used to support FHWA programs, determine funding allocations, and report to Congress on the state of the nation roads.

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The data is also used in the HPMS Analytical package and the Highway Economic Requirements System for corridor studies and other ODOT needs studies.

The data is collected on both state and non-state highways. This data is also collected to classify vehicles as to vehicle type for use in the HPMS data base.

PREVIOUS WORK

Traffic Monitoring – This program has been operated as a state funded program since 1937. There are approximately 143 Automatic Traffic Recorders (ATRs) operating and collecting data 24 hours a day, seven days a week. These ATRs are serviced by region field personnel. In addition to servicing the ATRs, the regions collect approximately 2,400 road tube coverage counts per year, approximately 600 interchange counts per year, and 100 manual traffic classifications counts per year.

HPMS – The past few years, the HPMS data base submittal was completed on time and accepted by FHWA. Methodology has been revised as necessary to provide data to FHWA, the Administration, and the public. This program funds collection of approximately 120 HPMS manual counts and approximately 500 road tube counts per year.

PROPOSED ACTIVITIES AND TASKS

- Place road tubes and counters on highway to collect traffic volumes and vehicle classifications. Collect coverage counts on the State Highways. Collect traffic counts as required on non-state highways for the Highway Performance Monitoring System.
- Measure and tally the types and axle arrangement of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicle at the Automatic Recorder Station every three years. This cycle for classification includes 1/3 of the ATR stations per year.
- Maintain micro processor equipment for the Automatic Traffic Recorder Stations and portable counters statewide. All stations are telemetry stations.
- The identified EA funds only the Region portion of the program. The central office functions for summarizing and publishing data are under a separate EA.

PRODUCTS (Anticipated Quarter to be completed)

- Field data sheets for hose counts (1st Qtr. FY 15)
- Manual count sheets for classification counts
- Machine readable machine classification count files (1st Qtr. FY 15)
- Inspection and inventory data for field ATR stations (3rd Qtr. FY 15)
- Test documentation for traffic counter certification (3rd Qtr. FY 15)
- Purchasing documentation for field equipment purchases (4th Qtr. FY 15)
- Digital Video Recorder (DVR) counts. 20 to 30 classification counts for 16 hr to 24 hr. periods.
- DVR for State and HPMS classification counts and ATR verification and testing.

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15PF111 and 112 Portland Metropolitan Area Planning - PL & STP Funds

Project Manager: Lidwien Rahman Crew No: 1053
 Supervisor: Kirsten Pennington No. of ODOT FTEs Funded: 0
 Organization Responsibility: Region 1 Policy and Development

Others Involved:

Summary of Project Costs

| PL TOTAL ESTIMATE | PL | STATE | TOTAL | |
|-------------------------|--------------------|------------------|--------------------|--------------------|
| FY 2014 | \$1,966,279 | \$225,049 | \$2,191,328 | |
| FY 2015 | \$2,290,769 | \$262,188 | \$2,552,957 | |
| BIENNIAL TOTAL | \$4,257,048 | \$487,237 | \$4,744,285 | |
| | | | | |
| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL | |
| FY 2014 | \$ 503,440 | \$125,860 | \$ 629,300 | |
| FY 2015 | \$ 503,440 | \$125,860 | \$ 629,300 | |
| BIENNIAL TOTAL | \$1,006,880 | \$251,720 | \$1,258,600 | |
| | | | | |
| STP TOTAL ESTIMATE | STP | STATE | OTHER | TOTAL |
| FY 2014 | \$1,848,263 | \$225,000 | \$211,542 | \$2,284,805 |
| FY 2015 | \$2,526,379 | \$225,000 | \$289,155 | \$3,040,534 |
| BIENNIAL TOTAL | \$4,374,642 | \$450,000 | \$500,697 | \$5,325,339 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
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15PF120 Region 1 Long Range Planning

Project Managers: Kirsten Pennington/Alan Snook Crew No: 1053/1091
Supervisor: Kirsten Pennington No. of ODOT FTEs Funded: 6.0
Organization Responsibility: Region 1 Policy and Development

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$1,024,319 | \$117,238 | \$1,141,557 |
| FY 2015 | \$1,050,897 | \$120,280 | \$1,171,177 |
| BIENNIAL TOTAL | \$2,075,216 | \$237,518 | \$2,312,734 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

The program covered by this application includes development of long-range, mid-range and short-range system and implementation plans that identify and prioritize actions and transportation improvements for all modes of transportation on ODOT facilities. Scheduled work under this project also includes projects dedicated to improving planning processes in a time of scarce resources for planning and implementation (e.g. tying planning to implementation and communication and outreach).

PREVIOUS WORK

Substantial planning work has previously been performed under this program. Both federal and state funds have been used for this project in the past. Primary pieces of work in the previous biennium included: I-5/I-84 Refinement Plan (Rose Quarter), Mt. Hood Multimodal Plan, SW Corridor Plan, TV Highway Corridor Plan, East Metro Corridor Plan, Regional Safety Action Plan, Climate Change Scenario Work, Corridors-Bottlenecks Operations Study.

PROPOSED ACTIVITIES AND TASKS

The tasks associated with this project are aimed at meeting and implementing federal regulations, requirements of the Oregon Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP) and other transportation modal plans. The Products section below includes additional details.

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PRODUCTS (Anticipated Quarter to be completed)

| Project & Deliverables | Start Date | Estimated Completion Date | Consultant Budget | ODOT Staff Budget | TOTAL BUDGET |
|--|-----------------|---------------------------|-------------------|-------------------|------------------|
| Metro Regional Long Range Projects <ul style="list-style-type: none"> • RTP evaluation and implementation; final RTP document • Climate change scenario analysis and study • Powell-Division plan development • SW Corridor plan development • Alternative performance measures development • Policy analysis summaries and recommendations related to the Regional Transportation Plan, Regional Transportation Functional Plan, Urban/Rural Reserves, and other long range planning projects | Q3 2013 | Q2 2015 | | \$200,000 | \$200,000 |
| Mt. Hood Multimodal Plan <ul style="list-style-type: none"> • Financially-constrained implementation strategy focused on safety and transportation options in the Mt Hood area (US 26/OR 35 corridor) • Public involvement summary • Coordination agreements with stakeholders in the area, including the U.S. Forest Service and Clackamas and Hood River Counties. | Started Q2 2012 | Complete | | \$120,000 | \$120,000 |
| Historic Columbia River Highway Related Planning <ul style="list-style-type: none"> • Starvation Creek agreement • Issues identification summary report | Q4 2013 | Q4 2015 | \$50,000 | \$200,000 | \$250,000 |

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| | | | | | |
|--|---------|---------|-----------|-----------|------------------|
| <ul style="list-style-type: none"> • Visual resource report • HCRH maintenance agreement • Gorge bike hubs plan • Congestion management plan | | | | | |
| Active Transportation Implementation Strategy <ul style="list-style-type: none"> • Needs assessment • Solutions strategy • Outreach plan and summary | Q3 2013 | Q2 2015 | \$150,000 | \$60,000 | \$210,000 |
| Active Traffic Management Strategy & Analysis <ul style="list-style-type: none"> • ATMS Strategy and Concept Report (Implementation Plan for Bottlenecks) | Q4 2013 | Q4 2015 | \$140,000 | \$100,000 | \$240,000 |
| Corridor Bottleneck Operations Study Concept Development (CBOS) <ul style="list-style-type: none"> • Conceptual development of short-mid range solutions for I-5, I-205, I-84, I-405, US 26 bottlenecks | Q3 2013 | Q2 2015 | \$50,000 | \$150,000 | \$200,000 |
| Communications and Outreach Documentation and Deliverables <ul style="list-style-type: none"> • Recommendations for visual communication, online communication, documents • Outreach strategy plan for underserved communities • Visuals for communicating complex planning concepts to a wide audience | Q3 2013 | Q2 2015 | \$175,000 | \$50,000 | \$225,000 |
| 82 nd Avenue Plan <ul style="list-style-type: none"> • Safety, transportation and land use options • Implementation Plan | Q4 2014 | Q4 2015 | \$100,000 | \$210,598 | \$310,598 |
| Federal Functional Class Review <ul style="list-style-type: none"> • Recommendations for FC designations in Region 1 area | Q4 2013 | Q2 2015 | | \$20,000 | \$20,000 |
| Before & After CBOS Assessment | Q1 2014 | Q2 2015 | | \$75,000 | \$75,000 |

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 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

| | | | | | | |
|--|---------|---------|--|------------------|--------------------|--------------------|
| <ul style="list-style-type: none"> • Issues identification • Findings report | | | | | | |
| SW Corridor <ul style="list-style-type: none"> • Plan development and alternative refinement | Q1 2014 | Q4 2015 | | \$600,000 | \$600,000 | |
| Clackamas County Local TSP Work <ul style="list-style-type: none"> • Lake Oswego TSP | Q1 2014 | Q4 2015 | | \$30,000 | \$30,000 | |
| Multnomah County Local TSP Work <ul style="list-style-type: none"> • Portland TSP | Q1 2014 | Q4 2015 | | \$40,000 | \$40,000 | |
| Washington County Local TSP Work <ul style="list-style-type: none"> • Washington County TSP | Q1 2014 | Q4 2015 | | \$40,000 | \$40,000 | |
| Hood River County Local TSP Work | Q1 2014 | Q4 2015 | | \$10,000 | \$10,000 | |
| Clackamas County UGB Concept Plans <ul style="list-style-type: none"> • Frog Pond/Advance Road • Oregon City South End | Q1 2014 | Q4 2015 | | \$15,000 | \$15,000 | |
| Multnomah County UGB Concept Plans | Q1 2014 | Q4 2015 | | \$5,000 | \$5,000 | |
| Washington County UGB Concept Plans <ul style="list-style-type: none"> • Area 93 • Basalt Creek • Cornelius Urban Reserves • Forest Gove Westside • River Terrace • South Cooper Mountain South Hillsboro • Tonquin Employment Area (Sherwood) • West Sherwood | Q1 2014 | Q4 2015 | | \$20,000 | \$20,000 | |
| TOTAL BIENNIAL BUDGET | | | | \$665,000 | \$1,868,115 | \$2,533,115 |

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- Colwood Industrial Plan Amendment – Zone change in the City of Portland of 48 acres from Open Space (golf course) to industrial. ODOT negotiated with the City and applicant for improvements to the NE Killingsworth ST/ I-205 interchange to mitigate the effect the land use intensification is anticipated to have on the transportation system.
- Nyberg Rivers – Redevelopment of an older shopping center with a Cabela’s and New Seasons grocery store in the City of Tualatin at the SW Nyberg St/I-5 interchange. Mitigation included a new right turn lane, sidewalk, bike lane, closure of an existing driveway near the ramp terminal, and vacant of ODOT property that was no longer needed.

PROPOSED ACTIVITIES AND TASKS

- Review and analysis of the transportation-related implications of site development plans and develop written responses.
- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system and develop written responses.
- Review public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCDD) and develop written responses as appropriate.
- Prepare oral and written testimony for development review land use actions.
- Negotiate with local government representatives and developer representatives to address mitigation of impacts to the state transportation system, resulting in mitigation agreements.
- Maintain development review activity log.

PRODUCTS (Anticipated Quarter to be completed)

This project is an ongoing project from year to year. For the 2014 fiscal year effort, the start date is July 1, 2013 through June 30, 2014. For the 2015 fiscal year effort, the start date is July 1, 2014 through June 30, 2015.

- Review of over 2,000 land use notices
- Enter and track over 100 land use cases into the statewide Development Review database
- Develop Written Responses on review of proposed land use actions
- Develop mitigation agreements
- Prepare and deliver testimony as needed

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF201 and 202 Central Lane MPO Planning - PL & STP Funds

| | |
|--|----------------------------|
| Project Manager: Savannah Crawford | Crew No: 2021 |
| Supervisor: Lisa Nell | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 2 Planning | |

Others Involved:

Summary of Project Costs

| PL TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|------------------|--------------------|
| FY 2014 | \$548,989 | \$ 62,834 | \$ 611,823 |
| FY 2015 | \$407,400 | \$ 46,629 | \$ 454,029 |
| BIENNIAL TOTAL | \$956,389 | \$109,463 | \$1,065,852 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$141,328 | \$35,332 | \$176,660 |
| FY 2015 | \$141,328 | \$35,332 | \$176,660 |
| BIENNIAL TOTAL | \$282,656 | \$70,664 | \$353,320 |

| STP TOTAL ESTIMATE | STP | OTHER | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 615,694 | \$ 70,469 | \$ 686,163 |
| FY 2015 | \$ 595,000 | \$ 68,100 | \$ 663,100 |
| BIENNIAL TOTAL | \$1,210,694 | \$138,569 | \$1,349,263 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

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15PF211 and 212 Salem/Keizer MPO Planning (PL & STP Funds)

| | |
|--|----------------------------|
| Project Manager: Dan Fricke | Crew No: 2021 |
| Supervisor: Lisa Nell | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 2 Planning | |

Others Involved:

Summary of Project Costs

| PL TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|------------------|--------------------|
| FY 2014 | \$482,757 | \$55,254 | \$ 538,011 |
| FY 2015 | \$473,892 | \$54,239 | \$ 528,131 |
| BIENNIAL TOTAL | \$956,649 | \$109,493 | \$1,066,142 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$138,981 | \$34,745 | \$173,726 |
| FY 2015 | \$138,981 | \$34,745 | \$173,726 |
| BIENNIAL TOTAL | \$277,962 | \$69,490 | \$347,452 |

| STP TOTAL ESTIMATE | STP | OTHER | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$517,918 | \$ 59,278 | \$ 577,196 |
| FY 2015 | \$603,205 | \$ 69,040 | \$ 672,245 |
| BIENNIAL TOTAL | \$1,121,123 | \$128,318 | \$1,249,441 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
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15PF220 Region 2 Long Range Planning

| | |
|--|----------------------------|
| Project Manager: Terry Cole | Crew No: 2021 |
| Supervisor: Lisa Nell | No. of ODOT FTEs Funded: 4 |
| Organization Responsibility: Region 2 Planning | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$1,577,453 | \$180,547 | \$1,758,000 |
| FY 2015 | \$1,778,449 | \$203,551 | \$1,982,000 |
| BIENNIAL TOTAL | \$3,355,902 | \$384,098 | \$3,740,000 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

The purpose of this project is to conduct a long-range transportation planning program that addresses the transportation planning needs in the ten counties that makes up ODOT Region 2 in Northwest Oregon. This program supports development of plans for transportation corridors and community transportation systems. This work involves evaluating existing and future transportation conditions, establishing system and solution goals and objectives, and identifying potential solutions to current and future problems. The transportation needs and solutions are determined consistent with standard industry practices and federal, state and local government regulations. This work also involves developing the comprehensive plan amendments and ordinances needed to enable local governments to adopt and/or implement the plans produced. The various planning projects developed through this program involve participation by multiple state and federal agencies, local governments, concerned citizen advocacy groups and the general public.

PREVIOUS WORK

Substantial previous work has been performed on aspects of the project with State Gas Tax Funds and federal funds. It has investigated aspects of engineering, environmental and economic conditions and related mitigation and alternative modes relevant to highway usage. It has investigated the relationship between transportation and land use that exists within transportation corridors. It has defined and documented alternatives evaluated in corridor plans, transportation system plans and corridor refinement plans, and recommended preferred alternatives for further study.

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PROPOSED ACTIVITIES AND TASKS

The major activities within this program are those necessary to produce and implement facility and system planning documents (facility plans, transportation conditions reports, transportation system plans, transportation system refinement plans, and amendments to comprehensive plans and ordinances necessary to implement transportation system plans or other long range planning documents). These tasks are aimed at meeting requirements of such regulations as the Transportation Planning Rule (TPR) and implementing ODOTs policies from the Oregon Transportation Plan (OTP) and the modal and topic plans that support the OTP (i.e. the Oregon Highway Plan, Transit Plan, Bicycle and Pedestrian Plan, etc.). Tasks performed include engineering, population, economic, environmental, traffic and land use surveys/assessments, travel demand modeling and analysis, and public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions.

The individual facility and system planning work projects (listed in the “Products” section below) will involve these tasks at varying levels, depending upon the complexity of the individual planning project:

- Public Involvement and Agency Coordination
- Use of Analysis and Presentation Tools
- Transportation System Analysis and Planning
- Transportation Solution Development
- Financial Analysis
- Land Use and Community Development Analysis and Planning
- Access and Facility Management

PRODUCTS

Deliverables for this project include the determinations and decisions made about transportation problems, needs, and solutions. Deliverables include the facility plans, transportation system plans and transportation system refinement plans, as well as the integral components of the plans, including preliminary design of transportation facilities, transportation analysis, environmental issue identification and analysis, mitigation plans, public involvement, city and county ordinances, presentation materials and presentations, comprehensive plan amendments, and city and county ordinances to implement transportation system plans.

FY 2014 and 2015 Work Plan

| <i>Deliverables</i> | <i>Project Start Date/Description</i> | <i>Project End Date or Ongoing</i> | <i>Budget</i> |
|------------------------------------|---|--|---------------|
| Transportation System Plans | | | |

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| | | | |
|--------------------------|--|---------------|-----------|
| Astoria TSP | January 2011 This project will produce an updated TSP for Astoria | June 2014 | \$80,000 |
| Clatsop County TSP | June 2013 This project will produce an updated TSP for Clatsop County | June 2015 | \$175,000 |
| Columbia County TSP | May 2013 This project will produce an updated TSP for Columbia County | June 2015 | \$150,000 |
| Scappoose TSP | November 2012 This project will produce an updated TSP for Scappoose | December 2014 | \$125,000 |
| Warrenton TSP | July 2014 This project will produce an updated TSP for Warrenton | Ongoing | \$50,000 |
| Tillamook TSP | July 2014 This project will produce an updated TSP for Tillamook | Ongoing | \$50,000 |
| Dundee TSP | November 2011 This project will produce an updated TSP for Dundee | December 2014 | \$120,000 |
| Newberg TSP | February 2012 This project will produce an updated TSP for Newberg | December 2014 | \$110,000 |
| Yamhill County TSP | January 2012 This project will produce an updated TSP for Yamhill County | December 2014 | \$100,000 |
| Lincoln City TSP | February 2012 This project will produce an updated TSP for Lincoln City | December 2014 | \$130,000 |
| Depoe Bay TSP | June 2012 This project will produce an updated TSP for Depoe Bay | December 2014 | \$120,000 |
| Corvallis/Philomath RTSP | June 2012 This project will produce an updated TSP for the Corvallis MPO | Ongoing | \$40,000 |
| Corvallis TSP | October 2013 This project will produce an updated TSP for the Corvallis MPO | Ongoing | \$275,000 |
| Philomath TSP | July 2014 This project will produce a TSP | Ongoing | \$50,000 |

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| | | | |
|---------------------------------------|---|---------------|-----------|
| | for Millersburg | | |
| Millersburg TSP | July 2014 This project will produce a TSP for Millersburg | Ongoing | \$50,000 |
| Albany MPO RTSP Development | September 2013 This project will support development of analysis tools and processes leading to the completion of an RTSP for the new Albany MPO | Ongoing | \$135,000 |
| Newport TSP/Tools Development | January 2014 This project will support development of analysis tools needed to begin an update of the Newport TSP | Ongoing | \$140,000 |
| Lebanon TSP | August 2014 This project will produce an updated TSP for Lebanon | Ongoing | \$100,000 |
| Linn County TSP | March 2010 This project will produce an updated TSP for Linn County | Ongoing | \$100,000 |
| Eugene TSP | March 2010 This project will produce an updated TSP for Eugene | December 2014 | \$375,000 |
| Springfield TSP | December 2009 This project will produce an updated TSP for Springfield | April 2014 | \$80,000 |
| Central Lane MPO RTSP | November 2014 This project will produce an updated RTSP for the Corvallis MPO | Ongoing | \$75,000 |
| Cottage Grove TSP | October 2013 This project will produce an updated TSP for Cottage Grove | June 2015 | \$100,000 |
| Lane County TSP | September 2013 This project will produce an updated TSP for Lane County | Ongoing | \$200,000 |
| Coburg TSP | July 2010 This project will produce an updated TSP for Coburg | February 2014 | \$20,000 |
| Junction City TSP | July 2010 This project will produce an updated TSP for Junction City | December 2014 | \$85,000 |
| Florence Downtown TSP Refinement Plan | September 2014 This project will support | Ongoing | \$50,000 |

OREGON DEPARTMENT OF TRANSPORTATION
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 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

| | | | |
|-----------------|--|--|--------------------|
| | development of updated TSPs for both Eugene and Springfield through adoption and work necessary to develop Regional TSP. | | |
| Subtotal | | | \$3,085,000 |

| | | | |
|--|--|--|------------|
| Transportation Conditions Reports | | | |
| NONE PLANNED THIS BIENNIUM | | | |
| Subtotal | | | \$0 |

| | | | |
|---------------------------------------|--|---------------|-----------|
| Facility Plans | | | |
| Long-Range Planning Program Oversight | July 2013 This funding is used to provide project oversight and coordination with Region Project Managers and the Region Flexible Services contractor. | June 2014 | \$50,000 |
| Chemawa IAMP | September 2007 This project will develop an Interchange Area Management Plan for the Chemawa Interchange on I-5 in Keizer. | December 2014 | \$10,000 |
| Salem River Crossing EIS | April 2007 This project is developing an EIS for a possible new highway crossing of the Willamette River in Salem. | December 2014 | \$10,000 |
| OR 22 Airport to Gaffin Facility Plan | February 2014 This planning effort began in 2005 and was suspended pending development of an interchange study at Cordon Road funded by a federal earmark. This project is being re-initiated to address the findings of the Cordon Interchange study and to update previous analysis and determine how to best address the problems on the OR 22 | June 2015 | \$100,000 |

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| corridor in SE Salem | | | |
|------------------------------------|---|---------------|-----------|
| OR 99W Corridor Segment Plan | January 2009 This project will evaluate operational and safety deficiencies for OR 99W from Monmouth to Rickreall. Project will identify potential safety and operational improvements within the corridor. | December 2014 | \$5,000 |
| OR 99E Corridor Segment Plan | January 2011 This project will evaluate operational and safety deficiencies for OR 99E from North City limits of Woodburn to Canby in Region 2. Project will identify potential safety and small operational improvements within the corridor. | June 2014 | \$20,000 |
| US 20 Facility Plan | June 2013 This project was canceled in favor of developing new TSPs for Corvallis and Philomath. | NA | \$15,000 |
| Newport/South Beach Facility Plan | January 2011 This project will complete development of a facility plan for the segment of US 101 in Newport from the Yaquina Bay Bridge to the south City Limits. | December 2013 | \$40,000 |
| Beltline Facility Plan—Phase 2/3 | July 2006 This project will build on study efforts from the previous biennium and develop IAMPs for the Beltline/ River Road and Beltline/Delta Highway interchanges in Eugene. This work will be coordinated with the Eugene TSP update. | December 2014 | \$100,000 |
| Creswell IAMP | July 2014 This project will complete an IAMP for the Creswell interchange that was previously started through the TGM program. | June 2015 | \$10,000 |
| I-5/US 20/OR 34 Optimization Study | October 2014 This project will produce a | Ongoing | \$236,000 |

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| | | | |
|---|---|-----------|------------------|
| | report identifying a variety of low-cost project concepts for improving safety and the efficiency of operations on I-5 between Salem and Albany and on US 20/OR 34 in Corvallis | | |
| Oakridge Access Plan Update | October 2014 This project is now funded as a safety project outside the SPR program. | Ongoing | \$0 |
| Title 6/Environmental Justice Process Development | February 2013 This project will produce a summary of Title 6 and EJ activities associated with Region 2 planning efforts and provide a consistent procedure to use in future project activities. | June 2014 | \$40,000 |
| Uncommitted Funds | | | \$0 |
| Subtotal | | | \$636,000 |

Additional Tasks and Delayed Projects¹

| | | | |
|-----------------------------------|-------------------|--|--------------------|
| Transportation Plans | System | | |
| Transportation Reports | Conditions | | |
| Facility Plans and Studies | | | |
| I-5 @ Brooks IAMP | | | |
| Aurora/Donald IAMP | | | |
| GRAND TOTAL | | | \$3,721,000 |

¹ There has not been sufficient work on these activities to identify funding requirements or projects have been delayed due to state funding restrictions. Project start date and status at end of biennium are contingent upon completion of current projects and available staff resources.

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15PF240 Region 2 Development Review

Project Manager: Savannah Crawford, Dan Fricke, Valerie Grigg-Devis, Bill Johnston, Cyndi Buswell, Matt Caswell, Gerry Juster, Brian Scott Nelson Crew No: 2021, 2026
Supervisor: Lisa Nell No. of ODOT FTEs Funded: 4
Organization Responsibility: Region 2 Planning

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$264,704 | \$30,296 | \$295,000 |
| FY 2015 | \$224,325 | \$25,675 | \$250,000 |
| BIENNIAL TOTAL | \$489,029 | \$55,971 | \$545,000 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Implement the Oregon Highway Plan's (OHP) mobility, access management, and livability policies through analysis and comment on development proposals.

PREVIOUS WORK

Substantial work has been performed using state and federal funds during previous fiscal years. This work is an ongoing ODOT responsibility.

PROPOSED ACTIVITIES AND TASKS

- Analysis of the transportation-related impacts of site development plans
- Analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system
- Participation in pre-application meetings held by local governments to solicit comments from other agencies
- Acquisition and review of public notices provided by local governments and the Department of Land Conservation and Development (DLCD)
- Communication between ODOT staff and local government representatives to gather relevant information
- Analysis of provisions of pertinent state and local government land use regulations, include decision criteria for the land use action
- Participate in land use hearings held by local governments
- Development of information necessary to appeal local land use decisions

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- Meetings with legal counsel regarding ODOT's position and standing on local actions and proceedings
- Preparation of oral and written testimony in local government proceedings
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system
- Meetings with representatives of other state agencies with an interest in significant development proposals

PRODUCTS

This project is an ongoing project from year to year. For the 2014 fiscal year effort, the start date is July 1, 2013 through June 30, 2014. For the 2015 fiscal year effort, the start date is July 1, 2014 through June 30, 2015.

- Review of land use actions
- Develop Written Responses
- Attend pre-application conferences
- Develop mitigation agreements

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF261 Corvallis Area MPO Planning

Project Manager: Valerie Grigg Devis
 Supervisor: Lisa Nell
 Organization Responsibility: Region 2 Planning

Crew No: 2021
 No. of ODOT FTEs Funded: 0

Others Involved:

Summary of Project Costs

| PL TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$127,972 | \$14,647 | \$142,619 |
| FY 2015 | \$164,067 | \$18,778 | \$182,845 |
| BIENNIAL TOTAL | \$292,039 | \$33,425 | \$325,464 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 51,083 | \$12,771 | \$ 63,854 |
| FY 2015 | \$ 51,083 | \$12,771 | \$ 63,854 |
| BIENNIAL TOTAL | \$102,166 | \$25,542 | \$127,708 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF271 Albany MPO Planning

Project Manager: Valerie Grigg Devis
 Supervisor: Lisa Nell
 Organization Responsibility: Region 2 Planning

Crew No: 2021
 No. of ODOT FTEs Funded: 0

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$122,185 | \$13,985 | \$136,170 |
| FY 2015 | \$122,185 | \$13,985 | \$136,170 |
| BIENNIAL TOTAL | \$244,370 | \$27,970 | \$272,340 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|-----------------|-----------------|------------------|
| FY 2014 | \$ 49,900 | \$12,475 | \$ 62,375 |
| FY 2015 | \$ 49,900 | \$12,475 | \$ 62,375 |
| BIENNIAL TOTAL | \$99,800 | \$24,950 | \$124,750 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF281 Longview/Rainier MPO Planning

Project Manager: Bill Johnston

Crew No: 2021

Supervisor: Lisa Nell

No. of ODOT FTEs Funded: 0

Organization Responsibility: Region 2 Planning

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|----------------|--------------|----------------|
| FY 2014 | \$1,600 | \$183 | \$1,783 |
| FY 2015 | \$1,600 | \$183 | \$1,783 |
| BIENNIAL TOTAL | \$3,200 | \$366 | \$3,566 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF301 Rogue Valley MPO Planning

| | |
|--|----------------------------|
| Project Manager: Ian Horlacher | Crew No: 3015 |
| Supervisor: Mike Baker | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 3 Planning | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$263,043 | \$30,106 | \$293,149 |
| FY 2015 | \$279,221 | \$31,958 | \$311,179 |
| BIENNIAL TOTAL | \$542,264 | \$62,064 | \$604,328 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 83,522 | \$20,881 | \$104,403 |
| FY 2015 | \$ 83,522 | \$20,881 | \$104,403 |
| BIENNIAL TOTAL | \$167,044 | \$41,762 | \$208,806 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF311 Middle Rogue MPO Planning

| | |
|--|----------------------------|
| Project Manager: Ian Horlacher | Crew No: 3015 |
| Supervisor: Mike Baker | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 3 Planning | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$115,291 | \$13,195 | \$128,486 |
| FY 2015 | \$115,291 | \$13,195 | \$128,486 |
| BIENNIAL TOTAL | \$230,582 | \$26,390 | \$256,972 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 60,991 | \$15,248 | \$ 76,239 |
| FY 2015 | \$ 60,991 | \$15,248 | \$ 76,239 |
| BIENNIAL TOTAL | \$121,982 | \$30,496 | \$152,478 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

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State Planning and Research Program – Planning Part 1
Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF320 Region 3 Long Range Planning

Project Manager: Lisa Cortes

Crew No: 3015

Supervisor: Mike Baker

No. of ODOT FTEs Funded: 3

Organization Responsibility: Region 3 Planning

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|--------------------|------------------|--------------------|
| FY 2014 | \$ 856,922 | \$ 98,078 | \$ 955,000 |
| FY 2015 | \$ 925,767 | \$105,958 | \$1,031,725 |
| BIENNIAL TOTAL | \$1,782,689 | \$204,036 | \$1,986,725 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

Satisfy federal and state transportation planning requirements. Protect the public's investment in the transportation system through long range planning, strategic programming of transportation projects, coordinating land use and transportation, and other related activities.

PREVIOUS WORK

Transportation planning is an ongoing effort, and includes development of: Corridor Plans; Transportation System Plans; Interchange Area Management Plans; Transportation Demand Management; Access Management Plans; and related policies and procedures.

PROPOSED ACTIVITIES AND TASKS

- Identifying transportation needs.
- Coordinating and implementing public outreach efforts.
- Reviewing, developing, and implementing local, regional, and state policies.
- Identifying and evaluating construction alternatives
- Coordinating with local and regional planning efforts.
- Reviewing consistency of local and regional plans and policies.
- Integrating land use and transportation.
- Developing stand-alone transportation plans, policies and ordinances for: interchanges, highway corridors, and city and county transportation systems.
- Coordinating with other business lines (e.g. Project Delivery, Environmental).
- Participating in local, regional, and agency planning efforts where ODOT is not the lead.
- Coordinating adoption of plans by local and state governments.

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- Coordinating with other state agencies, FHWA, and Tribes.

PRODUCTS (Anticipated Quarter to be completed)

| Plan | FY 14 Budget | FY 15 Budget | Biennia Budget | Comments/ Description |
|---|---------------------|---------------------|-----------------------|---|
| Medford TSP Update | \$95,000 | | \$95,000 | Complete update of city TSP. |
| OR99 Facility Plan | \$30,000 | | \$30,000 | Started prior biennia./ Facility Plan from S. Valley View Road (Ashland) to S. City Limits of Medford. |
| Medford Viaduct | \$150,000 | \$150,000 | \$300,000 | Planning to increase capacity on or around the Medford I-5 Viaduct. |
| IAMP 40/43 | \$85,000 | | \$85,000 | Started prior biennia./ Facility Plan for both Gold Hill Interchanges in Jackson County. |
| IAMP 127 | \$90,000 | | \$90,000 | Started previous biennium. Facility Plan for North Roseburg Interchange |
| IAMP 33 | \$25,000 | | \$25,000 | Started prior biennia./ Facility Plan for the Pine Street Interchange in Central Point. Done in coordination with TGM project on Pine Street. |
| IAMP 55/58 | | \$160,000 | \$160,000 | Facility Plans for both Grants Pass interchanges. |
| US101 Corridor Plan (Harbor to CA Border) | \$95,000 | | \$95,000 | Started in previous biennium. Facility Plan from the Chetco River (Brookings) to California Border. Coordinated with Caltrans study. |
| Grants Pass TSP | | \$100,000 | \$100,000 | TSP update for Grants Pass. Incorporates recent UGB expansion. |
| Talent TSP | \$90,000 | \$35,000 | \$125,000 | Started in previous biennium. TSP update for City of Talent. |
| Phoenix TSP | \$95,000 | \$45,000 | \$135,000 | Started in previous biennium. TSP update for City of Phoenix. |
| IAMP 124/125 | \$150,000 | \$35,000 | \$185,000 | Started in previous biennium. IAMP for Interchange 124 and 125 in Roseburg |
| Jackson County TSP Update | \$80,000 | \$90,000 | \$170,000 | Jackson County TSP Update |
| MRMPO RTSP | \$125,000 | \$21,000 | \$146,000 | RTSP for new MPO. |
| IAMP 21 | \$120,000 | \$40,000 | \$160,000 | Started in previous biennium. IAMP for interchange 21 in Talent. |
| US 101 Passing Lane Study | | \$80,000 | \$80,000 | Passing Lane/Slow Turnout Study along US 101 between Lane County and California. |
| TBEST | \$25,000 | | \$25,000 | |

OREGON DEPARTMENT OF TRANSPORTATION
 State Planning and Research Program – Planning Part 1
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| | | | | |
|-------------------------|--------------------|------------------|--------------------|--|
| Transportation Modeling | | | | |
| TOTALS: | \$1,255,000 | \$756,000 | \$2,011,000 | |

Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning. All products are individual projects, resulting in individual product (i.e. transportation plans), each individually adopted by the Oregon Transportation Commission. All deliverables are direct costs.

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State Planning and Research Program – Planning Part 1
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15PF340 Region 3 Development Review

Project Manager: Thomas Guevara, Jr.
Supervisor: Mike Baker
Organization Responsibility: Region 3 Planning

Crew No: 3015
No. of ODOT FTEs Funded: 2

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$105,881 | \$12,119 | \$118,000 |
| FY 2015 | \$141,998 | \$16,252 | \$158,250 |
| BIENNIAL TOTAL | \$247,879 | \$28,371 | \$276,250 |

Consultant Fees: (\$0) included in project total

Remarks

OBJECTIVE

Coordinate ODOT Region 3 review of local government land use notices, identify land use/transportation issues, assess traffic impacts to state transportation facilities, coordinate with affected business lines, and provide a unified response to local government decision makers.

PREVIOUS WORK

This work is ongoing – see proposed activities and tasks.

PROPOSED ACTIVITIES AND TASKS

- Logging, evaluating, and responding to all local government land use notices affecting state transportation facilities. Each log, evaluation and response pertains to a specific development proposal, which will result in a specific set of work that provides a specific and identifiable set of recommendations.
- Coordinating and recommending transportation solutions consistent with state and local plans, rules, and regulations. Each recommended solution pertains to a specific development proposal, which will result in a specific set of work that provides a specific solution to an identified transportation issue.
- Monitoring implementation of local government Transportation Findings and Conditions of Approval that require improvements to state transportation facilities. Each review pertains to a specific local government set of transportation findings and conditions.
- Capturing and tracking local government traffic mitigation funds designated for future state highway improvements. Each calculation and record pertains to a specific set of funds for a specific set or recommendation highway improvements.
- Continuously improving the DRT process for land use assessment, evaluation and mitigation.

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- Entering development review cases into the Development Review Database. Each entry into the Development Review Database pertains to a specific development proposal and mitigation requirements.
- Participating in and tracking LUBA appeals by ODOT.
- Negotiating with local governments, developers, and property owners to ensure mitigation of development impacts to state transportation facilities. Each negotiation pertains to a specific development proposal, and results in a specific set of mitigation measures.
- Coordinating with other ODOT business lines to ensure proposed mitigation complements programmed and planned construction activities. Each coordination pertains to a specific development proposal, and results in a specific set of mitigation measures and/or planned construction activities.
- Reviewing proposed local and state policies and laws pertaining to state transportation facilities, funding measures, and land uses.

PRODUCTS

This project is an ongoing project from year to year. For the 2014 fiscal year effort, the start date is July 1, 2013 through June 30, 2014. For the 2015 fiscal year effort, the start date is July 1, 2014 through June 30, 2015.

- Review of land use actions
- Develop Written Responses
- Attend pre-application conferences
- Develop mitigation agreements

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 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF401 Bend MPO Planning

| | |
|--|----------------------------|
| Project Manager: Hans Beernink | Crew No: 4002 |
| Supervisor: Amy Pfeiffer | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 4 Planning | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$150,710 | \$17,249 | \$167,959 |
| FY 2015 | \$260,816 | \$29,851 | \$290,667 |
| BIENNIAL TOTAL | \$411,526 | \$47,100 | \$458,626 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 55,730 | \$13,933 | \$ 69,663 |
| FY 2015 | \$ 55,730 | \$13,933 | \$ 69,663 |
| BIENNIAL TOTAL | \$111,460 | \$27,866 | \$139,326 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

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15PF420 Region 4 Long Range Planning

Project Manager: Hans Beernink
Supervisor: Amy Pfeiffer
Organization Responsibility: Region 4 Planning

Crew No: 4002
No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$121,136 | \$13,864 | \$135,000 |
| FY 2015 | \$542,867 | \$62,133 | \$605,000 |
| BIENNIAL TOTAL | \$664,003 | \$75,997 | \$740,000 |

Consultant Fees: (X) included in project total

Remarks

OBJECTIVE

This project provides an integrated transportation planning program to respond to the transportation planning needs in the nine county areas that comprises ODOT Region 4. Transportation planning activities include:

- Efforts to determine existing conditions on transportation corridors,
- Evaluating projected future conditions, and develop possible solutions, including evaluation of the impact and mitigation for these solutions. Solutions may be developed to respond to existing problems, or to develop long term solutions for projected transportation problems. The transportation needs and solutions are determined consistent with federal, state and local government regulations. It also involves the comprehensive plan amendments and ordinances needed to allow local governments to adopt and implement the plans. The project involves participation by multiple state and federal agencies, local governments, concerned citizen advocacy groups and the public.

PREVIOUS WORK

Substantial previous work has been performed on aspects of the project with State Gas Tax Funds and federal funds. It has investigated aspects of engineering, environmental and economic conditions and related mitigation and alternative modes relevant to highway usage. It has investigated the relationship between transportation and land use in transportation corridors. It has defined and documented alternatives evaluated in corridor plans, transportation system plans and corridor refinement plans, and recommended preferred alternatives for further study.

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PROPOSED ACTIVITIES AND TASKS

Primary activities to be undertaken are those necessary to produce and implement corridor and system planning documents (corridor plans, transportation conditions reports, corridor refinement plans, transportation system plans, and amendments to comprehensive plans and ordinances necessary to implement transportation system plans or other long range planning documents). These tasks are aimed at meeting requirements of such regulations as the Transportation Planning Rule (TPR), ODOT’s policies from the Oregon Transportation Plan (OTP) and the plans that support the OTP (i.e. the Oregon Highway Plan and the agency’s modal plans). Associated tasks include:

- Engineering and population impacts
- Economic, environmental, traffic and land use surveys/assessments
- Travel demand modeling and analysis
- Public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions

PRODUCTS

Corridor Plans, Facility Plans, Transportation System Plans, Refinement Plans, Transit Plans, Modal Plans and Interchange Area Management Plans. Integral components of these plans typically include preliminary design of transportation facilities, transportation analysis, environmental review and mitigation plans, and public involvement associated with the plans including local plan and ordinances amendments, and OTC adoption.

| Plan | Project Start Date | Project End Date or Ongoing | FY2014 Budget | FY2015 Budget | Biennial Budget | Project Description |
|----------------------------|--------------------|-----------------------------|---------------|---------------|-----------------|---|
| La Pine TSP | | | | | | Project Complete |
| US 97/OR 62/Kla-Mo-Ya IAMP | Sept 2013 | N/A | \$0 | \$0 | \$0 | In collaboration with tribal economic development objectives – on hold until next biennium |
| Redmond TSP Update | Sept 2013 | Aug 2015 | \$5,000 | \$100,000 | \$105,000 | Partner with the city to update their 2008 TSP |
| US 20/Locust Refinement | Sept 2014 | Aug 2015 | \$0 | \$40,000 | \$40,000 | The Sisters TSP deferred a decision on this intersection to a subsequent refinement plan |
| US 97 Corridor Plan | May, 2014 | Aug 2015 | \$10,000 | \$100,000 | \$110,000 | Integrated Corridor Plan/Freight Plan |
| Sherman County TSP Updates | July 2014 | June 2015 | \$0 | \$100,000 | \$100,000 | Update the TSPs of the counties and their cities (as appropriate). The current TSPs are 10 yrs old or more. |

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| | | | | | | |
|---|-------------|-------------|-----------------|------------------|------------------|--|
| BMPO RTP (MTP) Update – US 97 Parkway | July 2013 | June 2016 | \$56,000 | \$104,000 | \$160,000 | In collaboration with the MPO update of the MTP, develop a plan for the US 97 Parkway |
| OSU Cascades Campus Transportation Plan | Sept 2013 | N/A | \$0 | \$0 | \$0 | Funded with TGM Grant |
| Madras TSP | April 2014 | June 2015 | \$8,000 | \$110,000 | \$118,000 | A subarea plan to resolve land use and transportation issues |
| Central Oregon Rail Plan Implementation | Sept 2013 | June 2015 | \$2,000 | \$5,000 | \$7,000 | Incorporate the rail crossing and road improvement projects identified in the Rail Plan into local TSPs and statewide plan |
| Warm Springs Safety Plan | August 2015 | | \$0 | \$0 | \$0 | Defer until next biennium to allow for tribal discussions |
| Warm Springs Bike/Ped Plan | July 2014 | August 2015 | \$0 | \$20,000 | \$20,000 | Bicycle and Pedestrian plan for Warm Springs in conjunction with the tribe. |
| US 97 Bend to Redmond Safety Option Plan | July 2014 | June 2015 | \$0 | \$40,000 | \$40,000 | Develop plan for low cost safety improvements on US 97 between Bend and Redmond |
| Klamath County ITS Plan | July 2014 | June 2015 | \$0 | \$40,000 | \$40,000 | Develop an Intelligent Transportation system plan for Klamath County |
| SPR Long Range Planning Total | | | \$81,000 | \$659,000 | \$740,000 | |

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15PF440 Region 4 Development Review

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Amy Pfeiffer

No. of ODOT FTEs Funded: 4

Organization Responsibility: ODOT Region 4 Planning

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$ 94,665 | \$10,835 | \$105,500 |
| FY 2015 | \$149,164 | \$17,072 | \$166,236 |
| BIENNIAL TOTAL | \$243,829 | \$27,907 | \$271,736 |

Consultant Fees: \$0 included in project total

Remarks

OBJECTIVE

Implement the Oregon Highway Plan's (OHP) mobility, access management, and livability policies through analysis and comment on development proposals.

PREVIOUS WORK

Substantial work has been performed using state and federal funds during previous fiscal years. This work activity is an ongoing responsibility for ODOT.

PROPOSED ACTIVITIES AND TASKS

- Review and analysis of the transportation-related implications of site development plans and develop written response
- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system and develop written response
- Participation in pre-application meetings held by local government to solicit comment from government agencies
- Review public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCDD) and develop written response as appropriate
- Prepare oral and written testimony for development review land use actions
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system, resulting in mitigation agreements

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

PRODUCTS (Anticipated Quarter to be completed)

This project is an ongoing project from year to year. For the 2014 fiscal year effort, the start date is July 1, 2013 through June 30, 2014. For the 2015 fiscal year effort, the start date is July 1, 2014 through June 30, 2015.

- Develop Written Responses on review of proposed land use actions
- Develop mitigation agreements
- Prepare and deliver testimony as needed

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 State Planning and Research Program – Planning Part 1
 Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF501 Walla-Walla Valley MPO Planning

| | |
|--|----------------------------|
| Project Manager: Teresa Penninger | Crew No: 5821 |
| Supervisor: Monte Grove | No. of ODOT FTEs Funded: 0 |
| Organization Responsibility: Region 5 Planning and Programming | |

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | PL | STATE | TOTAL |
|-----------------------|-----------------|----------------|-----------------|
| FY 2014 | \$17,650 | \$2,020 | \$19,670 |
| FY 2015 | \$17,650 | \$2,020 | \$19,670 |
| BIENNIAL TOTAL | \$35,300 | \$4,040 | \$39,340 |

| FED 5303 TOTAL ESTIMATE | FED 5303 | OTHER | TOTAL |
|-------------------------|----------------|----------------|----------------|
| FY 2014 | \$3,303 | \$ 826 | \$4,129 |
| FY 2015 | \$3,303 | \$ 826 | \$4,129 |
| BIENNIAL TOTAL | \$6,606 | \$1,652 | \$8,258 |

Consultant Fees: () included in project total

Remarks

Refer to UPWP where tasks and deliverables information is provided.

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
Fiscal Year 2014 (SPR 51) and Fiscal Year 2015 (SPR 52)

15PF520 Region 5 Long Range Planning

Project Manager: Teresa Penninger
Supervisor: Monte Grove
Organization Responsibility: Region 5 Planning

Crew No: 5821
No. ODOT FTEs Funded: 1.1

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|------------------|-----------------|------------------|
| FY 2014 | \$168,244 | \$19,256 | \$187,500 |
| FY 2015 | \$338,731 | \$38,769 | \$377,500 |
| BIENNIAL TOTAL | \$506,975 | \$58,025 | \$565,000 |

Consultant Fees: (\$450,000) included in project total

Remarks

OBJECTIVE

The purpose of this project is to provide an integrated transportation planning program to respond to the transportation planning needs in the eight county area that comprises ODOT Region 5. Transportation planning include efforts to determine existing conditions on transportation corridors, evaluate future conditions are likely to exist, and to develop possible solutions, including evaluation of the impact and mitigation for these solutions. Solutions may be developed to respond to existing problems, or to develop long term solutions for transportation problems. The transportation needs and solutions are determined consistent with federal, state and local government regulations. It also involves the comprehensive plan amendments and ordinances needed to allow local governments to adopt and implement the plans. The project involves participation by multiple state and federal agencies, local governments, concerned citizen advocacy groups and the public.

PREVIOUS WORK

Substantial previous work has been performed on aspects of the project with State Gas Tax Funds and federal funds. This has included investigation of aspects of engineering, environmental and economic conditions and related mitigation and alternative modes relevant to highway usage. This work has investigated the relationship between transportation and land use in transportation corridors. It has defined and documented alternatives evaluated in corridor plans, transportation system plans and corridor refinement plans, and recommended preferred alternatives for further study.

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PROPOSED ACTIVITIES AND TASKS

The major activities to be undertaken are those necessary to produce and implement corridor and system planning documents (corridor refinement plans, Transportation System Plans [TSP], Special Transportation Area [STA] Management Plans and amendments to comprehensive plans and ordinances necessary to implement transportation system plans or other long range planning documents). These tasks are aimed at meeting requirements of such regulations as the Transportation Planning Rule (TPR), ODOT's policies from the Oregon Transportation Plan (OTP) and the plans that support the OTP (i.e. the Oregon Highway Plan and the agency's modal plans). Tasks needed include engineering, population, economic, environmental, traffic and land use surveys/assessments, travel demand modeling and analysis, and public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions.

The individual corridor and system planning work projects (listed in the "Deliverables" section below) will involve these tasks at varying levels, depending upon the complexity of the individual planning project:

- Public Involvement and Agency Coordination
- Use of Analysis and Presentation Tools
- Transportation System/Road Analysis and Planning
- Transportation Technology
- Financial Analysis.
- Land Use and Community Development Analysis and Planning

PRODUCTS (Anticipated Quarter to be completed)

Products for this project include the decisions made regarding transportation needs and solutions. Deliverables include the transportation system plans, corridor refinement plans and STA Management Plans, as well as the integral components of the plans, including preliminary design of transportation facilities, transportation analysis, environmental issue identification and analysis, mitigation plans, public involvement, city and county ordinances, presentation materials and presentations, comprehensive plan amendments, and city and county ordinances to implement transportation system plans.

| Deliverables | Project Start Date | Project End Date | Budget |
|---|--------------------|------------------|-----------|
| Refinement Plans | | | |
| La Grand – Hilgard Bicycle Pedestrian Plan: Identify opportunities to provide bicycle and pedestrian facilities from La Grande to Hilgard along I-84 to improve safety and connectivity. | July 1, 2013 | June 30, 2015 | \$150,000 |
| Region 5 Bicycle/Pedestrian Plan: | July 1, 2013 | June 30, 2015 | \$50,000 |

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| | | | |
|--|--------------|---------------|------------------|
| Identify opportunities and prioritize bicycle and pedestrian improvements along state highways in the Region. Includes refinement of top priority projects. | | | |
| Wallowa Lake Bicycle & Pedestrian Plan: Identify opportunities to improve bicycle and pedestrian facilities around Wallowa Lake to improve safety. | July 1, 2013 | June 30, 2015 | \$150,000 |
| LIDAR Digital Terrain Mapping: Map terrain adjacent to along state highways in the Region using mobile digitized equipment. | July 1, 2014 | June 30, 2015 | \$40,000 |
| Umatilla Army Depot IAMP: Identify opportunities to improve operations and safety within the interchange area and provide adequate assurance of the safe and efficient function of the facility as properties develop over the next 20 years. | July 1, 2013 | June 30, 2015 | \$40,000 |
| Region 5 Public Transit Plan: Identify opportunities to improve public transit services and facilities in Morrow and Umatilla County. Use format as a template for transit planning in other areas of the Region. | July 1, 2013 | June 30, 2015 | \$100,000 |
| | | TOTAL | \$530,000 |

OREGON DEPARTMENT OF TRANSPORTATION
State Planning and Research Program – Planning Part 1
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15PF540 Region 5 Development Review

Project Manager: Teresa Penninger
Supervisor: Monte Grove
Organization Responsibility: Region 5 Planning

Crew No: 5821
No. ODOT FTEs Funded: 0.25

Others Involved:

Summary of Project Costs

| TOTAL ESTIMATE | FEDERAL | STATE | TOTAL |
|-----------------------|-----------------|----------------|-----------------|
| FY 2014 | \$56,081 | \$6,419 | \$62,500 |
| FY 2015 | \$20,189 | \$2,311 | \$22,500 |
| BIENNIAL TOTAL | \$76,270 | \$8,730 | \$85,000 |

Consultant Fees: () included in project total

Remarks

OBJECTIVE

Implement the Oregon Highway Plan's (OHP) mobility, access management, and livability policies through analysis and comment on development proposals.

PREVIOUS WORK

Substantial work has been performed using state and federal funds during previous fiscal years. This work activity is an ongoing responsibility for ODOT.

PROPOSED ACTIVITIES AND TASKS

- Review and analysis of the transportation-related implications of site development plans and develop written response
- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system and develop written response
- Review public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCDD) and develop written response as appropriate
- Prepare oral and written testimony for development review land use actions
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system, resulting in mitigation agreements

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