

# OREGON DEPARTMENT OF TRANSPORTATION 2015 LOCAL CONSULTATION SURVEY RESULTS

**Final Report  
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## Table of Contents

1	Introduction.....	1
2	Methodology.....	3
3	Survey Results.....	4
3.4	MPO & Non-MPO Consultation Comparison.....	6
3.5	ODOT Region.....	8
3.6	ACT Comparison.....	10
4	Summary of Results.....	12
	Appendix A Documentation of Local Official Consultation.....	15
	Appendix B Figures and Tables.....	23
	Appendix C Data Analysis and Methodology.....	35
	Appendix D Survey Instrument.....	37

# 2015 Local Consultation Survey

## 1 Introduction

The Oregon Department of Transportation (ODOT) Local Consultation Survey evaluates the agency's effectiveness in implementing federal and statewide planning and public involvement regulations, per Federal Regulations ([23 USC 135](#) and [23 CFR 450](#)) and the Oregon Transportation Commission (OTC) [Public Involvement Policy](#). The regulations are intended to ensure effective communications between ODOT, local officials and other interested parties participating in statewide transportation planning and Statewide Transportation Improvement Program (STIP) processes.

The survey evaluates ODOT's local consultation practices, and enables a comparison of responses from Metropolitan Planning Organization (MPO) and non-MPO jurisdictions, ODOT Regions and Area Commissions on Transportation (ACT) regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures or programs;
- Considering the input of local officials and other interested parties before taking action;
- Periodically informing local officials and other interested parties about actions taken, as per the federal and statewide planning regulations; and
- Implementing federal and state regulations regarding public involvement.

### 1.1 Statewide Transportation Planning Consultation Processes

ODOT's statewide transportation planning efforts consist of the development of the Oregon Transportation Plan (OTP) and associated mode and topic plans. These state policy plans establish a long-range vision and policy framework that direct the work of the Agency and transportation decision-making across Oregon.

All statewide transportation planning processes are built upon meaningful and continuous engagement with a broad spectrum of stakeholder groups and individuals across Oregon. During plan development, ODOT involves one or more advisory committees that engage a breadth of representatives. A Policy Advisory Committee (PAC) provides direction and guidance throughout the entirety of the planning process, informs key planning products, reviews feedback from public involvement efforts, and also serves as an essential communication conduit that relays information to local constituencies, committees, and decision-making bodies. The PAC consists of high-level stakeholders representing urban, suburban, and rural interests, individual modes, and interest areas—like health and equity. At least one elected official from a city and from a county are included on each committee, as well as, an ACT representative, and a MPO board or staff member.

A Technical Advisory Committee (TAC) is also often formed, and generally serves as a sub-group of the PAC providing expertise on technical components or in-depth issues of the plan. These committees

are often comprised of similar interests as the PAC, but tend to be staff level representatives and practitioners who will work to implement the plan once adopted.

It is also customary to provide broad consultation through meetings with cities, counties, ACTs and MPOs; serving as primary conduits for consultation with local stakeholders and decision-makers. More recent statewide planning efforts have sought to engage these groups earlier and more often throughout processes. Consultation occurs at three primary milestones: prior to policy development to understand needs and issues; immediately following policy development for review and feedback; and during the formal public review of the complete draft. The general public is invited to comment at meetings throughout the process, in addition listening meetings and online open houses also target the general public more broadly.

## **1.2 Statewide Transportation Improvement Program Consultation Processes**

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

The STIP Stakeholder Committee has an essential role advising the policies and procedures related to the development of each STIP cycle. Committee members represent diverse transportation interests including freight, private business, public transit, local governments, and state agencies, informing ODOT of the various needs and issues throughout the state.

In addition to the committee, there are various other opportunities for local consultation. All ODOT Regions have designated STIP, Enhance and Fix-It Coordinators to address questions about specific projects or the proposal process. Roles and responsibilities of ODOT staff vary across the Regions in terms of STIP development, including oversight of the Enhance process, scoping of projects, and MPO coordination. Through these roles ODOT staff are actively engaged in STIP processes with local jurisdictions, MPOs and ACTs; and it is common for each Region to implement a slightly different consultation approach that is effective for the specific context.

### **1.2.1 ACT Consultation**

ACTs play a key advisory role in the development of the STIP by establishing a public process for area project selection. ACTs are composed of a broad representation of stakeholders including local elected officials, jurisdictional staff, tribal representatives, and modal, environmental and private business interests. These members are actively engaged in the STIP process and serve as a local resource for STIP consultation.

Each process is unique in that ACTs independently develop prioritization factors in alignment with established OTC eligibility requirements, prioritize transportation issues and solutions, and recommend projects in their respective areas to be included in the STIP. Opportunities for general public comment

are available throughout the process, as well as, when the Draft STIP is released by the OTC and is brought back to the ACTs and MPOs prior to adoption.

### 1.2.2 MPO Consultation

MPOs are federally required to develop a Transportation Improvement Program (TIP) in cooperation with ODOT, transit entities and other metropolitan jurisdictions to be incorporated into the STIP. The TIP includes all regionally significant and federally funded transportation improvement projects which are scheduled to occur within the MPO over a four to five year period.<sup>1</sup> Once the Draft TIP is released for public comment and is approved, all projects are incorporated into the Draft STIP for consideration by their respective ACT prior to OTC adoption.<sup>2</sup>

The process for managing STIP development has undergone significant changes over the last few iterations and the consultation role is likely to continue to evolve with the needs of the program impacted by legislative direction and funding realities.

A broader overview of consultation processes relevant to statewide planning and STIP development is provided in Appendix A, *Documentation of Local Official Consultation*.

## 2 Methodology

The ODOT Local Consultation Survey is conducted every five years, the first survey occurred in 2005 and the second in 2010, and is administered by the ODOT Transportation Planning Unit. The regulations require that ODOT invite feedback from non-metropolitan local officials and interested parties, for a 60-day comment period. Even though the regulations focus evaluation of consultation with non-MPO jurisdictions, ODOT selected to distribute the survey to a broader audience. The survey recipients included elected officials, agency and jurisdiction staff, and other interested stakeholders representing both MPO and non-MPO entities, resulting in a more comprehensive analysis of consultation.

The 2015 survey was distributed to members of ACTs, MPO Policy Boards, statewide advisory committees, statewide policy plan advisory committees, local elected officials and other stakeholders electronically through email and electronic newsletters.<sup>3 4</sup> In conjunction with the survey, additional feedback was encouraged on the *Documentation of Local Official Consultation*, Appendix A. The comment period was open from August 12<sup>th</sup> through October 16<sup>th</sup>, 2015.

ODOT Transportation Planning Unit staff coordinated with ACT liaisons, MPO Program Managers, and advisory committee staff to inform their respective members and encourage participation in the survey. If interest was expressed, Planning Unit Staff provided an opportunity for direct and open dialogue with committees and Policy Boards about consultation. Throughout the duration of the survey's comment period, Planning Unit Staff met with four MPO Policy Boards.

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<sup>1</sup> United States Government Publishing Office. "23 CFR 450". *Electronic Code of Federal Regulations*. October 22, 2015. 23 CFR 450.324(a). Web. October 26, 2015. [http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450\\_main\\_02.tpl](http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl).

<sup>2</sup> United States Government Publishing Office. "23 CFR 450". *Electronic Code of Federal Regulations*. October 22, 2015. 23 CFR 450.326(b). Web. October 26, 2015. [http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450\\_main\\_02.tpl](http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl).

<sup>3</sup> League of Oregon Cities Bulletin. League of Oregon Cities. August 14, 2015.

<sup>4</sup> Oregon Trails. Association of Oregon Counties. August 13, 2015.

## 2.1 Assumptions

Assumptions were made regarding the association of the survey responses so as to compare the evaluation of consultation practices across planning boundaries and geographies. These assumptions explain how the responses were categorized:

- In this survey summary, “MPO” jurisdiction respondent was a response from a jurisdiction that ODOT determined was within, or partially within, an MPO’s planning boundaries. “Non-MPO” jurisdiction respondent was a response from a jurisdiction that ODOT determined was not within an MPO.
- “ODOT Region” respondent was a response from a jurisdiction ODOT determined was within an ODOT Region.
- “ACT” respondent was a response from a jurisdiction ODOT determined was within, or partially within, an ACT area.

Most of the survey questions had a possible range of responses; therefore, additional assumptions were made to simplify analysis. These assumptions explain how the responses were categorized:

- An answer of at least “involved” was involved.
- An answer of at least “agree” was agree.
- An answer of at least “informative” was informative.
- An answer of at least “effective” was effective.

For further clarification, Respondents that indicated *somewhat involved*, *somewhat agree*, *somewhat informative* or *somewhat effective* regarding consultation, were not included in the categorization addressed above, as these responses were not overwhelmingly positive or negative. A detailed overview of the analysis and procedures is provided in Appendix C Data Analysis and Methodology and the survey instrument is provided in Appendix D.

## 3 Survey Results

The results from the survey provide a summary of perceptions surrounding statewide transportation planning and STIP consultation. This report analyzes the survey results by comparing responses from MPO planning jurisdictions, ODOT Regions and ACT areas in an effort to determine opportunities for improving consultation through various institutional frameworks. Report analysis further refines the responses from each of the planning geographies by determining whether (1) input was given adequate consideration; (2) stakeholders were better informed and resulted in an increased understanding; (3) information and materials were informative of ODOT’s processes and products, and informed stakeholder decisions; and (4) communication and coordination with ACTs and MPOs was effective.

### 3.1 Response Rate

A total of 503<sup>5</sup> surveys were sent out electronically through email. ODOT received a total of 158 surveys resulting in approximately a 31% response rate. In addition, the League of Oregon Cities and

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<sup>5</sup> A total of 539 surveys were originally sent out electronically through email, with an estimated 36 surveys undeliverable.

Association of Oregon Counties electronic newsletters were distributed to an undisclosed number of recipients.

Even though the overall sample size is significant at 31%, survey results broken down by subgroup (i.e. MPO, Region and ACT) may not be representative on an individual basis; and therefore there are instances where inferences cannot be made. For this reason, this report summarizes the survey results and identifies the sample size (n=X) for each subgroup to improve transparency of the data.

### 3.2 Role of the Respondent

Nearly half (48%) of the total 158 survey respondents indicated that they served a role as an agency or jurisdiction staff, 23% served as an elected official; 14% served in another capacity, such as a representative of public transit, local government, advisory group member, ACT member or Union representative; 11% were business representatives; and 5% were interested citizens.

Respondents were also asked to provide additional information, identifying all entities they represented in their primary role. Table 1 provides an overview of the entities represented. The total responses received exceeded 158, as respondents were allowed to select more than one entity that they represented. Respondents that indicated *other*, represented a variety of other entities including, but not limited to, Council of Governments, Transit Districts, Tribes, Port Districts and local Chambers of Commerce.

TABLE 1: ENTITIES REPRESENTED

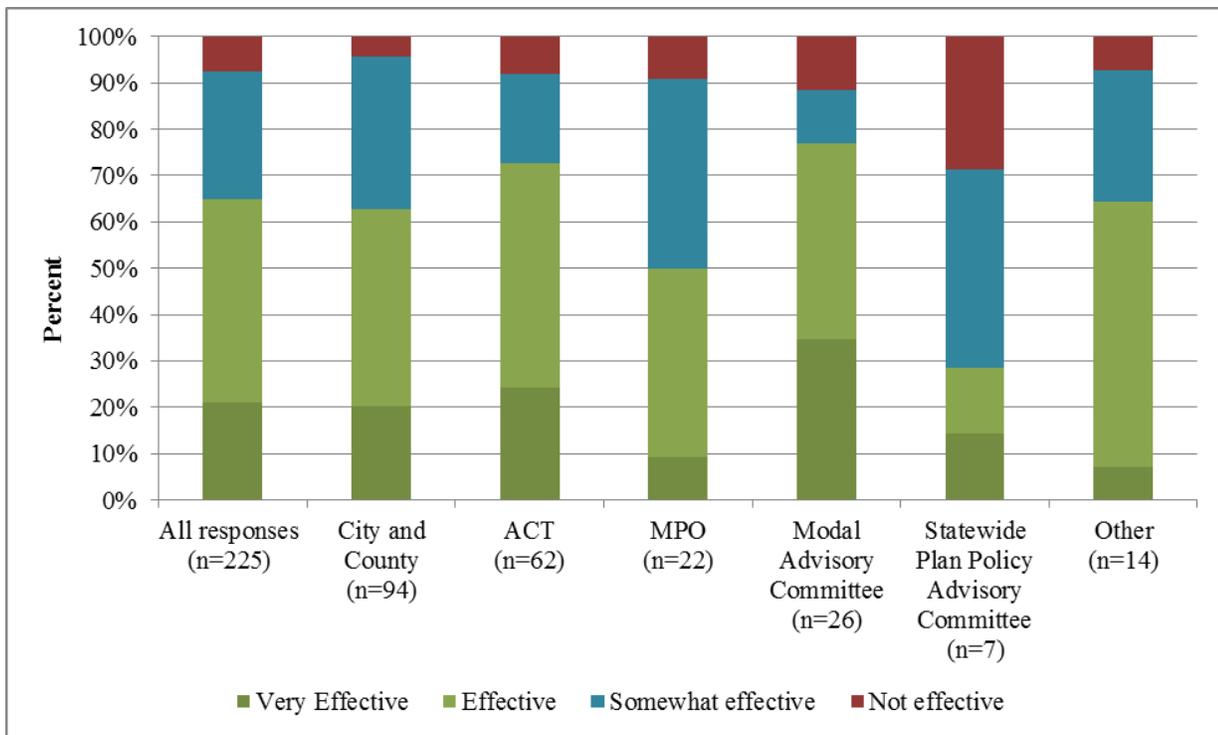
Entities Represented (Question 3)	% Share of Total Responses	Number of Responses (n=284)
County	16%	46
City	25%	72
ACT	27%	77
MPO Policy Board	9%	25
Statewide Modal Advisory Committee	13%	36
Statewide Plan Policy Advisory Committee	3%	8
Other	7%	20
<b>*Total Responses</b>		<b>284</b>

\*Total Responses exceeds 158 as respondents were allowed to select all of the entities that represent.

### 3.3 Effectiveness of Consultation

#### 3.3.1 Effectiveness of Consultation by Involved Stakeholders

Figure 1 summarizes consultation effectiveness with ACTs, MPOs, modal advisory committees and statewide plan policy advisory committees. Overall, a total of 65% of these respondents indicated consultation was *effective*. Effectiveness was highest among modal advisory committee representatives and ACT representatives. The largest number of responses were reported from cities and counties, in which only 4% indicated consultation was *not effective*. Results were most negative among statewide plan policy advisory committee representatives; however, the sample size was extremely small (n=7). The results of the small sample size may not be representative and therefore inferences cannot be made from this particular respondent group.



\*The total number of responses represented in Figure 1 is less than the total number of responses represented in Table 1. Responses that did not provide an answer to Question 16 were omitted from this analysis.

FIGURE 1: EFFECTIVENESS OF CONSULTATION BY ENTITIES REPRESENTED

Survey respondents were also asked to self-identify their level of involvement in statewide transportation planning and STIP development. A total of 73% of the survey respondents indicated themselves as *involved* in statewide transportation planning; and 58% indicated themselves as *involved* in STIP development. Of these self-identified *involved* responses, 62% and 65% respectively, indicated consultation processes were *effective*. It was apparent from the comments received that some respondents considered involvement in project level decision-making to be synonymous with involvement in statewide planning or STIP development. While this conclusion cannot be confirmed for the individual responses it is important to note the potential misunderstanding and how this may influence the responses.

### 3.3.2 Effectiveness of Specific Consultation Approaches

Survey respondents were asked to provide further detail comparing the effectiveness of various methods for incorporating input into the statewide transportation planning process and STIP development. The most preferred methods included local staff meetings with ODOT staff (78%-82% *effective*) and ODOT participation through an ACT (72%-80% *effective*).

## 3.4 MPO & Non-MPO Consultation Comparison

MPOs are federally designated regional transportation planning organizations established for all urbanized areas with a population of 50,000 or greater. There are ten MPO's throughout the state, including two bi-state MPOs that include areas in Washington. They serve as a forum for cooperative

transportation decision-making by state and local governments, and regional transportation and planning agencies; and serve as a primary conduit for consultation. MPOs are charged with maintaining and conducting a continuing, cooperative and comprehensive regional transportation planning and programming process for metropolitan areas.<sup>6</sup> Of the total 158 survey responses, 46% originated from a jurisdiction within, or partially within, an MPO and 54% were from Non-MPO jurisdictions.

#### 3.4.1 Effectiveness of Consultation

The majority of MPO jurisdiction responses and Non-MPO jurisdiction responses indicated that consultation for statewide transportation planning and STIP development was *effective*. A total of 68% of Non-MPO jurisdiction responses and 52% of MPO jurisdiction responses indicated consultation was *effective*. A comparison of consultation effectiveness between MPO and Non-MPO jurisdictions reveals that Non-MPO jurisdictions evaluated overall consultation for statewide transportation planning and STIP development as slightly more effective than MPO jurisdictions.

#### 3.4.2 Statewide Transportation Planning

Similar to the evaluation of overall consultation, Non-MPO jurisdictions generally indicated greater satisfaction with the quality of consultation for statewide transportation planning as compared to MPO jurisdictions. A comparison of the following consultation elements indicated the highest satisfaction was associated with consultation information and materials.

- **Consultation Resulted in Adequate Consideration of Input:** A total of 54% of Non-MPO jurisdiction responses and 46% of MPO jurisdiction responses indicated that they *agree* that consultation resulted in adequate consideration of input for statewide transportation planning, with the lowest level of respondents that *strongly disagree* in Non-MPO jurisdictions.
- **Consultation Resulted in Increased Understanding:** A total of 71% of Non-MPO jurisdiction responses and 62% of MPO jurisdiction responses indicated they *agree* that consultation resulted in an increased understanding of statewide transportation planning, with the lowest level of respondents that *strongly disagree* in Non-MPO jurisdictions.
- **Consultation Information and Materials were Informative:** A total of 75% of Non-MPO jurisdiction responses and 67% of MPO jurisdiction responses indicated that consultation information and materials were *informative* of statewide transportation planning. The lowest level of respondents that indicated consultation information and materials were *not informative* was in Non-MPO jurisdictions.

#### 3.4.3 Statewide Transportation Improvement Program

The results summarizing the evaluation of consultation for STIP development also reveal that Non-MPO jurisdictions generally indicated greater satisfaction with the quality of consultation as compared to jurisdictions within, or partially within an MPO. A comparison of the following consultation elements indicated the highest satisfaction was associated with consultation and an increased understanding.

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<sup>6</sup> United States Government Publishing Office. "23 CFR 450". *Electronic Code of Federal Regulations*. October 22, 2015. 23 CFR 450.306(a). Web. October 26, 2015. [http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450\\_main\\_02.tpl](http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl).

- **Consultation Resulted in Adequate Consideration of Input:** A total of 56% of Non-MPO jurisdiction responses and 46% of MPO jurisdiction responses indicated that they *agree* that consultation resulted in adequate consideration of input in STIP development, with the lowest level of respondents that *strongly disagree* in Non-MPO jurisdictions.
- **Consultation Resulted in Increased Understanding:** A total of 69% of Non-MPO jurisdiction responses and 53% of MPO jurisdiction responses indicated they *agree* that consultation resulted in an increased understanding of STIP development, with the lowest level of respondents that *strongly disagree* in Non-MPO jurisdictions.
- **Consultation Information and Materials Informed Decisions:** A total of 66% of Non-MPO jurisdiction responses and 60% of MPO jurisdiction responses indicated that they *agree* that consultation information and materials informed decisions relevant to STIP development, with the lowest level of respondents that *strongly disagree* in Non-MPO jurisdictions.

#### 3.4.4 Communication and Coordination with ACTs and MPOs

The majority of respondents, 79% of Non-MPO jurisdiction responses and 56% of MPO jurisdiction responses indicated communication and coordination with their respective ACT was *effective*. In comparison, a total of 68% of Non-MPO jurisdiction responses and 45% of MPO jurisdiction responses indicated communication and coordination with neighboring ACTs and MPOs was *effective*. Overall, Non-MPO jurisdictions indicated higher effectiveness of communication and coordination as compared to MPO jurisdictions; and communication and coordination appeared more effective with respective ACTs, as compared to neighboring ACTs or MPOs.

### 3.5 ODOT Region

ODOT is organized into five Regions. The ODOT Regions coordinate transportation planning with local governments, ACTs, MPOs, Council of Governments, and private developers; and support project development for the state highway system's facilities within each Region.

For long-range planning efforts, Region staff review and provide technical input, particularly for Transportation System Plans (TSP); and provide technical support for local project planning. ODOT Region staff also ensure opportunities for public participation in the development and adoption of state facility plans.

Each of the ODOT Regions has adapted the process of STIP development, and transportation planning to a lesser extent, to meet the unique needs and history within the Region while respecting OTC policy and procedures. Generally, during STIP development, ODOT Region staff work with ACTs and MPOs to develop and prioritize projects to be included in the STIP.

Almost half of the 158 survey responses originated from ODOT Region 2 (47%), the other Regions all produced between 12-15% of the survey responses. Sample sizes for most of the individual Regions, with the exception of Region 2, were relatively small (n=12 to 20). Due to the small sample sizes the results may not be representative when analyzed on a Region by Region basis; and therefore inferences

cannot be made. For this reason, this report summarizes the survey results and identifies the sample size (n=X) for each Region to improve transparency of the data.

### 3.5.1 Effectiveness of Consultation

An analysis of consultation effectiveness for the ODOT Regions reveals that the majority (61%) of the total Region responses indicated that consultation for statewide transportation planning and STIP development was *effective*.

TABLE 2: EFFECTIVENESS OF CONSULTATION BY ODOT REGIONS

Consultation Effectiveness (Question 16)	All responses (n=131)	Region 1 (n=13)	Region 2 (n=64)	Region 3 (n=18)	Region 4 (n=18)	Region 5 (n=18)
Very Effective	21%	0%	22%	0%	39%	33%
Effective	40%	38%	42%	56%	28%	33%
<b>Total Effective</b>	<b>61%</b>	<b>38%</b>	<b>64%</b>	<b>56%</b>	<b>67%</b>	<b>67%</b>
Somewhat effective	32%	46%	30%	39%	22%	33%
Not effective	7%	15%	6%	6%	11%	0%
<b>Total Responses</b>	<b>131</b>	<b>13</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>18</b>

### 3.5.2 Statewide Transportation Planning

Region responses indicated that at least 50% of all respondents *agree* that consultation adequately considered input; 67% *agree* that consultation resulted in increased understanding of statewide transportation planning; and 71% indicated that consultation information and materials were *informative*. A comparison of these consultation elements indicated highest satisfaction with consultation information and materials.

- **Consultation Resulted in Adequate Consideration of Input:** Overall, a total of 50% of ODOT Region responses indicated that they *agree* that consultation resulted in adequate consideration of input for statewide transportation planning. The Region responses ranged between 38% (n=16) to 65% (n=17) of respondents that *agree*.
- **Consultation Resulted in Increased Understanding:** Overall, a total of 67% of the ODOT Region responses indicated that they *agree* that consultation resulted in an increased understanding of statewide transportation planning. The Region responses ranged between 53% (n=17) to 78% (n=18) of respondents that *agree*.
- **Consultation Information and Materials were Informative:** Overall, a total of 71% of ODOT Region responses indicated that consultation information and materials were *informative* of statewide transportation planning. The Region responses ranged between 56% (n=16) to 83% (n=83) of respondents that indicate consultation information and materials were *informative*

### 3.5.3 Statewide Transportation Improvement Program

Region responses indicated that over half (51%) of all respondents *agree* that consultation adequately considered input; 62% *agree* that consultation resulted in increased understanding; and 63% *agree* that consultation informed decisions relevant to STIP development. A comparison of these consultation

elements indicated highest satisfaction with consultation information and materials and how they informed decisions.

- **Consultation Resulted in Adequate Consideration of Input:** Overall, a total of 51% of ODOT Region responses indicated that they *agree* that consultation resulted in adequate consideration of input for STIP development. The Region responses ranged between 39% (n=18) to 61% (n=18) of respondents that *agree*.
- **Consultation Resulted in Increased Understanding:** Overall, a total of 62% of ODOT Region responses indicated that they *agree* that consultation resulted in increased understanding of STIP development. The Region responses ranged between 50% (n=12) to 67% (n=18) of respondents that *agree*
- **Consultation Information and Materials Informed Decisions:** Overall, a total of 63% of ODOT Region responses indicated that they *agree* that consultation information and materials informed decisions relevant to STIP development. The Region responses ranged between 50% (n=12) to 69% (n=16) of respondents that *agree*.

### 3.5.4 Communication and Coordination with ACTs and MPOs

Regional evaluation of communication and coordination with ACTs and MPO reveals that 70% of Region responses indicated *effective* communication and coordination with their respective ACT; responses ranged between 46% (n=13) to 86% (n=14) *effective*. The results also show that Region respondents indicated higher effectiveness in communicating and coordinating with a respective ACT, as compared to neighboring ACTs and MPOs. A total of 59% of Region responses indicated *effective* communication and coordination with neighboring ACTs and MPOs.

## 3.6 ACT Comparison

ACTs are advisory bodies chartered by the OTC to address all aspects of regional transportation (surface, marine, air, and transportation safety) that influence the state system. ACTs play a key role in the development of the STIP, by establishing a public process for the prioritization of projects to be included in the STIP. All areas of the state are represented by one of the twelve ACTs and ODOT utilizes this framework to communicate and consult with local jurisdictions and stakeholders.

Responses were received from all of the ACT areas, with the greatest number of surveys completed from the Mid-Willamette Valley ACT area (18%) and the LaneACT area (15%). Sample sizes for most of the individual ACTs were relatively small (as few as 3 total responses). Due to the small sample sizes the results may not be representative when analyzed on an ACT by ACT basis; and therefore inferences cannot be made. For this reason, this report summarizes the survey results and identifies the sample size (n=X) for each ACT to improve transparency of the data.

### 3.6.1 Effectiveness of Consultation

An analysis of consultation effectiveness across the ACT areas reveals that the majority (61%) of ACT responses indicated consultation for statewide transportation planning and STIP development was *effective*.

TABLE 3: EFFECTIVENESS OF CONSULTATION BY ACT AREAS

Consultation Effectiveness (Question 16)	Very Effective	Effective	Total Effective	Somewhat effective	Not effective	Total Responses
All responses (n=131)	21%	40%	61%	32%	7%	131
Cascades West (n=11)	27%	27%	55%	45%	0%	11
Central Oregon (n=8)	38%	25%	63%	38%	0%	8
Lane County (n=20)	20%	45%	65%	30%	5%	20
Lower John Day (n=5)	40%	40%	80%	20%	0%	5
Mid-Willamette Valley (n=24)	21%	46%	67%	25%	8%	24
North East (n=9)	33%	44%	78%	22%	0%	9
North West Oregon (n=9)	22%	44%	67%	22%	11%	9
Region 1 (n=13)	0%	38%	38%	46%	15%	13
Rogue Valley (n=8)	0%	50%	50%	38%	13%	8
South Central Oregon (n=5)	40%	20%	60%	0%	40%	5
South East (n=9)	33%	22%	56%	44%	0%	9
South West (n=10)	0%	60%	60%	40%	0%	10

### 3.6.2 Statewide Transportation Planning

ACT responses indicated that at least 50% of the respondents *agree* that consultation adequately considered input; 67% *agree* that consultation resulted in increased understanding of statewide transportation planning; and 71% indicated consultation information and materials were *informative*. A comparison of these consultation elements indicated highest satisfaction with consultation information and materials.

- **Consultation Resulted in Adequate Consideration of Input:** Overall, a total of 50% of ACT responses indicated that they *agree* that consultation resulted in adequate consideration of input for statewide transportation planning. The ACT responses ranged between 38% (n=16) to 100% (n=5) of respondents that *agree*.
- **Consultation Resulted in Increased Understanding:** Overall, a total of 67% of ACT responses indicated that they *agree* that consultation resulted in an increased understanding of statewide transportation planning. The ACT responses ranged between 53% (n=17) to 80% (n=5) of respondents that *agree*.
- **Consultation Information and Materials were Informative:** Overall, a total of 71% of ACT responses indicated that consultation information and materials were *informative* for statewide transportation planning. The ACT responses ranged between 56% (n=16) to 100% (n=3) that indicated consultation information and materials were *informative*.

### 3.6.3 Statewide Transportation Improvement Program

ACT responses indicated that over half (51%) of all respondents *agree* that consultation adequately considered input; 62% *agree* that consultation resulted in increased understanding; and 63% *agree* that information and materials informed decisions relevant to the STIP. A comparison of these consultation

elements indicated highest satisfaction with consultation information and materials and how they inform decisions.

- **Consultation Resulted in Adequate Consideration of Input:** Overall, a total of 51% of ACT responses indicated that they *agree* that consultation resulted in adequate consideration of input for STIP development. The ACT responses ranged between 22% (n=9) to 82% (n=11) of respondents that *agree*.
- **Consultation Resulted in Increased Understanding:** Overall, a total of 62% of ACT responses indicated that they *agree* that consultation results in increased understanding of STIP development. The ACT responses ranged between 44% (n=9) to 80% (n=5) of respondents that *agree*.
- **Consultation Information and Materials Informed Decisions:** Overall, a total of 63% of ACT responses indicated that they *agree* that consultation information and materials informed decisions relevant to STIP development. The ACT responses ranged between 38% (n=8) to 82% (n=11) of respondents that *agree*.

#### 3.6.4 Communication and Coordination with ACTs and MPOs

Evaluation of communication and coordination with ACTs and MPO reveals that 71% of ACT area responses indicated *effective* communication and coordination with their respective ACT; responses ranged between 46% (n=13) and 100% (n=4) *effective*. All respondents that identified themselves as serving on an ACT were omitted from this analysis so as not to bias the response. For more information describing the data analysis and procedures reference Appendix C.

The results also show that ACT respondents indicated higher effectiveness in communicating and coordinating with a respective ACT, as compared to neighboring ACTs and MPOs. A total of 59% of ACT area responses indicated *effective* communication and coordination with neighboring ACTs and MPOs.

## 4 Summary of Results

The 2015 survey results present an overview of stakeholder perceptions regarding ODOT's consultation practices for statewide transportation planning and STIP development. Overall, 61% of the total survey respondents indicated that consultation practices were *effective*. Evaluation of consultation by those respondents identified as *involved*, in statewide transportation planning or STIP development indicated a slightly higher evaluation of consultation that ranged from 62% to 65% *effective*. Further analysis revealed two preferred consultation methods for both statewide transportation planning and STIP development, these included local staff meetings with ODOT staff and ODOT participation through an ACT.

The majority of MPO jurisdiction (52%) and Non-MPO jurisdiction (68%) responses indicated that overall consultation for statewide transportation planning and STIP development was *effective*. A general comparison of consultation effectiveness between MPO jurisdictions and Non-MPO jurisdictions reveals that Non-MPO jurisdictions evaluate overall consultation for statewide transportation planning and STIP development as slightly more effective than MPO jurisdictions. The

results also revealed the majority (61%) of Region and ACT responses indicated overall consultation for statewide transportation planning and STIP development was *effective*.

All respondents generally indicated higher satisfaction with consultation information and materials and the degree in which they inform respondents and decisions; and satisfied to a lesser degree with the consideration of input given for statewide transportation planning and STIP development.

In terms of communication and coordination between ACTs, MPOs and survey respondents, the majority of all respondents (56% - 79%) indicated communication and coordination with their respective ACTs was *effective*. Non-MPO jurisdiction respondents (79%) indicated the highest effectiveness as compared to other respondent groups. For most of the respondent groups, a majority of responses (59%-68%) also indicated *effective* communication and coordination with neighboring ACTs and MPOs. MPO jurisdiction respondents were the only group where less than half of responses (45%) were *effective*. Non-MPO jurisdiction respondents (68%) indicated the highest effectiveness. Overall, responses indicated a higher satisfaction of communication and coordination with respective ACTs, as compared to neighboring ACTs or MPOs.

The figures and tables included in Appendix B can inform ongoing efforts to improve consultation.

#### **4.1 Comparison of Historical Results**

Survey administration and methodology varied slightly between 2005, 2010 and 2015 so as to most effectively capture relevant issues during the survey period; therefore the 2015 survey results cannot be directly compared to the previous years' analyses. In a general effort to identify trends, the 2015 survey results indicated that ODOT's consultation practices continue to be effective for statewide transportation planning and STIP development for all planning boundaries and geographies.

#### **4.2 Summary of Comments Received**

The survey also provided opportunities to make suggestions for improving ODOT's current local consultation practices. The following summarizes the general themes that emerged from the suggestions received.

- Improve public meetings and public engagement processes by enhancing accessibility and expanding opportunities to get involved; providing more opportunities to engage local councils or committees; and enhance dialogue with local stakeholders.
- Provide concise information and materials that clearly articulated planning and STIP processes and any relevant implications for local implementation. Information should be easily understood by diverse audiences.
- Clarify the linkages between consultation and outcomes, by engaging in a process that clearly articulates how feedback is considered in planning processes and STIP development.
- Conduct an inclusive consultation process with stakeholders throughout the state (i.e. multimodal representatives, local elected and Tribal officials, local staff, metropolitan areas, rural

communities, councils and commissions, etc.) that takes place early and often. Suggestions to improve the inclusiveness of consultation include: continuing engagement at the local level with staff, elected officials and other interested parties; coordination between ODOT Regions; and occasional joint meetings between statewide committees, MPOs and ACTs.

- Address various modal interests in determining STIP priorities that affect statewide and local transportation systems. Improvements may include expanding the availability of resources to strengthen the competitiveness and quality of multi modal proposals.
- Address jurisdictional needs, of all community sizes, in determining STIP priorities. Improvements may include expanding the availability of resources to strengthen the competitiveness and quality of proposals from smaller jurisdictions.
- A few stakeholders suggested approaches to strengthen communication and coordination with their respective ACT and with neighboring ACTs and MPOs. Some of the suggestions included delegation of this responsibility to ACT representatives through roles and responsibilities; regularly schedule ACT reporting sessions to local staff, councils and commissions; and periodically convene statewide ACTs and other statewide committees or regional MPOs.

# **Appendix A Documentation of Local Official Consultation**

## **Documentation of Local Official Consultation Oregon Department of Transportation**

August 2015

### **Overview**

Federal and state planning and public involvement regulations require the Oregon Department of Transportation (ODOT) to document and implement a consultation process with local elected officials. The review will assess the effectiveness of consultation practices for statewide transportation planning processes and the development of the State Transportation Improvement Program (STIP). ODOT solicits feedback from local officials and others at least every five years for a 60-day period and invites them to review this document (Documentation of Local Official Consultation).

### **Consultation Processes**

ODOT is involved with advisory committees, develops plans and policies, and complies with regulations, agency directives, and practices that demonstrate the Department's commitment to consultation and coordination with local governments to inform Agency decision-making. For example, the Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) to enhance opportunities for local stakeholders to participate in the early stages of the transportation project selection process. In addition, the Agency's Transportation Data Section provides accurate transportation data and services to local governments, assisting with local transportation planning and programming activities. A brief description of the various types of ODOT's consultation processes are found below. The table at the end of this document provides a list of many of the key elements and where they may be obtained.

### **Local Consultation Survey and Documentation of Practices**

Every five years, ODOT administers a survey to local elected and/or appointed officials throughout Oregon cities, counties, port districts, and transit districts; soliciting feedback regarding the effectiveness of consultation for statewide transportation planning processes and development of the STIP. Through this process ODOT also seeks review of a broader set of existing local official consultation practices. The survey responses can be used to compare to previous results or to gauge the general opinions of the state. Survey responses will help ODOT understand if the Agency's current communication processes are working effectively to engage local officials and define opportunities for improvement. The results will be presented to the OTC and Federal Highway Administration (FHWA).

## **Advisory Committees**

ODOT consults with a variety of stakeholders through advisory committees, many of which focus on specific programs and activities. Some committees were established by state statute, and others appointed by the OTC or the ODOT Director to meet the purposes of laws and policies. Examples include ACTs, the Oregon Local Program Committee (formerly Local Officials Advisory Committee), program specific advisory committees, and committees formed to advise the Department on specific statewide planning documents or projects.

### *Area Commissions on Transportation*

The Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) as advisory bodies to improve communication and interaction between the OTC and local stakeholders who represent transportation interests throughout communities. The OTC has adopted policy to guide the formation and operation of the ACTs. At this time, twelve ACTs represent all geographic areas around the state.

### *Oregon Local Program Committee*

The Oregon Local Program Committee (OLPC) is a partnership between counties, cities, ODOT, FHWA, and the Oregon Metropolitan Planning Organization Consortium (OMPOC). The purpose of this program oversight group is to improve policy, process and oversight in the delivery of the Local Federal Aid Program and other local street and road programs and projects administered through ODOT.

### *Program Specific Advisory Committees*

Consultation often takes place through local agency membership on program or mode specific advisory committees. These committees focus on issues with a narrower scope and have membership requirements specific to the character of their work. Many of them report directly to the OTC. Examples of program specific committees include the Oregon Freight Advisory Committee, Public Transportation Advisory Committee, Oregon Bicycle and Pedestrian Advisory Committee, and the Traffic Records Coordinating Committee.

### *Project Specific Advisory Committees*

The STIP Process Stakeholder Advisory Committee is an example of a committee formed for a specific purpose. The OTC convened the committee to provide recommendations for improvement to the STIP process, including decision-making and opportunities for input. Membership consists of representatives from stakeholder groups, including freight, public transit, cities, counties, state agencies, Metropolitan Planning Organizations (MPOs), ACTs and private interests.

### *Advisory Committees for Multimodal, Modal and Topic Plans*

During plan development, ODOT normally involves one or more advisory committees that include local government representation. The 2015 Oregon Transportation Options Plan, for example, included guidance from a Policy Advisory Committee (PAC) representing diverse stakeholders from throughout Oregon. Stakeholders represented freight, business, transit, transportation options providers and local governments. The PAC served in an advisory capacity to the OTC and ODOT; and provided strategic direction throughout the planning process. Adopted plans include a summary of the stakeholder involvement.

### **Adopted Transportation Plans**

#### *Statewide Multimodal, Modal and Topic Plans*

ODOT statewide plans reinforce the value of consultation with local governments. Some plans include formal actions or policies, while others describe the methods by which the state has and/or will engage local governments. Plans are informed by Policy Advisory Committees, these are composed of elected officials and other interested stakeholders, representing public, private, and advocacy interests, and are engaged throughout the effort.

The *2006 Oregon Transportation Plan (OTP)* is the state's long-range multimodal transportation plan. The OTP is ODOT's overarching policy document and is supported by mode and topic plans, such as *The Oregon Highway Plan and Bicycle and Pedestrian Plan*. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. Goal 7 of the OTP, "Coordination, Communication, and Cooperation", has policies and related strategies that deal specifically with consultation. Specifically, Policy 7.3 and its associated strategies highlight consultation expectations throughout numerous agency activities.

### **Guidelines, Manuals and Community Resources**

ODOT has a number of guidance documents and handbooks for implementing planning requirements. These resources provide guidance to staff, local governments and consultants on policy implementation and help build positive relationships with ODOT's local partners. A few examples of documents that fall into this category include guidance for the jurisdictional exchange of roads, interchange area management, transportation system planning, development review, STIP development and public involvement.

*Transferring Roads* gives guidance on how to transfer a state highway to a local jurisdiction and a local roadway to the state's jurisdiction. Its purpose is to clarify the issues and process so that ODOT and local governments can consider the relevant issues and more easily move through the transfer process.

*2013 Interchange Area Management Guidelines* are designed to assist ODOT planners, local jurisdictions, and the consultant community in the preparation of Interchange Area Management Plans (IAMPs). The Guidelines are intended to serve as an educational and consistency tool, to

describe the elements of an IAMP, what an IAMP should accomplish and how to meet expectations and objectives.

*2008 Transportation System Planning Guidelines*, is a resource document, that was developed to assist staff, local jurisdictions and the consultant community to prepare and update county and local transportation system plans. The guidelines are designed to help jurisdictions develop plans that meet local needs and comply with state rules, requirements and regulations, including applicable elements of the Transportation Planning Rule (TPR) and the 2006 OTP.

*ODOT Development Review Guidelines* help agency staff understand the local land use process and provide guidance on working effectively with local partners.

*STIP User's Guide* includes more detailed information about the processes and procedures for developing the STIP.

*Public Involvement Portal* establishes a centralized online repository for public involvement, Title VI and Environmental Justice related guidance, reports, training and other community resources for statewide partners.

## **Regulations and Policies**

### *Oregon Administrative Rules*

Oregon has adopted several administrative rules to promote development of a safe and efficient transportation system. The *Oregon Administrative Rules (OARs)* set out processes for coordinating with local governments and include the *State Agency Coordination Rule (SAC)*, *Transportation Planning Rule (TPR)*, and the *Access Management Rule*.

### *State Agency Coordination Rule*

The *State Agency Coordination Rule (SAC)* establishes procedures to assure that ODOT land use programs (e.g., disposal of surplus right of way) are carried out in compliance with statewide planning goals and in a manner compatible with local comprehensive plans.

### *Transportation Planning Rule*

The *Transportation Planning Rule (TPR)*, which is found in OAR 660 Division 12 requires affected state agencies and local governments to coordinate the preparation of local transportation system plans with state transportation plans.

### *Laws and Governor's Executive Orders*

The Oregon Legislature and the Governor have also worked to ensure coordination and consultation with local stakeholders. Local government coordination requirements and/or membership are specifically defined in law or Executive Order for several of the Department's advisory committees. Such committees as the Government-to-Government Relations, the

Governor's Economic Revitalization Team, the Historic Columbia River Highway Advisory Committee, and the Oregon Transportation Safety Committee all fall into this category.

### *Policies*

In addition to policies incorporated into plans and other documents, the OTC adopts stand-alone policies that describe coordination with local governments. Two examples are the *Policy on Formation and Operation of the Area Commissions on Transportation* and the *OTC Public Involvement Policy*. The ACT policy was developed to answer questions about the purpose, formation and function of the ACTs and to encourage consistency statewide while balancing local needs for flexibility and uniqueness. The *OTC Public Involvement Policy* requires the agency to develop statewide transportation plans and the STIP in consultation with local officials including transit and port districts.

### **Transportation Data**

ODOT supports local jurisdictions with a wide selection of transportation data systems and programs that include crash analysis and reporting, traffic counts, mapping and road inventory products, and the Highway Performance Monitoring System (HPMS). ODOT acts as liaison between local agencies and the appropriate federal agencies to track and maintain transportation data, resulting in data extracts, reports, and interactive Geographic Information System (GIS) products for local agencies. The data is used in part to distribute and prioritize road funding for local agencies and supports analysis of ground transportation, community development and law enforcement.

*Trans Data Portal* provides publically available data resources; including, statewide, region, county and city maps, GIS data layers, analysis tools, and reporting data. Through the portal ODOT maintains TransGIS, a web mapping tool designed for users of every skill level, presenting many levels of complex data in an interactive map format.

## **Listing of key Policies and Procedures**

The following table identifies many of ODOT's key policies and procedures for consulting with local government stakeholders and is tabulated based on the type of obligation, statute, adopted plan, etc. While this list is extensive, it is not necessarily all-inclusive and represents a moment in time. When available, electronic links are provided to assist in obtaining more information.

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
1997 Oregon Public Transportation Plan*		X				<a href="http://www.oregon.gov/ODOT/TD/TP/OPTP.shtml">http://www.oregon.gov/ODOT/TD/TP/OPTP.shtml</a>
1999 Oregon Highway Plan		X				<a href="http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999_OHP.pdf">http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999_OHP.pdf</a>
2005 Oregon Bicycle and Pedestrian Plan*		X				<a href="http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or_bicycle_ped_plan.pdf">http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or_bicycle_ped_plan.pdf</a>
2006 Oregon Transportation Plan		X				<a href="http://www.oregon.gov/odot/td/tp/pages/otp.aspx">http://www.oregon.gov/odot/td/tp/pages/otp.aspx</a>
2011 Oregon Freight Plan		X				<a href="http://www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx#cat1">http://www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx#cat1</a>
2011 Transportation Safety Action Plan*		X				<a href="http://www.oregon.gov/ODOT/TS/docs/tsap_revised_03-20-12.pdf">http://www.oregon.gov/ODOT/TS/docs/tsap_revised_03-20-12.pdf</a>
2014 Oregon State Rail Plan		X				<a href="http://www.oregon.gov/ODOT/TD/TP/RailPlan/Adopted_Oregon_SRP.pdf">http://www.oregon.gov/ODOT/TD/TP/RailPlan/Adopted_Oregon_SRP.pdf</a>
2015 Oregon Transportation Options Plan		X				<a href="http://www.oregon.gov/odot/td/tp/pages/toplan.aspx">http://www.oregon.gov/odot/td/tp/pages/toplan.aspx</a>
Area Commission on Transportation (ACTs)		X		X		<a href="http://www.oregon.gov/ODOT/COMM/act_main.shtml">http://www.oregon.gov/ODOT/COMM/act_main.shtml</a>
Access Management Manual and Development Review Guidelines (Implements OAR 734-051)					X	<a href="http://www.oregon.gov/ODOT/hwy/accessmgt/accessmanagementmanual.shtml">http://www.oregon.gov/ODOT/hwy/accessmgt/accessmanagementmanual.shtml</a> <a href="http://www.oregon.gov/ODOT/TD/TP/docs/plans/devrevchapters.pdf">http://www.oregon.gov/ODOT/TD/TP/docs/plans/devrevchapters.pdf</a>
Access Management Rules (OAR 734-051)			X			<a href="http://www.oregon.gov/odot/hwy/accessmgt/Pages/technicalbulletins.aspx">http://www.oregon.gov/odot/hwy/accessmgt/Pages/technicalbulletins.aspx</a>
Economic Revitalization Team (Executive Order EO-09-10)	X					<a href="http://archivedwebsites.sos.state.or.us/Governor_Kulongoski_2011/governor.oregon.gov/Gov/ERT/index.shtml">http://archivedwebsites.sos.state.or.us/Governor_Kulongoski_2011/governor.oregon.gov/Gov/ERT/index.shtml</a>
Historic Columbia River Highway Advisory Committee (ORS 366.553)	X			X		<a href="http://www.oregon.gov/oprd/hcd/Pages/hcrhac.aspx">http://www.oregon.gov/oprd/hcd/Pages/hcrhac.aspx</a>
Interchange Area Management Guidelines					X	<a href="http://www.oregon.gov/ODOT/TD/TP/docs/plans/IAMP_Guidelines_Update_4-13.pdf">http://www.oregon.gov/ODOT/TD/TP/docs/plans/IAMP_Guidelines_Update_4-13.pdf</a>
Local Program Leadership Team				X		<a href="http://www.oregon.gov/ODOT/HWY/LGS/Pages/LPLT.aspx">http://www.oregon.gov/ODOT/HWY/LGS/Pages/LPLT.aspx</a>
Oregon Bicycle and Pedestrian Committee (ORS 366.112)	X			X		<a href="http://www.oregon.gov/ODOT/HWY/BIKEPED/obpac.shtml">http://www.oregon.gov/ODOT/HWY/BIKEPED/obpac.shtml</a>
Oregon Freight Advisory Committee (ORS 366.212)	X			X		<a href="http://www.oregon.gov/ODOT/TD/TP/pages/ofac.aspx">http://www.oregon.gov/ODOT/TD/TP/pages/ofac.aspx</a>
Oregon Highway Plan Mobility Standards Guidelines					X	<a href="http://www.oregon.gov/ODOT/TD/TP/pages/ohp2011.aspx">http://www.oregon.gov/ODOT/TD/TP/pages/ohp2011.aspx</a>
Oregon Local Program Committee				X	X	<a href="http://www.oregon.gov/ODOT/HWY/LGS/lpoc.shtml">http://www.oregon.gov/ODOT/HWY/LGS/lpoc.shtml</a>
Oregon Rail Advisory Committee		X		X		<a href="http://www.oregon.gov/odot/rail/railadvisorycommittee.shtml">http://www.oregon.gov/odot/rail/railadvisorycommittee.shtml</a>
Oregon Traffic Control Devices Committee		X		X		<a href="http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml">http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml</a>

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
Oregon Traffic Control Devices Committee		X		X		<a href="http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml">http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml</a>
Oregon Transportation Commission (ORS 184.610 to 184.666)	X					<a href="http://www.oregon.gov/ODOT/COMM/otc_main.shtml">http://www.oregon.gov/ODOT/COMM/otc_main.shtml</a>
Oregon Transportation Commission (OTC) Public Involvement Policy		X				<a href="http://www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf">http://www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf</a>
Oregon Transportation Safety Committee (ORS 802.300)	X			X		<a href="http://www.oregon.gov/ODOT/TS/gac.shtml#About_the_OTSC">http://www.oregon.gov/ODOT/TS/gac.shtml#About_the_OTSC</a>
Policy on Formation and Operation of the Area Commissions on Transportation		X			X	<a href="http://www.oregon.gov/ODOT/COMM/docs/acts/ACTPolicy0603.pdf">http://www.oregon.gov/ODOT/COMM/docs/acts/ACTPolicy0603.pdf</a>
Public Transportation Advisory Committee		X		X		<a href="http://www.oregon.gov/odot/pt/pages/stakeholders/ptac.aspx">http://www.oregon.gov/odot/pt/pages/stakeholders/ptac.aspx</a>
Relationship of State Agencies with Indian Tribes (ORS 182.162-168) (Executive Order EO-96-30)	X					<a href="http://www.leg.state.or.us/cis/">http://www.leg.state.or.us/cis/</a>
Scenic Byways Program Advisory Committee (OAR 734-032-000 through 0070)		X	X	X		<a href="http://egov.oregon.gov/ODOT/HWY/SCENICBYWAYS/advisory_members.shtml">http://egov.oregon.gov/ODOT/HWY/SCENICBYWAYS/advisory_members.shtml</a>
State Agency Coordination Program (OAR 731-015-000 through 135)			X			<a href="http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_731/731_015.html">http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_731/731_015.html</a>
STIP Stakeholder Committee		X		X		<a href="http://www.oregon.gov/ODOT/TD/TP/pages/stip_ssc.aspx">http://www.oregon.gov/ODOT/TD/TP/pages/stip_ssc.aspx</a>
Transportation and Growth Management Advisory Committee				X		<a href="http://www.oregon.gov/LCD/TGM/index.shtml">http://www.oregon.gov/LCD/TGM/index.shtml</a>
Transportation Data					X	<a href="http://www.oregon.gov/ODOT/TD/TDATA/publications.shtml">http://www.oregon.gov/ODOT/TD/TDATA/publications.shtml</a>
Transportation Planning Rule (OAR 660-12-0000 through 0070)			X			<a href="http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html">http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html</a>
Transportation System Planning Guidelines 2008					X	<a href="http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf">http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf</a>

## Appendix B Figures and Tables

TABLE 1: ROLE OF RESPONDENT THAT REPRESENTS AFFILIATION

Role Representing Affiliation (Question 2)	% of Total Responses	Number of Responses (n=158)
Elected official	23%	36
Agency or jurisdiction staff	48%	76
Business representative	11%	16
Interested citizen	5%	8
Other	14%	22
<b>Total Responses</b>		<b>158</b>

TABLE 2: EFFECTIVENESS OF CONSULTATION BY ENTITIES REPRESENTED

Consultation Effectiveness (Question 3 & 16)	All responses	City and County	ACT	MPO	Modal Advisory Committee	Statewide Plan Policy Advisory Committee	Other
Very Effective	21%	20%	24%	9%	35%	14%	7%
Effective	44%	43%	48%	41%	42%	14%	57%
<b>Total Effective</b>	<b>65%</b>	<b>63%</b>	<b>73%</b>	<b>50%</b>	<b>77%</b>	<b>29%</b>	<b>64%</b>
Somewhat effective	28%	33%	19%	41%	12%	43%	29%
Not effective	8%	4%	8%	9%	12%	29%	7%
<b>Total Responses</b>	<b>225</b>	<b>94</b>	<b>62</b>	<b>22</b>	<b>26</b>	<b>7</b>	<b>14</b>

TABLE 3: EFFECTIVENESS OF CONSULTATION BY THOSE SELF-IDENTIFIED AS INVOLVED

Consultation Effectiveness	Statewide Transportation Planning (Question 4 & 16, n=115)	STIP Development (Question 10 & 16, n=92)
Very Effective	21%	21%
Effective	41%	45%
<b>Total Effective</b>	<b>62%</b>	<b>65%</b>
Somewhat effective	32%	32%
Not effective	6%	3%
<b>Total Responses</b>	<b>115</b>	<b>92</b>

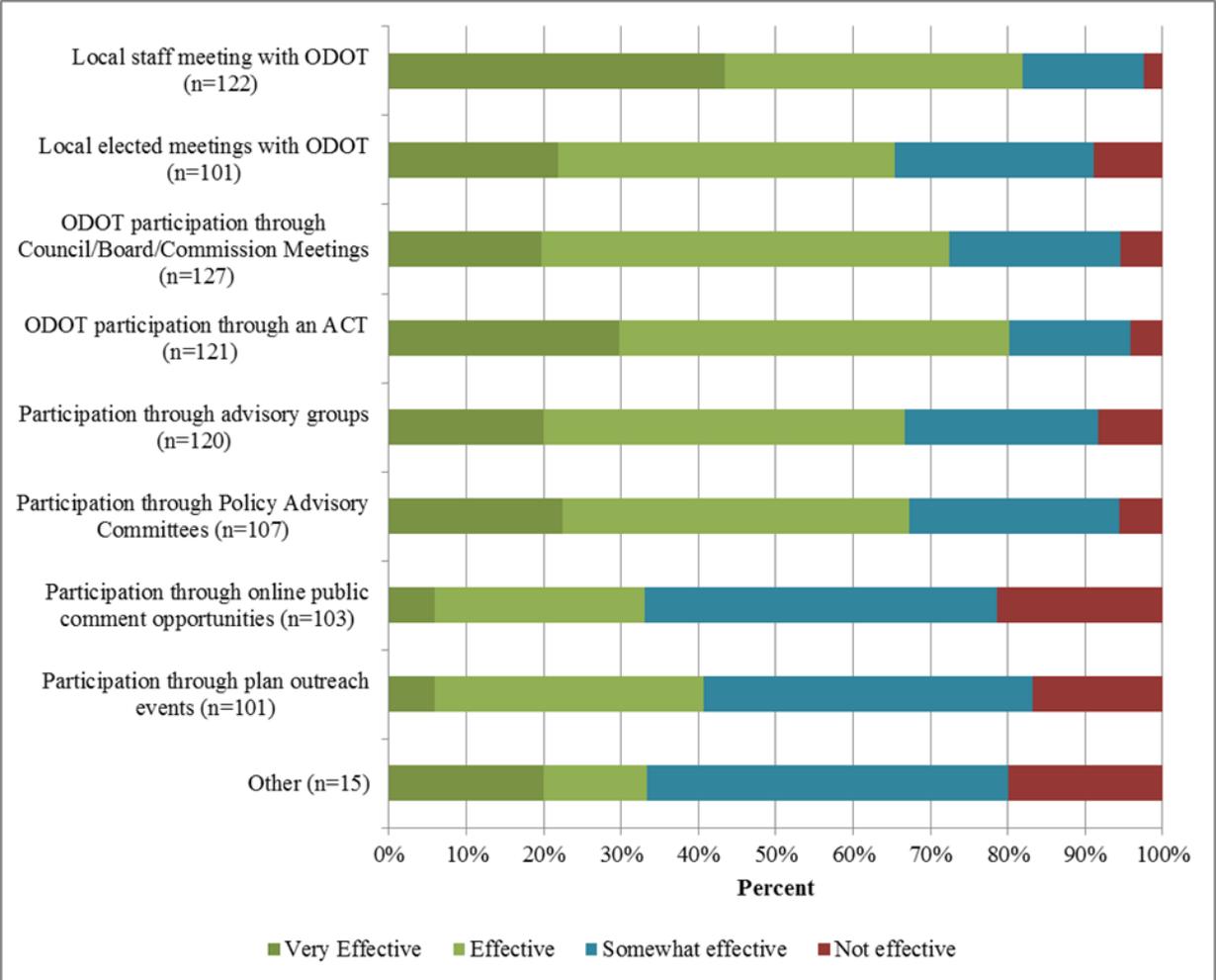


FIGURE 1 & TABLE 4: EFFECTIVENESS OF SPECIFIC CONSULTATION APPROACHES FOR INCORPORATING INPUT INTO THE STATEWIDE TRANSPORTATION PLANNING PROCESS

Consultation Effectiveness of Specific Approaches (Question 8)	Very Effective	Effective	Total Effective	Somewhat effective	Not effective	Total Responses
Local staff meeting with ODOT (n=122)	43%	39%	82%	16%	2%	122
Local elected meetings with ODOT (n=101)	22%	44%	65%	26%	9%	101
ODOT participation through Council/Board/Commission Meetings (n=127)	20%	53%	72%	22%	6%	127
ODOT participation through an ACT (n=121)	30%	50%	80%	16%	4%	121
Participation through advisory groups (n=120)	20%	47%	67%	25%	8%	120
Participation through Policy Advisory Committees (n=107)	22%	45%	67%	27%	6%	107
Participation through online public comment opportunities (n=103)	6%	27%	33%	46%	21%	103
Participation through plan outreach events (n=101)	6%	35%	41%	43%	17%	101
Other (n=15)	20%	13%	33%	47%	20%	15

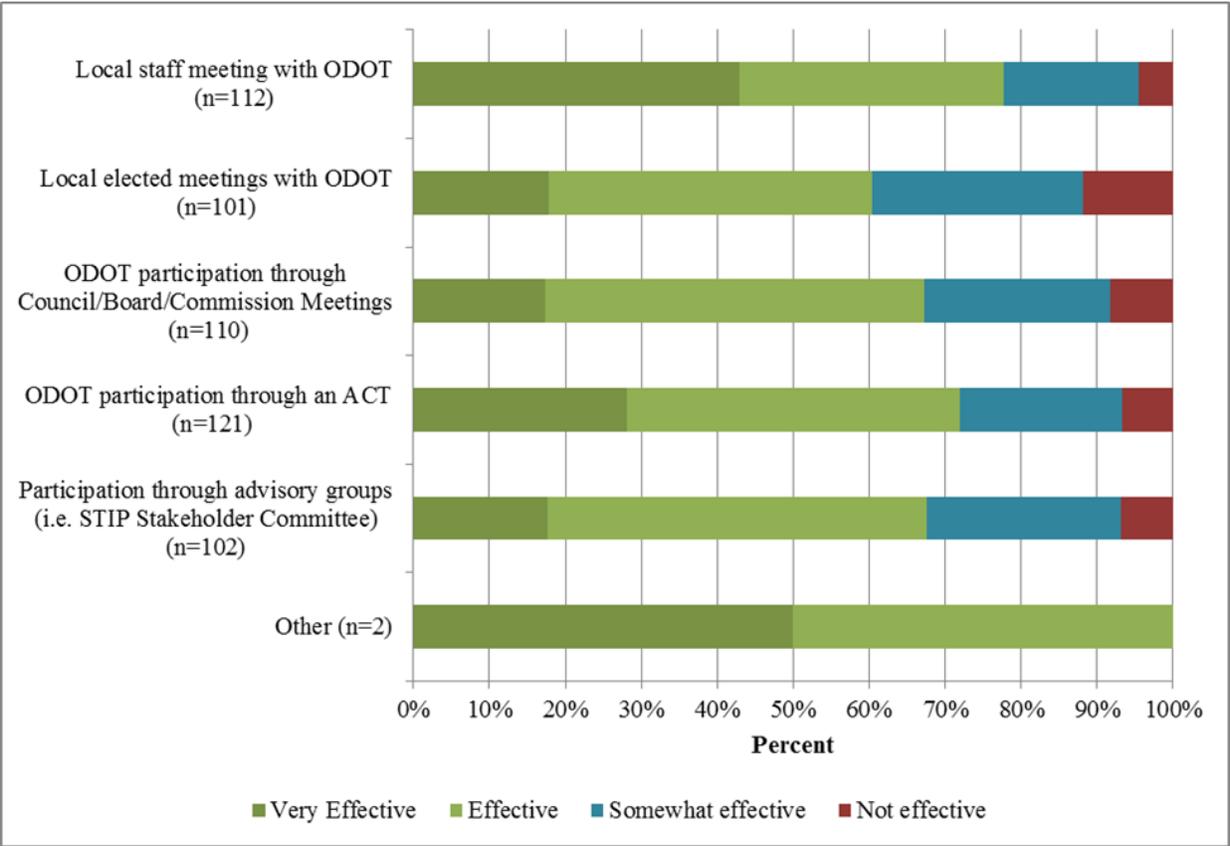


FIGURE 2 & TABLE 5: EFFECTIVENESS OF SPECIFIC CONSULTATION APPROACHES FOR INCORPORATING INPUT INTO THE STIP

Consultation Effectiveness of Specific Approaches (Question 14)	Very Effective	Effective	Total Effective	Somewhat effective	Not effective	Total Responses
Local staff meeting with ODOT (n=112)	43%	35%	78%	18%	4%	112
Local elected meetings with ODOT (n=101)	18%	43%	60%	28%	12%	101
ODOT participation through Council/Board/Commission Meetings (n=110)	17%	50%	67%	25%	8%	110
ODOT participation through an ACT (n=121)	28%	44%	72%	21%	7%	121
Participation through advisory groups (i.e. STIP Stakeholder Committee) (n=102)	18%	50%	68%	25%	7%	102
Other (n=2)	50%	50%	100%	0%	0%	2

TABLE 6: BREAK DOWN OF RESPONSES BY MPO AND NON-MPO

MPO Affiliation	% of Total Responses	Number of Responses (n=158)
MPO	46%	73
Non-MPO	54%	85
<b>Total Responses</b>		<b>158</b>

\*A total of 75 responses indicated either participation on an MPO Policy Board or were located within or partially within an MPO planning area; however, two responses were omitted from this analysis as they were outside of the State of Oregon.

TABLE 7: EFFECTIVENESS OF CONSULTATION: MPO AND NON-MPO JURISDICTIONS

Consultation Effectiveness (Question 16)	MPO (n=58)	Non-MPO (n=73)
Very effective	16%	25%
Effective	36%	44%
<b>Total Effective</b>	<b>52%</b>	<b>68%</b>
Somewhat effective	40%	26%
Not effective	9%	5%
<b>Total Responses</b>	<b>58</b>	<b>73</b>

TABLE 8: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT IN STATEWIDE TRANSPORTATION PLANNING: MPO AND NON-MPO JURISDICTIONS

Consultation Results in Adequate Consideration of Input (Question 5)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=137)	Percent	Number of Responses (n=65)	Percent	Number of Responses (n=72)
Strongly agree	12%	16	11%	7	13%	9
Agree	39%	53	35%	23	42%	30
<b>Total in Agreement</b>	<b>50%</b>	<b>69</b>	<b>46%</b>	<b>30</b>	<b>54%</b>	<b>39</b>
Somewhat agree	39%	53	37%	24	40%	29
Strongly disagree	11%	15	17%	11	6%	4
<b>Total Responses</b>	<b>100%</b>	<b>137</b>	<b>100%</b>	<b>65</b>	<b>100%</b>	<b>72</b>

TABLE 9: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF STATEWIDE TRANSPORTATION PLANNING: MPO AND NON-MPO JURISDICTIONS

Consultation Results in Increased Understanding (Question 6)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=139)	Percent	Number of Responses (n=66)	Percent	Number of Responses (n=73)
Strongly agree	20%	28	17%	11	23%	17
Agree	47%	65	45%	30	48%	35
<b>Total in Agreement</b>	<b>67%</b>	<b>93</b>	<b>62%</b>	<b>41</b>	<b>71%</b>	<b>52</b>
Somewhat agree	27%	37	29%	19	25%	18
Strongly disagree	6%	9	9%	6	4%	3
<b>Total Responses</b>	<b>100%</b>	<b>139</b>	<b>100%</b>	<b>66</b>	<b>100%</b>	<b>73</b>

TABLE 10: CONSULTATION INFORMATION AND MATERIALS ARE INFORMATIVE OF STATEWIDE TRANSPORTATION PLANNING: MPO AND NON-MPO JURISDICTIONS

Consultation Information and Materials are Informative (Question 7)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=138)	Percent	Number of Responses (n=66)	Percent	Number of Responses (n=72)
Very informative	23%	32	18%	12	28%	20
Informative	48%	66	48%	32	47%	34
<b>Total Informative</b>	<b>71%</b>	<b>98</b>	<b>67%</b>	<b>44</b>	<b>75%</b>	<b>54</b>
Somewhat informative	25%	35	27%	18	24%	17
Not informative	4%	5	6%	4	1%	1
<b>Total Responses</b>	<b>100%</b>	<b>138</b>	<b>100%</b>	<b>66</b>	<b>100%</b>	<b>72</b>

TABLE 11: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT IN STIP DEVELOPMENT: MPO AND NON-MPO JURISDICTIONS

Consultation Results in Adequate Consideration of Input (Question 11)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=127)	Percent	Number of Responses (n=57)	Percent	Number of Responses (n=70)
Strongly agree	9%	12	11%	6	9%	6
Agree	42%	53	35%	20	47%	33
<b>Total in Agreement</b>	<b>51%</b>	<b>65</b>	<b>46%</b>	<b>26</b>	<b>56%</b>	<b>39</b>
Somewhat agree	38%	48	42%	24	34%	24
Strongly disagree	11%	14	12%	7	10%	7
<b>Total Responses Received</b>	<b>100%</b>	<b>127</b>	<b>100%</b>	<b>57</b>	<b>100%</b>	<b>70</b>

TABLE 12: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF THE STIP: MPO AND NON-MPO JURISDICTIONS

Consultation Results in Increased Understanding (Question 12)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=130)	Percent	Number of Responses (n=58)	Percent	Number of Responses (n=72)
Strongly agree	19%	25	16%	9	22%	16
Agree	43%	56	38%	22	47%	34
<b>Total in Agreement</b>	<b>62%</b>	<b>81</b>	<b>53%</b>	<b>31</b>	<b>69%</b>	<b>50</b>
Somewhat agree	31%	40	38%	22	25%	18
Strongly disagree	7%	9	9%	5	6%	4
<b>Total Responses</b>	<b>100%</b>	<b>130</b>	<b>100%</b>	<b>58</b>	<b>100%</b>	<b>72</b>

TABLE 13: CONSULTATION INFORMATION AND MATERIALS INFORM DECISIONS RELEVANT TO STIP DEVELOPMENT: MPO AND NON-MPO JURISDICTIONS

Consultation Information and Materials Inform Decisions (Question 13)	All		MPO		Non-MPO	
	Percent	Number of Responses (n=128)	Percent	Number of Responses (n=57)	Percent	Number of Responses (n=71)
Strongly agree	14%	18	11%	6	17%	12
Agree	49%	63	49%	28	49%	35
<b>Total in Agreement</b>	<b>63%</b>	<b>81</b>	<b>60%</b>	<b>34</b>	<b>66%</b>	<b>47</b>
Somewhat agree	30%	38	32%	18	28%	20
Strongly disagree	7%	9	9%	5	6%	4
<b>Total Responses</b>	<b>100%</b>	<b>128</b>	<b>100%</b>	<b>57</b>	<b>100%</b>	<b>71</b>

TABLE 14: MPO AND NON-MPO JURISDICTION COMMUNICATION AND COORDINATION WITH RESPECTIVE ACTS

Communication and Coordination with their ACT (Question 17)	MPO		Non-MPO	
	Percent	Number of Responses (n=50)	Percent	Number of Responses (n=72)
Very effective	10%	5	42%	30
Effective	46%	23	38%	27
<b>Total Effective</b>	<b>56%</b>	<b>28</b>	<b>79%</b>	<b>57</b>
Somewhat effective	26%	13	15%	11
Not effective	18%	9	6%	4
<b>Total Responses</b>	<b>100%</b>	<b>50</b>	<b>100%</b>	<b>72</b>

TABLE 15: MPO AND NON-MPO JURISDICTION COMMUNICATION AND COORDINATION WITH NEIGHBORING ACTs AND MPOs

Communication and Coordination with Neighboring ACTs and MPOs (Question 18)	MPO		Non-MPO	
	Percent	Number of Responses (n=40)	Percent	Number of Responses (n=59)
Very effective	3%	1	22%	13
Effective	43%	17	46%	27
<b>Total Effective</b>	<b>45%</b>	<b>18</b>	<b>68%</b>	<b>40</b>
Somewhat effective	40%	16	17%	10
Not effective	15%	6	15%	9
<b>Total Responses</b>	<b>100%</b>	<b>40</b>	<b>100%</b>	<b>59</b>

TABLE 16: BREAK DOWN OF RESPONSES BY EACH ODOT REGION

ODOT Region	% of Total Responses	Number of Responses (n=158)
Region 1	13%	20
Region 2	47%	75
Region 3	15%	24
Region 4	12%	19
Region 5	13%	20
<b>Total Responses</b>		<b>158</b>

TABLE 17: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT IN STATEWIDE TRANSPORTATION PLANNING: ODOT REGIONS

Consultation Results in Adequate Consideration of Input (Question 5)	All responses (n=137)	Region 1 (n=16)	Region 2 (n=67)	Region 3 (n=19)	Region 4 (n=17)	Region 5 (n=18)
Strongly agree	12%	0%	13%	0%	18%	22%
Agree	39%	38%	37%	47%	47%	28%
<b>Total in Agreement</b>	<b>50%</b>	<b>38%</b>	<b>51%</b>	<b>47%</b>	<b>65%</b>	<b>50%</b>
Somewhat agree	39%	38%	36%	47%	29%	50%
Strongly disagree	11%	25%	13%	5%	6%	0%
<b>Total Responses</b>	<b>137</b>	<b>16</b>	<b>67</b>	<b>19</b>	<b>17</b>	<b>18</b>

TABLE 18: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF STATEWIDE TRANSPORTATION PLANNING: ODOT REGIONS

Consultation Results in Increased Understanding (Question 6)	All responses (n=139)	Region 1 (n=17)	Region 2 (n=66)	Region 3 (n=21)	Region 4 (n=17)	Region 5 (n=18)
Strongly agree	20%	6%	23%	14%	18%	33%
Agree	47%	47%	45%	52%	47%	44%
<b>Total in Agreement</b>	<b>67%</b>	<b>53%</b>	<b>68%</b>	<b>67%</b>	<b>65%</b>	<b>78%</b>
Somewhat agree	27%	35%	23%	33%	35%	17%
Strongly disagree	6%	12%	9%	0%	0%	6%
<b>Total Responses</b>	<b>139</b>	<b>17</b>	<b>66</b>	<b>21</b>	<b>17</b>	<b>18</b>

TABLE 19: CONSULTATION INFORMATION AND MATERIALS ARE INFORMATIVE OF STATEWIDE TRANSPORTATION PLANNING: ODOT REGIONS

Consultation Information and Materials are Informative (Question 7)	All responses (n=138)	Region 1 (n=16)	Region 2 (n=66)	Region 3 (n=21)	Region 4 (n=17)	Region 5 (n=18)
Very Informative	23%	13%	24%	19%	18%	39%
Informative	48%	44%	47%	52%	53%	44%
<b>Total Informative</b>	<b>71%</b>	<b>56%</b>	<b>71%</b>	<b>71%</b>	<b>71%</b>	<b>83%</b>
Somewhat informative	25%	38%	24%	24%	29%	17%
Not informative	4%	6%	5%	5%	0%	0%
<b>Total Responses</b>	<b>138</b>	<b>16</b>	<b>66</b>	<b>21</b>	<b>17</b>	<b>18</b>

TABLE 20: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT IN STIP DEVELOPMENT: ODOT REGIONS

Consultation Results in Adequate Consideration of Input (Question 11)	All responses (n=127)	Region 1 (n=12)	Region 2 (n=63)	Region 3 (n=18)	Region 4 (n=16)	Region 5 (n=18)
Strongly agree	9%	8%	8%	6%	13%	17%
Agree	42%	33%	46%	56%	38%	22%
<b>Total in Agreement</b>	<b>51%</b>	<b>42%</b>	<b>54%</b>	<b>61%</b>	<b>50%</b>	<b>39%</b>
Somewhat agree	38%	33%	35%	33%	44%	50%
Strongly disagree	11%	25%	11%	6%	6%	11%
<b>Total Responses</b>	<b>127</b>	<b>12</b>	<b>63</b>	<b>18</b>	<b>16</b>	<b>18</b>

TABLE 21: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF STIP DEVELOPMENT: ODOT REGIONS

Consultation Results in Increased Understanding (Question 12)	All responses (n=130)	Region 1 (n=12)	Region 2 (n=66)	Region 3 (n=18)	Region 4 (n=16)	Region 5 (n=18)
Strongly agree	19%	0%	21%	17%	19%	28%
Agree	43%	50%	42%	50%	38%	39%
<b>Total in Agreement</b>	<b>62%</b>	<b>50%</b>	<b>64%</b>	<b>67%</b>	<b>56%</b>	<b>67%</b>
Somewhat agree	31%	33%	27%	33%	44%	28%
Strongly disagree	7%	17%	9%	0%	0%	6%
<b>Total Responses</b>	<b>130</b>	<b>12</b>	<b>66</b>	<b>18</b>	<b>16</b>	<b>18</b>

TABLE 22: CONSULTATION INFORMATION AND MATERIALS INFORM DECISIONS RELEVANT TO STIP DEVELOPMENT: ODOT REGIONS

Consultation Information and Materials Inform Decisions (Question 13)	All responses (n=128)	Region 1 (n=12)	Region 2 (n=64)	Region 3 (n=19)	Region 4 (n=16)	Region 5 (n=17)
Strongly agree	14%	0%	13%	21%	13%	24%
Agree	49%	50%	55%	32%	56%	41%
<b>Total in Agreement</b>	<b>63%</b>	<b>50%</b>	<b>67%</b>	<b>53%</b>	<b>69%</b>	<b>65%</b>
Somewhat agree	30%	33%	25%	42%	31%	29%
Strongly disagree	7%	17%	8%	5%	0%	6%
<b>Total Responses</b>	<b>128</b>	<b>12</b>	<b>64</b>	<b>19</b>	<b>16</b>	<b>17</b>

TABLE 23: EFFECTIVENESS OF COMMUNICATION AND COORDINATION WITH RESPECTIVE ACTs : ODOT REGIONS

ACT Communication and Coordination Effectiveness (Question 17)	All responses (n=121)	Region 1 (n=13)	Region 2 (n=61)	Region 3 (n=14)	Region 4 (n=15)	Region 5 (n=18)
Very Effective	29%	0%	25%	29%	53%	44%
Effective	41%	46%	44%	57%	20%	33%
<b>Total Effective</b>	<b>70%</b>	<b>46%</b>	<b>69%</b>	<b>86%</b>	<b>73%</b>	<b>78%</b>
Somewhat effective	20%	23%	20%	7%	27%	22%
Not effective	10%	31%	11%	7%	0%	0%
<b>Total Responses</b>	<b>121</b>	<b>13</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>18</b>

TABLE 24: EFFECTIVENESS OF COMMUNICATION AND COORDINATION WITH NEIGHBORING ACTs AND MPOs: ODOT REGIONS

Communication and Coordination with Neighboring ACTs and MPOs (Question 18)	All responses (n=99)	Region 1 (n=8)	Region 2 (n=48)	Region 3 (n=12)	Region 4 (n=15)	Region 5 (n=18)
Very Effective	14%	0%	8%	13%	27%	31%
Effective	44%	63%	42%	63%	53%	38%
<b>Total Effective</b>	<b>59%</b>	<b>63%</b>	<b>50%</b>	<b>75%</b>	<b>80%</b>	<b>69%</b>
Somewhat effective	26%	0%	35%	25%	13%	31%
Not effective	15%	38%	15%	50%	7%	0%
<b>Total Responses</b>	<b>99</b>	<b>8</b>	<b>48</b>	<b>12</b>	<b>15</b>	<b>18</b>

TABLE 25: BREAKDOWN OF RESPONSES BY EACH ACT

ACT	% of Total Responses	Number of Responses (n=158)
Cascades West	8%	12
Central Oregon	6%	9
Lane County	15%	23
Lower John Day	3%	5
Mid-Willamette Valley	18%	28
North East	6%	9
North West Oregon	8%	12
Region 1	13%	20
Rogue Valley	6%	9
South Central Oregon	3%	5
South East	7%	11
South West	9%	15
<b>Total Responses</b>		<b>158</b>

TABLE 26: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT IN STATEWIDE TRANSPORTATION PLANNING: ACT AREAS

Consultation Results in Adequate Consideration of Input (Question 5)	All responses (n=137)	Cascades West (n=10)	Central Oregon (n=9)	Lane County (n=21)	Lower John Day (n=5)	Mid-Willamette Valley (n=27)	North East (n=9)	North West Oregon (n=9)	Region 1 (n=16)	Rogue Valley (n=7)	South Central Oregon (n=3)	South East (n=9)	South West (n=12)
Strongly agree	12%	20%	22%	5%	20%	15%	33%	22%	0%	0%	0%	11%	0%
Agree	39%	20%	22%	48%	80%	41%	22%	22%	38%	43%	67%	33%	50%
<b>Total in Agreement</b>	<b>50%</b>	<b>40%</b>	<b>44%</b>	<b>52%</b>	<b>100%</b>	<b>56%</b>	<b>56%</b>	<b>44%</b>	<b>38%</b>	<b>43%</b>	<b>67%</b>	<b>44%</b>	<b>50%</b>
Somewhat agree	39%	50%	44%	24%	0%	37%	44%	44%	38%	57%	33%	56%	42%
Not effective	11%	10%	11%	24%	0%	7%	0%	11%	25%	0%	0%	0%	8%
<b>Total Responses</b>	<b>137</b>	<b>10</b>	<b>9</b>	<b>21</b>	<b>5</b>	<b>27</b>	<b>9</b>	<b>9</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>12</b>

TABLE 27: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF STATEWIDE TRANSPORTATION PLANNING: ACT AREAS

Consultation Results in Increased Understanding (Question 6)	All responses (n=139)	Cascades West (n=11)	Central Oregon (n=9)	Lane County (n=20)	Lower John Day (n=5)	Mid-Willamette Valley (n=27)	North East (n=9)	North West Oregon (n=8)	Region 1 (n=17)	Rogue Valley (n=7)	South Central Oregon (n=3)	South East (n=9)	South West (n=14)
Strongly agree	20%	18%	11%	20%	40%	26%	44%	25%	6%	0%	0%	22%	21%
Agree	47%	45%	44%	40%	40%	52%	33%	38%	47%	57%	67%	56%	50%
<b>Total in Agreement</b>	<b>67%</b>	<b>64%</b>	<b>56%</b>	<b>60%</b>	<b>80%</b>	<b>78%</b>	<b>78%</b>	<b>63%</b>	<b>53%</b>	<b>57%</b>	<b>67%</b>	<b>78%</b>	<b>71%</b>
Somewhat agree	27%	18%	44%	35%	20%	15%	11%	25%	35%	43%	33%	22%	29%
Not effective	6%	18%	0%	5%	0%	7%	11%	13%	12%	0%	0%	0%	0%
<b>Total Responses</b>	<b>139</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>5</b>	<b>27</b>	<b>9</b>	<b>8</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>14</b>

TABLE 28: CONSULTATION INFORMATION AND MATERIALS ARE INFORMATIVE OF STATEWIDE TRANSPORTATION PLANNING: ACT AREAS

Consultation Information and Materials are Informative (Question 7)	All responses (n=138)	Cascades West (n=11)	Central Oregon (n=9)	Lane County (n=21)	Lower John Day (n=5)	Mid-Willamette Valley (n=27)	North East (n=9)	North West Oregon (n=7)	Region 1 (n=16)	Rogue Valley (n=7)	South Central Oregon (n=3)	South East (n=9)	South West (n=14)
Very Informative	23%	9%	11%	24%	40%	30%	33%	29%	13%	0%	0%	44%	29%
Informative	48%	55%	44%	33%	40%	52%	44%	57%	44%	71%	100%	44%	43%
<b>Total Informative</b>	<b>71%</b>	<b>64%</b>	<b>56%</b>	<b>57%</b>	<b>80%</b>	<b>81%</b>	<b>78%</b>	<b>86%</b>	<b>56%</b>	<b>71%</b>	<b>100%</b>	<b>89%</b>	<b>71%</b>
Somewhat informative	25%	36%	44%	38%	20%	11%	22%	14%	38%	14%	0%	11%	29%
Not informative	4%	0%	0%	5%	0%	7%	0%	0%	6%	14%	0%	0%	0%
<b>Total Responses</b>	<b>138</b>	<b>11</b>	<b>9</b>	<b>21</b>	<b>5</b>	<b>27</b>	<b>9</b>	<b>7</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>14</b>

TABLE 29: CONSULTATION RESULTS IN ADEQUATE CONSIDERATION OF INPUT FOR STIP DEVELOPMENT: ACT AREAS

Consultation Results in Adequate Consideration of Input (Question 11)	All responses (n=127)	Cascades West (n=10)	Central Oregon (n=9)	Lane County (n=20)	Lower John Day (n=5)	Mid-Willamette Valley (n=23)	North East (n=9)	North West Oregon (n=10)	Region 1 (n=12)	Rogue Valley (n=7)	South Central Oregon (n=2)	South East (n=9)	South West (n=11)
Strongly agree	9%	0%	11%	5%	20%	13%	33%	10%	8%	14%	0%	0%	0%
Agree	42%	30%	22%	65%	60%	43%	22%	30%	33%	14%	50%	22%	82%
<b>Total in Agreement</b>	<b>51%</b>	<b>30%</b>	<b>33%</b>	<b>70%</b>	<b>80%</b>	<b>57%</b>	<b>56%</b>	<b>40%</b>	<b>42%</b>	<b>29%</b>	<b>50%</b>	<b>22%</b>	<b>82%</b>
Somewhat agree	38%	70%	56%	15%	20%	35%	33%	40%	33%	71%	50%	67%	9%
Not effective	11%	0%	11%	15%	0%	9%	11%	20%	25%	0%	0%	11%	9%
<b>Total Responses</b>	<b>127</b>	<b>10</b>	<b>9</b>	<b>20</b>	<b>5</b>	<b>23</b>	<b>9</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>11</b>

TABLE 30: CONSULTATION RESULTS IN INCREASED UNDERSTANDING OF STIP DEVELOPMENT: ACT AREAS

Consultation Results in Increased Understanding (Question 12)	All responses (n=130)	Cascades West (n=11)	Central Oregon (n=9)	Lane County (n=19)	Lower John Day (n=5)	Mid-Willamette Valley (n=25)	North East (n=9)	North West Oregon (n=10)	Region 1 (n=12)	Rogue Valley (n=6)	South Central Oregon (n=2)	South East (n=9)	South West (n=12)
Strongly agree	19%	27%	11%	20%	40%	20%	33%	20%	0%	17%	0%	22%	17%
Agree	43%	45%	33%	30%	40%	48%	33%	50%	50%	33%	50%	44%	58%
<b>Total in Agreement</b>	<b>62%</b>	<b>73%</b>	<b>44%</b>	<b>50%</b>	<b>80%</b>	<b>68%</b>	<b>67%</b>	<b>70%</b>	<b>50%</b>	<b>50%</b>	<b>50%</b>	<b>67%</b>	<b>75%</b>
Somewhat agree	31%	27%	56%	40%	20%	24%	22%	10%	33%	50%	50%	33%	25%
Not effective	7%	0%	0%	10%	0%	8%	11%	20%	17%	0%	0%	0%	0%
<b>Total Responses</b>	<b>130</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>5</b>	<b>25</b>	<b>9</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>12</b>

TABLE 31: CONSULTATION INFORMATION AND MATERIALS INFORM DECISIONS RELEVANT TO STIP DEVELOPMENT: ACT AREAS

Consultation Information and Materials Inform Decisions (Question 13)	All responses (n=128)	Cascades West (n=11)	Central Oregon (n=9)	Lane County (n=19)	Lower John Day (n=5)	Mid-Willamette Valley (n=24)	North East (n=8)	North West Oregon (n=10)	Region 1 (n=12)	Rogue Valley (n=8)	South Central Oregon (n=2)	South East (n=9)	South West (n=11)
Strongly agree	14%	9%	11%	16%	20%	13%	25%	10%	0%	0%	0%	22%	36%
Agree	49%	73%	56%	42%	60%	58%	38%	50%	50%	38%	50%	44%	27%
<b>Total in Agreement</b>	<b>63%</b>	<b>82%</b>	<b>67%</b>	<b>58%</b>	<b>80%</b>	<b>71%</b>	<b>63%</b>	<b>60%</b>	<b>50%</b>	<b>38%</b>	<b>50%</b>	<b>67%</b>	<b>64%</b>
Somewhat agree	30%	18%	33%	26%	20%	25%	25%	30%	33%	50%	50%	33%	36%
Strongly disagree	7%	0%	0%	16%	0%	4%	13%	10%	17%	13%	0%	0%	0%
<b>Total Responses</b>	<b>128</b>	<b>11</b>	<b>9</b>	<b>19</b>	<b>5</b>	<b>24</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>11</b>

TABLE 32: COMMUNICATION AND COORDINATION WITH RESPECTIVE ACTS: ACT AREAS

ACT Communication and Coordination Effectiveness (Question 17)	All responses (n=119)	Cascades West (n=11)	Central Oregon (n=7)	Lane Count (n=18)	Lower John Day (n=4)	Mid-Willamette Valley (n=21)	North East (n=9)	North West Oregon (n=9)	Region 1 (n=13)	Rogue Valley (n=6)	South Central Oregon (n=4)	South East (n=9)	South West (n=8)
Very effective	27%	27%	29%	22%	75%	14%	44%	56%	0%	17%	0%	44%	38%
Effective	45%	45%	29%	44%	25%	57%	44%	22%	46%	50%	75%	22%	63%
<b>Total Effective</b>	<b>71%</b>	<b>73%</b>	<b>57%</b>	<b>67%</b>	<b>100%</b>	<b>71%</b>	<b>89%</b>	<b>78%</b>	<b>46%</b>	<b>67%</b>	<b>75%</b>	<b>67%</b>	<b>100%</b>
Somewhat effective	18%	18%	43%	22%	0%	14%	11%	11%	23%	17%	25%	33%	0%
Not effective	10%	9%	0%	11%	0%	14%	0%	11%	31%	17%	0%	0%	0%
<b>Total Responses</b>	<b>119</b>	<b>11</b>	<b>7</b>	<b>18</b>	<b>4</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>8</b>

TABLE 33: COMMUNICATION AND COORDINATION WITH NEIGHBORING ACTS AND MPOs: ACT AREAS

Communication and Coordination with Neighboring ACTs and MPOs (Question 18)	All responses (n=99)	Cascades West (n=9)	Central Oregon (n=6)	Lane County (n=17)	Lower John Day (n=5)	Mid-Willamette Valley (n=18)	North East (n=7)	North West Oregon (n=4)	Region 1 (n=8)	Rogue Valley (n=5)	South Central Oregon (n=4)	South East (n=9)	South West (n=7)
Very effective	14%	0%	17%	0%	20%	17%	29%	25%	0%	0%	50%	33%	14%
Effective	44%	44%	50%	53%	80%	33%	43%	25%	63%	40%	25%	33%	43%
<b>Total Effective</b>	<b>59%</b>	<b>44%</b>	<b>67%</b>	<b>53%</b>	<b>100%</b>	<b>50%</b>	<b>71%</b>	<b>50%</b>	<b>63%</b>	<b>40%</b>	<b>75%</b>	<b>67%</b>	<b>57%</b>
Somewhat effective	26%	56%	33%	35%	0%	33%	29%	0%	0%	40%	0%	33%	0%
Not effective	15%	0%	0%	12%	0%	17%	0%	50%	38%	20%	25%	0%	43%
<b>Total Responses</b>	<b>99</b>	<b>9</b>	<b>6</b>	<b>17</b>	<b>5</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>7</b>

## Appendix C Data Analysis and Methodology

### Zip Code Spatial Join

Every survey respondent was required to submit a residential zip code. ODOT staff geocoded all zip codes and conducted a spatial join with MPO, ODOT Region and ACT shapefiles. The spatial join determined association of the response with a specific MPO, ODOT Region and ACT.

- In this survey summary, “MPO” jurisdiction respondent was a response from a jurisdiction that ODOT determined was within, or partially within, an MPO’s planning boundaries. “Non-MPO” jurisdiction respondent was a response from a jurisdiction that ODOT determined was not within an MPO.
- “ODOT Region” respondent was a response from a jurisdiction ODOT determined was within an ODOT Region.
- “ACT” respondent was a response from a jurisdiction ODOT determined was within, or partially within, an ACT area.

The coding of survey responses required ODOT staff to implement discretion in determining association for zip codes that overlapped one or more MPO or ACT area boundaries; and omitting survey responses that could not be joined to an MPO, Region or ACT boundary.

### Categorization of Responses

Most of the survey questions had a possible range of responses; therefore, additional assumptions were made to simplify analysis. These assumptions explain how the responses were categorized:

- An answer of at least “involved” was involved.
- An answer of at least “agree” was agree.
- An answer of at least “informative” was informative.
- An answer of at least “effective” was effective.

### Survey Results Analysis

The data and analysis presented in this report were filtered by the primary survey question of interest and or geography (i.e. MPO, Region or ACT), and filtered a secondary time if a subsequent question was applicable.

This analysis excluded responses that did not fulfill the inquiry; such as those that did not provide an answer, responded below the threshold (i.e. less than *involved*, *agree*, *informative* or

*effective*), or indicated *don't know* or *not applicable*. Responses were analyzed based on the adjusted sample size that reflected these omissions.

### **Communication and Coordination with ACTs and MPOs**

Analysis of the communication and coordination between an entity and a respective ACT required the omission of respondents that identified representing an ACT from the analysis. These responses were anticipated to bias the results as they would be communicating with the planning body they represent. Analysis further excluded responses that did not indicate representing a specific entity (i.e. *not applicable*).

## Appendix D Survey Instrument

### ODOT Local Consultation Survey 2015

#### Introduction

This survey is intended to evaluate Oregon Department of Transportation's (ODOT) local consultation practices regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures or programs;
- Considering the input of local officials and other interested parties before taking action;
- Periodically informing local officials and other interested parties about actions taken; and
- Implementing public involvement processes.

The questions in this survey ask about your experiences with statewide transportation planning and programming activities. Transportation planning refers to your participation in activities, such as updating the *Oregon Transportation Plan* or any of its component mode and topic plans, including the *Oregon Bicycle and Pedestrian Plan* and the *Oregon Public Transportation Plan*. The survey also includes questions about your involvement in developing the Statewide Transportation Improvement Program (STIP), reflecting on the processes used to prioritize and program projects.

#### General Context

1. In what zip code do you live?

Answer: Select one from the drop down list

2. Identify the role that represents your affiliation.

Answer: Select one.

- Elected official
- Agency or jurisdiction staff
- Business representative
- Interested citizen
- Other: *free form text entry*

3. Indicate all entities you represent in your role identified in Question 2.

Answer: Select all that apply.

- County

- City
- Area Commission on Transportation (ACT)
- Metropolitan Planning Organization (MPO) Policy Board
- Oregon Freight Advisory Committee
- Public Transportation Advisory Committee
- Oregon Bicycle and Pedestrian Advisory Committee
- Rail Advisory Committee
- Statewide Plan Policy Advisory Committee
- Other: *free form text entry*
- Not applicable

### **Statewide Transportation Planning**

4. Indicate your level of involvement in the statewide transportation planning process.

Answer: Select one.

- Highly involved (*i.e. member of a policy or statewide advisory committee*)
- Involved (*i.e. attended public meetings*)
- Somewhat involved (*i.e. heard a presentation or received materials*)
- Not involved (*skip to question 9*)

5. Reflecting on your experiences with ODOT consultation processes, do you feel that your input is adequately considered in statewide transportation planning?

Answer: Select one

- Strongly agree
- Agree
- Somewhat agree
- Strongly disagree
- Don't know
- Not applicable

6. Do you feel that ODOT consultation processes make you more informed and result in an increased understanding of statewide transportation planning?

Answer: Select one

- Strongly agree
- Agree
- Somewhat agree
- Strongly disagree
- Don't know
- Not applicable

7. Have the information and materials you received regarding transportation planning been informative of ODOT's processes and products?

Answer: Select one.

- Very informative
- Informative
- Somewhat informative
- Not informative
- Don't know
- Not applicable

8. Listed below are various methods for incorporating input into the statewide transportation planning process. From your experience, please rate the effectiveness of each method. (1. Very effective 2. Effective 3. Somewhat effective 4. Not effective 5. Don't know 6. Not applicable)

Local staff meetings with ODOT staff	1	2	3	4	5	6
Local elected meetings with ODOT staff	1	2	3	4	5	6
ODOT staff participation through Council/Board/Commission Meetings	1	2	3	4	5	6
ODOT staff participation through an ACT	1	2	3	4	5	6
Participation through advisory groups	1	2	3	4	5	6
Participation through Policy Advisory Committees	1	2	3	4	5	6
Participation through online public comment opportunities	1	2	3	4	5	6
Participation through plan outreach events ( <i>i.e. statewide meeting</i> )	1	2	3	4	5	6
Other _____	1	2	3	4	5	6

If you provided rating under the "other" category, please use the space below to define what you mean by "other": *Free form text entry*

9. Provide suggestions to improve the consultation process throughout the statewide transportation planning process (*i.e. methods for incorporating input, enhancing involvement, and improving understanding of plans and the planning process, etc.*)

*Free form text entry*

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**Statewide Transportation Improvement Program**

10. Indicate your level of involvement in the development of the Statewide Transportation Improvement Program (STIP).

Answer: Select one.

- Highly involved (*i.e. member of the STIP Advisory Committee, member of an ACT, submitted projects or made project recommendations for inclusion in the STIP, etc.*)
- Involved (*i.e. provided testimony at a public hearing*)
- Somewhat involved (*i.e. heard a presentation or received materials*)
- Not involved (*skip to question 15*)

11. Reflecting on your experiences with ODOT consultation processes, do you feel that your input is adequately considered in decisions regarding the Statewide Transportation Improvement Program?

Answer: Select one

- Strongly agree
- Agree
- Somewhat agree
- Strongly disagree
- Don't know
- Not applicable

12. Do you feel that ODOT consultation processes make you more informed and result in an increased understanding of the Statewide Transportation Improvement Program?

Answer: Select one

- Strongly agree
- Agree
- Somewhat agree
- Strongly disagree
- Don't know
- Not applicable

13. Have the information and materials you received helped you make informed decisions affecting the Statewide Transportation Improvement Program development?

Answer: Select one.

- Strongly Agree
- Agree

- Somewhat agree
- Strongly disagree
- Don't know
- Not applicable

14. Listed below are various methods for incorporating input into the development of the Statewide Transportation Improvement Program. From your experience, please rate the effectiveness of each method. (1. Very effective 2. Effective 3. Somewhat effective 4. Not effective 5. Don't know 6. Not applicable)

Local staff meetings with ODOT staff	1	2	3	4	5	6
Local elected meetings with ODOT staff	1	2	3	4	5	6
ODOT staff participation through Council/Board/Commission Meetings	1	2	3	4	5	6
ODOT staff participation through an ACT	1	2	3	4	5	6
Participation through advisory groups (i.e. STIP Stakeholder Committee)	1	2	3	4	5	6
Other _____	1	2	3	4	5	6

If you provided rating under the “other” category, please use the space below to define what you mean by “other”:  
Free form text entry

15. Provide suggestions to improve the consultation process throughout the development of the Statewide Transportation Improvement Program (i.e. methods for incorporating input, enhancing involvement, and improving understanding of STIP development and programming process, etc.).

Free form text entry

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**General Consultation Effectiveness**

16. Overall, how effective are ODOT’s current consultation processes for transportation issues? (i.e., how well ODOT confers with your entity, considers input provided, and informs your entity about decisions or actions.)

Answer: Select one.

- Very effective

- Effective
- Somewhat effective
- Not effective
- Don't know
- Not applicable

How would you improve consultation?

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17. In your experience, how would you describe the communication and coordination between the entity you represent (*identified in Question 3*) and your Area Commission on Transportation (ACT)?

Answer: Select one.

- Very effective
- Effective
- Somewhat effective
- Not effective
- Don't know
- Not applicable

How would you improve the communication and coordination?

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18. In your experience, how would you describe the communication and coordination between your ACT and neighboring ACTs and/or MPO (*if applicable*)?

Answer: Select one.

- Very effective
- Effective
- Somewhat effective
- Not effective
- Don't know
- Not applicable

How would you improve the communication and coordination?

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19. Are you aware of other transportation consultation issues that have not been discussed in this survey? Please list them and rank their priority from high (1) to low (5).

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

*Optional:*

Name: \_\_\_\_\_

Entity/Group: \_\_\_\_\_

Can we call you to follow up? a. Yes b. No Phone (if yes) \_\_\_\_\_

\*This information will be kept confidential.