

**2013-2015** Revised Biennial Work Program  
**STATE PLANNING AND RESEARCH**

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**PART 1 – PLANNING**

TRANSPORTATION DEVELOPMENT DIVISION  
In cooperation with the  
Federal Highway Administration

OREGON DEPARTMENT OF TRANSPORTATION



BIENNIAL WORK PROGRAM  
FOR  
STATE PLANNING AND RESEARCH  
(SPR)

**PART 1 – PLANNING**

Prepared by  
Oregon Department of Transportation  
Transportation Development Division  
Planning Section

in cooperation with the  
Federal Highway Administration

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



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

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

**TABLE OF CONTENTS**

INTRODUCTION .....	i
OVERVIEW .....	ii
EXPENDITURE ACCOUNTS AND SUBJOB FOR PART 1 .....	1
PROJECT MANAGER’S CONTACT LIST .....	9
15PF002 Planning Analysis .....	11
15PF004 Oregon Model Improvement .....	14
15PF006 Freight and Intermodal Planning .....	20
15PF008 Oregon Scenic Byways Program .....	22
15PF010 Oregon Sustainable Transportation Initiative .....	26
15PF012 Policy Plans.....	28
15PF014 Least Cost Planning .....	31
15PF016 Planning Implementation.....	33
15PF017-101 Region 1 STIP Development.....	35
15PF017-201 Region 2 STIP Development.....	38
15PF017-301 Region 3 STIP Development.....	40
15PF017-401 Region 4 STIP Development.....	43
15PR017-501 Region 5 STIP Development.....	45
15PF040 Oregon Highway Cost Allocation Study .....	47
15PF043 Transportation Needs and Issue Survey .....	49
15PF045 Economic, Finance & Expenditure Studies .....	51
15PF046 Oregon Technology Transfer (T2) Center .....	54
15PF060 GIS, Mapping and EDMS.....	56
15PF062 TransInfo.....	58
15PF070 Oregon Transportation Asset Management .....	60
15PF072 Project Safety Management System .....	63

15PF080 Crash Analysis and Reporting.....	67
15PF090 Highway Performance Monitoring System (HPMS).....	70
15PF093-011 Traffic Monitoring System .....	72
15PF093-121 Traffic Monitoring System – Regions 1& 2.....	74
15PF093-301 Traffic Monitoring System – Region 3 .....	76
15PF093-401 Traffic Monitoring System – Region 4 .....	78
15PF093-501 Traffic Monitoring System – Region 5.....	81
15PF111 & 112 Portland Metropolitan Area Planning .....	83
15PF120 Region 1 – Long Range Planning .....	84
15PF140 Region 1 – Development Review.....	88
15PF201 & 202 Central Lane MPO Planning .....	90
15PF211 & 212 Salem-Keizer Area MPO Planning .....	91
15PF220 Region 2 – Long Range Planning .....	92
15PF240 Region 2 – Development Review.....	99
15PF261 Corvallis Area MPO Planning .....	101
15PF271 Albany Area MPO Planning .....	102
15PF281 Longview/Rainier MPO Planning .....	103
15PF301 Rogue Valley MPO Planning.....	104
15PF301 Middle Rogue MPO Planning.....	105
15PF320 Region 3 – Long Range Planning .....	106
15PF340 Region 3 – Development Review.....	109
15PF401 Bend MPO Planning .....	111
15PF420 Region 4 – Long Range Planning .....	112
15PF440 Region 4 – Development Review.....	115
15PF400 Walla Walla Valley MPO Planning .....	117
15PF520 Region 5 – Long Range Planning .....	118
15PF540 Region 5 – Development Review.....	121

# BIENNIAL WORK PROGRAM FOR STATE PLANNING AND RESEARCH

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

### INTRODUCTION

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

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

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

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

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



## OVERVIEW

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

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

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

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

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



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

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



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

**14PF001 SPR Program Administration**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Arlene Santana  
 Supervisor: Erik Havig  
 Organization Responsibility: Planning Section

Crew No: 6400  
 No. of ODOT FTEs Funded: .75

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 70,630	\$17,658	\$ 88,288
FY 2015	\$ 73,030	\$18,258	\$ 91,288
<b>BIENNIAL TOTAL</b>	<b>\$143,660</b>	<b>\$35,916</b>	<b>\$179,576</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Provide overall administration of the biennial SPR work program. This includes planning, budgeting, coordination, preparation, programming, and surveillance of the work program.

**RELATIONSHIP TO OVERALL PROGRAM**

This work item involves coordination needed to develop the Department's transportation planning activities and the Metropolitan Planning Organization's (MPO) Unified Planning Work Program with ODOT activities.

**PREVIOUS WORK**

The development and coordination of the SPR planning activities is an ongoing responsibility of ODOT with updates every two years.

**PROPOSED ACTIVITIES AND TASKS**

The primary work will involve monitoring the program activities and expenses with the respective budgets. Program changes or corrective action will occur when expenses deviate significantly from the individual budgets.

Some of the SPR Part 1 Program Administration responsibilities include:

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

- Work with SPR recipients and FHWA to develop an SPR Work Program consistent with ODOT's overall planning needs.
- Gather, analyze, and compile information on planning work activities.
- Develop, monitor, and prepare amendments to the SPR Work Program.
- Coordinate with ODOT's Financial Services to ensure SPR work activities utilize SPR Part 1 carry-over funds and have adequate Department Obligation Authority and Budget Authority.
- Coordinate with ODOT's Financial Services to ensure SPR work activities are allocated and expended properly.
- Coordinate with ODOT's TDD Section and FHWA regarding the funding of pool fund studies.
- Provide liaison between FHWA and ODOT Regions, MPO's on all issues related to SPR planning efforts.
- Prepare required reports for FHWA, including year-end, summary of deliverables, and obligation of funds.

**DELIVERABLES (Anticipated Quarter to be completed)**

- 2014 Annual Work Plan (4<sup>th</sup> Quarter of FY 2013)
- Monthly financial reports (monthly from August 1, 2013 to July 31, 2015 for both FY 2014 and FY 2015)
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Quarterly SPR Reports ( 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Quarters of both FY 2014 and FY 2015)
- 2013 and 2014 Year End Reports (1<sup>st</sup> Quarter in both FY 2013 and FY 2014 )
- 2014 and 2015 Bi-annual SPR reviews (1<sup>st</sup> and 3<sup>rd</sup> Quarters for both FY 2014 and FY 2015)
- MPO's UPWP reviews for 2015 and 2016 (3<sup>rd</sup> Quarter of FY 2014 and 2015)

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

**14PF002 Planning Analysis**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

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

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$529,518	\$ 60,606	\$ 590,124
FY 2015	\$439,788	\$ 50,336	\$ 490,124
<b>BIENNIAL TOTAL</b>	<b>\$969,306</b>	<b>\$110,942</b>	<b>\$1,080,248</b>

Consultant Fees: (X) included in project total

Remarks: PF074 has been integrated into PF002.

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

This work is supportive of the Oregon Transportation Commission Policies, the Oregon Action Plan, the Transportation Improvement Program, the Oregon Transportation Plan, the Highway Plan, corridor planning, and state rules on transportation planning. The process specifically addresses Oregon Transportation Commission Planning Policies in meeting the needs of the local areas, identifying the impact of transportation on communities, and coordinating state and local planning. Several work groups in the Department of Transportation need traffic forecasts and analyses. Region Managers receive requests from various agencies and individuals for access to highways,

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

new interchanges, widening and other improvements. Often, local agencies request help analyzing traffic concerns. This program funds the activities necessary to provide that information.

These planning efforts are closely coordinated with proposals by ODOT and DLCD to study use of urban growth management methods to achieve more transportation efficient land uses.

Planning aid to small urban areas and others helps develop statewide continuity of transportation planning methods and analysis and provides input to help set priorities in the Statewide Transportation Improvement Program.

## **PREVIOUS WORK**

- Assisted in the Transportation Growth Management and SPR regional efforts by reviewing consultant work scopes, contracts and deliverables.
- Updated sections of the current Analysis Procedure Manual and progressing on the second edition.
- Assisted region staff with technical guidance on projects, plans and traffic impact studies.
- Provided transportation analysis and traffic impact study training for region staff through formal and Analysis Procedure Manual User Group sessions.
- Performed transportation analysis on several different projects and planning studies.
- Improved methodologies for estimating and forecasting congestion, including connections to urban travel demand models and the statewide model.
- ODOT has been involved directly in the ongoing development of the Highway Economic Requirements System State Version (HERS-ST) deficiency analysis model, developed and supported by FHWA.
- Applied HERS in a variety of planning level analyses.
- Preliminary work completed on comparing HERS-ST output with ITS real-time analysis.
- Managed the Traffic and Transportation Engineering and Planning Services flexible service contracts.

## **PROPOSED ACTIVITIES AND TASKS**

- Respond to Department of Transportation requests for traffic analysis support, forecasting, planning, and analysis on studies and projects using the full range of analysis tools from macro, meso, and micro levels.
- Continue to evaluate improved methods for estimating and forecasting mobility, reliability and other system performance measures and indicators; including improving ways for presenting and displaying analysis.
- Continue to develop linkages between analysis tools and the travel demand models to determine needed capabilities of performance measures.
- Evaluate use of new data sources, such as Inrix data, in use in performance measures, transportation analysis, and travel demand models.
- Review and analyze proposed solutions for highway projects for adequacy of design and capacity. Perform a large variety of studies and reports for many different work units within the agency. Analyze traffic signal timing; develop truck axle loading for surface designs; determine geometric designs and lane requirements; and perform other related functions as needed.

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

- Respond to special study requests from sources within or outside the Department of Transportation. Apply innovative methods to increase quantity and quality of products that result.
- Technical review and comment for regional SPR-funded plans, Transportation Growth Management grants and traffic impact studies as needed on scopes of work, contracts, methodologies, analysis, and product deliverables.
- Perform planning level analysis using HERS and integrate this work with the Statewide Modeling efforts. Explore ways to better present results using GIS or other appropriate technology. This analysis is used to provide system deficiency information for the Oregon Highway Plan, corridor planning, transportation system plans, and congestion management.
- Continue to integrate new emerging methodologies such as the Highway Safety Manual, multimodal, mesoscopic/subarea, and freight analyses (dependent on staffing and funding constraints) into plans, projects, reviews, special studies, research, and training.
- Continue transportation analysis training for Department of Transportation regional staff through formal in-class training (dependent on staffing constraints), Analysis Procedure Manual quarterly user group meetings, and updating procedures in the Analysis Procedure Manual.
- Maintain and update yearly the Future Volume Table and the Seasonal Characteristic/Trends Tables to support regional staff, consultants and the HPMS submittal process.
- Continue technical assistance to regional staff and consultants on procedures.
- Continue field data gathering, research, and testing of new software packages and analysis tools/techniques that support or improve transportation system analyses.
- Manage the Traffic and Transportation Engineering and Planning Services flexible service contracts. These contracts provide planning analysis, technical expertise, and training.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Safety in Planning and Project Development Project (2nd Qtr 2015)
- Analysis Procedure Manual 2<sup>nd</sup> Edition Chapter 7 – System Planning and Network Screening (4<sup>th</sup> Qtr 2015)
- Analysis Procedure Manual 2<sup>nd</sup> Edition Chapter 8 – Mesoscopic Analysis (3<sup>rd</sup> Qtr 2014)
- Analysis Procedure Manual 2<sup>nd</sup> Edition Chapter 10 – Performance Measures and Indicators (4<sup>th</sup> Qtr 2015)
- Analysis Procedure Manual 2<sup>nd</sup> Edition Chapter 14 – Multimodal Analysis (4<sup>th</sup> Qtr 2015)
- Roundabout queuing procedure (4<sup>th</sup> Qtr 2014)
- Updated Environmental Traffic Data Methodology (2<sup>nd</sup> Qtr 2015)
- 2032 Future Volume Table/2012 Seasonal Characteristic/Trends Tables (1<sup>st</sup> Qtr 2014)
- 2033 Future Volume Table/2013 Seasonal Characteristic/Trends Tables (1<sup>st</sup> Qtr 2015)
- HERS Applications for Local System Planning (4<sup>th</sup> Qtr 2015)

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

**14PF004 Oregon Model Improvement Plan**      Original (X)    Revision ( )  
 Continuing Project (X) or New ( )                      New, start Date: July 1, 2013

Project Manager: Becky Knudson                      Crew No: 6422  
 Supervisor: Brian Dunn                                  No. of ODOT FTEs Funded: 10.8  
 Organization Responsibility: TPAU

Others Involved:

Summary of Project Costs

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

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

Urban Modeling

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

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

- Develop new models for urban areas to better serve the analysis needs related to new policy mandates.
- Update, enhance, develop and apply metropolitan area transportation greenhouse gas (GHG) modeling to support scenario planning for GHG mitigation.

Statewide Modeling

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

Performance Measures & Data

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

Outreach and Peer Exchange

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

**RELATIONSHIP TO OVERALL PROGRAM**

The intent of the Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP) is to provide the Department with the ability to effectively anticipate needs and manage Oregon's transportation facilities. The integration of transportation and land use in transportation modeling is not only mandated, but vital to Transportation System Plans, Corridor Plans, Modal Plans, Traffic Impact Studies, Growth Management/Community Development, and Project Development. New initiatives regularly require adding features and functionality to analysis tools. New policy directions necessitate new tool development and processes to support activity related to performance measures, climate change, least cost planning, and multi-modal issues. Although legislation and mandates requiring analysis are in place, methods and tools necessary to implement portions of the TPR, OTP, Oregon Freight Plan, MAP21, Air Quality Conformity, Climate Change and Least Cost Planning are not fully developed.

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

This work provides the Department and partner agencies with the means to develop robust interactive tools designed to perform the complex analyses needed to comply with current mandates. This work also enables ODOT to adhere to the intent of legislation and mandates by linking transportation, land use, the economy, and the environment into analysis tools and methods.

## PREVIOUS WORK

- Maintenance and updates of Joint Estimated Model in R (JEMnR) travel demand models for Metropolitan Planning Organizations (MPO), including Bend MPO, Corvallis MPO, Rogue Valley MPO.
- Maintenance, updates, and development of OSUM travel demand models for 14 non-MPO cities.
- Developed the Marion County regional model and implemented improvements to the Deschutes County regional model.
- Peer review of models developed by ODOT.
- Updated and enhanced existing models and implemented them on projects.
- Supported further developed and application of the Land Use Scenario Developer in R (LUSDR) model for Oregon MPOs.
- Developed and applied the GreenSTEP model to support development of ODOT's Statewide Transportation Strategy for reducing GHG emissions, development of metropolitan area GHG reduction targets, GHG reduction scenario planning for the Portland metropolitan area and other studies.
- Provided GreenSTEP model code and documentation to the FHWA to serve as the basis of Federal Highway Administration's EERPAT model.
- Updated and enhanced the second generation Oregon Statewide Integrated Model (SWIM2).
- Conducted analysis related to the ODOT Seismic Options using the SWIM2.
- Conducted analysis in support of the Freight Plan bottleneck evaluation using SWIM2 and HERS.
- Conducted data collection and processing for use in model development. Created a GIS environment to manage the data.
- Completed data collection for the Oregon Household Activity Survey.
- Conducted significant data augmentation to the OHAS data set, adding land use and geo-spatial data to support use of data in enhancing existing models and for new model development.
- Continued support and facilitation of the Oregon Modeling Steering Committee, which enables ODOT to support partner agencies and share resources related to modeling efforts across the state.
- Provided continued support of the Oregon Transportation Research and Education Consortium (OTREC), and collaborated on several projects.
- Partnered with OTREC to further develop the Oregon Modeling Collaborative (OMC).
- Provided staff support for the Oregon Modeling Users Group (OMUG) to bring together public and private sector staffs to discuss modeling tools and challenges.
- Attended and presented ODOT work at conferences, reviewed and documented literature, methods and tools applicable to statewide transportation, economic and land use modeling.

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

- Served on peer review panels and technical advisory committees for passenger and freight modeling, research, data collection and household travel and activity surveys.

## **PROPOSED ACTIVITIES AND TASKS**

### Urban Modeling

- Complete development of Corvallis, Albany Lebanon (CALM) JEMnR model, put model into application and sensitivity testing.
- Develop, calibrate, and validate JEMnR model for new Grants Pass MPO.
- Develop a population synthesizer for use in urban travel demand models, GreenSTEP and SWIM.
- Develop a university model for use in urban travel demand models for cities with universities, such as Corvallis MPO and CALM.
- Develop a commercial travel model for use in urban travel demand models.
- Develop and support application of an urban GreenSTEP for use with urban travel demand models.
- Begin development of an activity-based urban model template.
- Develop analysis methods to support multi-modal planning discussions in urban areas within a reasonable level of effort and data collection.
- Work in partnership with Oregon local governments conducting transportation modeling.
- Provide technical assistance to local jurisdictions and ODOT Divisions in modeling and planning analysis. Potential projects include corridor plans, transportation system plans, statewide policy, funding proposals and climate change.
- Support metropolitan area strategic assessments for transportation GHG emissions.
- Simplify the metropolitan area GreenSTEP model to make it easier to use, requiring less specialized knowledge.
- Standardize urban model (JEMnR and OSUM) code, inputs, application with supporting user documentation.

### Statewide Modeling

- Continue upgrades and enhancement to GreenSTEP; complete technical documentation and a users guide.
- Complete final calibration and validation of the new enhanced SWIM 2.5.
- Conduct systematic sensitivity tests to the SWIM 2.5, use SWIM on multiple policy analysis applications.
- Enhance simulation of freight flows within SWIM.
- Enhance SWIM economic feedback functionality to improve long range forecast for long range planning analysis.
- Develop method to use SWIM to provide external flow information to MPO models, conduct several test cases of the new method.
- Apply SWIM to statewide policy analysis applications, such as done for the Oregon Freight Plan analysis (2012) and the Oregon Seismic Options analysis (2013).
- Develop methodology to update HERS-OR input data set given the input data of HPMS is now incompatible with the current version of HERS.

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

- Provide technical assistance to ODOT Divisions in modeling and planning analysis. Potential projects include alternative statewide policy, alternative economic futures, funding proposals, alternative transportation investment levels and climate change.
- Develop statewide network for Travel Cost Index (TCI) Oregon's multi-modal accessibility performance measure.

Performance Measures and Data

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

Outreach and Peer Exchange

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

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

**DELIVERABLES (Anticipated Quarter to be completed)**

Urban Modeling

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

Statewide Modeling

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

Performance Measures & Data

- Methodology and test cases for new performance measure, metrics and other indicators. (ongoing FY15 Q4)
- Documentation of the Travel Cost Index and results of demonstration test. (FY15 Q4)
- Completed OHAS data set with full augmentation. (ongoing FY15 Q4)

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

- Documented evaluation of commercial data products describing strengths, weaknesses and potential value added through purchase and use of these products. (ongoing FY15 Q4)
- Improved methods and techniques to visualize and report data to lay audiences. (ongoing FY15 Q4)
- Identify and obtain freight data and produce freight metrics. (ongoing FY15 Q4)

Outreach and Peer Exchange

- Technical assistance to local jurisdictions in modeling and planning analysis in form of technical memos, email, meetings and phone calls. (ongoing FY15 Q4)
- Participation and support of the 2014 Oregon Integrated Modeling Symposium hosted by PSU. (FY14 Q4)
- Presentations to partner agencies, such as ACTS, ODOT Divisions, MPOs, counties, cities, FHWA and other interested parties. (ongoing FY15 Q4)
- Participation on technical advisory committees and peer review panels for other agencies. (ongoing FY15 Q4)
- Presentations at conferences. (ongoing FY15 Q4)
- Oregon Modeling Steering Committee meeting facilitation activity, including meeting minutes, action items, and activity plan. (ongoing FY15 Q4)

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

**14PF006 Freight and Intermodal Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Chris Cummings  
 Supervisor: Erik Havig  
 Organization Responsibility: Freight Planning Unit

Crew No: 6550  
 No. of ODOT FTEs Funded: 4

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$394,661	\$45,171	\$439,832
FY 2015	\$406,502	\$46,526	\$453,028
<b>BIENNIAL TOTAL</b>	<b>\$801,163</b>	<b>\$91,697</b>	<b>\$892,860</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

Freight and intermodal planning activities support transportation planning, programming, and policy at the local, regional, state, and national levels. This includes support for multimodal, intermodal, modal, MPO, corridor, and local planning and programming activities.

**PREVIOUS WORK**

During FY 2012 and FY 2013 the Freight Planning Unit completed a final version of the Oregon Freight Plan (OFFP) as adopted by the Oregon Transportation Commission on June 15, 2011.

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

Since adoption, the unit has begun work on implementation of the OFP including analyzing data concerning highway and non-highway bottlenecks. The Freight Planning Unit has also administered the selection process for the state-funded *ConnectOregon* IV multimodal grant and loan program.

**PROPOSED ACTIVITIES AND TASKS**

- Continue to implement the 2011 Oregon Freight Plan;
- Continue to provide staff support for the Oregon Freight Advisory Committee (OFAC), as it gives direction and guidance related to freight movement issues for Oregon;
- Work with multiple levels of government to ensure freight related issues are considered in appropriate planning documents;
- Assist with major freight studies and initiatives (Oregon Transportation Plan, Oregon Rail Plan, Oregon Aviation Plan, Oregon Highway Plan);
- Continue supporting FHWA, TRB and other national and regional freight planning activities, freight-related research and education, and national and multi-state organizations; assist with analyzing freight implications of MAP-21 for ODOT and OFAC;
- Continue to develop materials to assist local STIP coordinators, ACT representatives, and others to understand freight related issues and demand as related to transportation and improvement related activities. Assist OFAC with providing input into STIP selection. Ensure freight-related issues are adequately addressed in the STIP;
- Continue providing assistance in the development of multimodal/intermodal, regional corridor, and local transportation system planning, programming and policy activities;
- Further development of identifying sources of freight data in ODOT's state modeling and other program areas which tracks physical assets and provides tools to plan long and short-term freight related infrastructure improvements;
- Continue work with the ODOT Transportation Data Section to develop freight and intermodal data for usage in Trans GIS and other products;
- Assist in refining state freight policy language; and
- Respond to requests for freight and intermodal information.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Annual OFAC Work Plan. Completion in 3rd quarter of each FY 2014 and FY 2015.
- OFAC Annual Report to OTC. Completion in 3rd quarter of each FY 2014 and FY 2015.
- Freight Plan Implementation - Final TSP Best Practices Report. Completion in 2nd quarter of FY 2014.
- Freight Plan Implementation - Air/Marine Constraint Report. Completion in 3rd quarter of FY 2014.
- Freight Plan Implementation - Oversized Load Route Map Constraint Analysis Phase I. Completion 3rd quarter of FY 2015.
- Freight Plan Implementation - Statewide Intermodal Connector Needs Analysis Phase I. Preliminary draft 2nd quarter of FY 2014.
- Freight Plan Implementation – Statewide Freight Performance Measures (Freight Flow Monitoring). Completion 2nd quarter FY 2014.

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

**14PF008 Oregon Scenic Byway Program**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Pat Moran

Crew No: 0605

Supervisor: Mac Lynde

No. of ODOT FTEs Funded: 1

Organization Responsibility: TDD Active Transportation

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$115,738	\$13,247	\$ 128,985
FY 2015	\$115,738	\$13,247	\$ 128,985
<b>Biennial Total</b>	<b>\$231,476</b>	<b>\$26,494</b>	<b>\$ 257,970</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

The Oregon Scenic Byways Project is an opportunity for Oregon to take advantage of a national program defined in ISTEA, TEA-21, and Safety-LU. The project provides an umbrella to include various federal, state, city and county defined scenic roads and highways. The program offers opportunities for federal funding for improvements of defined corridors.

The Oregon Scenic Byways Project will implement the Scenic Byway and Scenic Resources policies and actions identified in the Oregon Highway Plan. This project will offer an opportunity to preserve and enhance Oregon's most scenic corridors while ensuring the transportation function is protected.

The project has been approved and funded by the Oregon Transportation Commission.

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

## **PREVIOUS WORK**

- Prepared and received approval of Oregon Administrative rule.
- Developed scenic highways/area maps compiling all existing scenic projects.
- Developed a Scenic Byways Project User Manual (Designation Guide).
- Developed a general information brochure “Oregon Scenic Byways & Tour Routes – A Driving Guide.”
- Held public meetings to acquaint various groups with the program.
- Developed a sample Corridor Management Plan for use by various committees.
- Participated in meetings with WASHDOT and CALTRANS to coordinate the Highway 101 Tri-State Scenic Byways effort.
- Designated 16 State Scenic Byways.
- Applied for and received national designation for four All-American Roads and six National Scenic Byways.
- Completed inventory for and signed 75% of the designated Scenic Byways.
- Designated ten tour routes.
- ODOT is the route sponsor of the Historic Columbia River Highway Scenic Byway All-American Road and the Pacific Coast All-American Road.

## **PROPOSED ACTIVITIES AND TASKS**

- Be a resource for applicants for Scenic Byways designation process, including: Tour Route Designations, State Scenic Byway Designations, National Scenic Byway Designations, and All-American Road Designations.
- Be a resource (chair) for the Oregon Scenic Byways Advisory Committee.
- Lead and coordinate Scenic Byways Committee Rating Team in the field rating of all route nominations.
- Prepare reports based on field inventory for Scenic Byways Committee review prior to official designation by the Oregon Tourism Commission and the Oregon Transportation Commission.
- Provide technical assistance to proponents regarding the development of corridor management plans for new tour routes, State and National Scenic Byway nominations.
- Prepare recommendations for designation to the Oregon Tourism Commission and the Oregon Transportation Commission.
- Coordinate with and assist route sponsors in scenic byway designations and corridor management plans.
- Assist sponsors with Scenic Byway projects.
- Make presentations to Byway groups/Special interest groups regarding the 11 ODOT Area Commissions on Transportation and their project application process.
- Make presentations to Byway groups/Special interest groups regarding what types of Scenic Byway projects are eligible under MAP-21.
- Make presentations to Byway groups/Special interest groups regarding eligible projects under the Surface Transportation Program (STP) and the Transportation Alternative Program (TAP) that have previously been eligible as part of the National Scenic Byways Program including: the construction of turnouts, overlooks, viewing areas, historic preservation and rehabilitation

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

of historic preservation and rehabilitation of historic transportation facilities to a byway and bicycle and pedestrian facilities along a byway.

- Make presentations to Byway groups/Special interest groups regarding the Oregon Department of Transportation Enhance/Fix-it Program.
- Encourage cities to adopt outdoor advertising sign ordinances for those sections which are currently excluded from the byway designation. Check for compliance.
- Respond to public inquiries and make public presentations regarding the Scenic Byway Program.
- Complete the signing and logo design of Scenic Byways and Tour Routes.
- Work with Local Proponents, Region Managers, District Managers, the Oregon Scenic Byways Advisory Committee and Economic Development to provide opportunity to apply for Federal money.
- Educate applicants about restrictions and regulations on Federal expenditures.
- Update/print a new Scenic Byway Guide that includes new Tour Routes and National Designations, “Oregon Scenic Byways & Tour Routes – A Driving Guide.”
- Develop an Oregon Scenic Byway De-Designation/Segmentation Process.
- Attend meetings and field reviews (as the ODOT/Byway representative) of the Oregon Scenic Bikeway Advisory Committee (sponsored by Oregon Parks and Recreation Department.)
- Attend meetings (as the ODOT representative) of the National Ice Age Flood Geologic Trail Advisory Committee.
- Coordinate with the Oregon Department of Energy and write reports and field visual inventories regarding the development of proposed Wind Power Energy facilities and new Transmission Line along existing State and National Scenic Byways.

## **DELIVERABLES**

- Completion of Corridor Management Plans for new state Scenic Byway Route proposals:
  - Fall 2013: McKenzie River (Highway 126)
  - Winter 2014: Philomath to Waldport (Highway 34)
- Spring 2014: Designation of Highway 126 and Highway 34 as state Scenic Byways by the Oregon Tourism Commission and the Oregon Transportation Commission.
- Scenic Byway Advisory Committee, Visual Inventory Rating Team field review for new state Scenic Byway route proposals:
  - Summer/Fall 2013: Forest Grove to Tillamook – Highway 6.
- Completion of Corridor Management Plans for new state Scenic Byway Route proposals:
  - Winter 2014: Territorial Highway – Highway 99W.
  - Winter 2015: Forest Grove to Tillamook – Highway 6.
  - Winter 2014: Dufur to Maupin – Highway 197.
- Spring 2015: Designation of Highway 99W, Highway 6 and Highway 197 as state Scenic Byways by the Oregon Tourism Commission and the Oregon Transportation Commission.
- Field review of existing Byway additions/modifications:
  - Summer 2013: Journey Through Time scenic byway – Highway 207 and Highway 25 additions.
  - Summer 2013: Mt. Hood Scenic Byway – Highway 26 modifications.
  - Summer 2014: Volcanic Legacy Scenic Byway – Newberry Crater Addition

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

- Summer 2013/Summer 2015 – Field visual inventory review of 26 existing Scenic Byway designations every 5 years with CMP, as required in Scenic Byway Program, OAR 734-32-000.
- Summer 2013/Summer 2015 – Scenic Byway replacement sign inventory for existing byways and newly designated byways. Deliverable includes: Decals designed and developed, signs manufactured and signs installed along each byway.
- Summer 2013 – Update and maintenance of ODOT Scenic Byway website.
- Summer/Fall 2013 – Successful obligation of FY2010, FY2011 and FY2012 National Scenic Byway discretionary funds prior to FHWA, August redistribution of funds.
- Develop/Update spreadsheet tracking status FY 2010 – FY 2012 Discretionary Projects.
- Winter 2014 – Completion of IGA's for FY2010, FY2011 and FY2012, National Scenic Byway Discretionary funds.
- Summer 2013/Summer 2014 – Field/Video review, script development and filming with ODOT Public Affairs videographers to produce twenty-six, 10-15 minute Scenic Byway informational videos for Trip Check.
- Fall 2013/Winter 2014 – Inventory Assessment and plan of Highway 101, Pacific Coast Scenic Byway historic highway features with USFS Siuslaw National Forest Landscape Architects (including the development of: design guidelines for turnouts, overlooks, signs and visual treatments as required by the Oregon Highway Plan Actions 1D 1-4.)
- Spring 2014/Summer 2014: Design, reprint and distribution of the third edition of the “Oregon Scenic Byways & Tour Routes – A driving Guide.”



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

The OSTI work helps to further refine the Oregon Transportation Plan – Goal 4: Sustainability. Specific strategies for reducing emissions in transportation are laid out in the Statewide Transportation Strategy document, which sets the vision for a future sustainable Oregon with substantially less GHG emissions than today.

### **PREVIOUS WORK**

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

### **PROPOSED ACTIVITIES AND TASKS**

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

### **DELIVERABLES** (anticipated quarter to be complete)

- Statewide Transportation Strategy Implementation Plan (3<sup>rd</sup> Quarter 2014)
- Eco-Driving Outreach Materials (element of Public Outreach/Education) (2<sup>nd</sup> Quarter 2014)
- Strategic Assessment Reports for Corvallis, Bend, Rogue Valley, and Salem MPOs (4<sup>th</sup> Quarter 2014)

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

**14PF012 OTP Policy and Implementation**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Michael Rock

Crew No: 6430

Supervisor: Amanda Pietz

No. of ODOT FTEs Funded:

Organization Responsibility: Transportation Planning Unit

Others Involved: Lucia Ramirez, Nancy Murphy, Vanitha Murthy, Stephanie Millar, Anne Russett

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$477,813	\$119,453	\$ 597,266
FY 2015	\$481,014	\$120,253	\$ 601,267
<b>BIENNIAL TOTAL</b>	<b>\$958,827</b>	<b>\$239,706</b>	<b>\$1,198,533</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

The OTP is state's the overarching multimodal transportation policy plan addressing all aspects of Oregon's transportation system and incorporating further plans addressing specific modes or topics. ODOT's mode, topic, and facility plans provide detail under the OTP policy direction for each respective mode, topic area, and/or facility. The state Transportation Planning Rule (TPR) requires that local jurisdiction transportation system plans (TSPs) be consistent with the state

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

TSP, comprised of the OTP, state mode/topic plans and state facility plans. ORS 184.618 requires the Oregon Transportation Commission to develop and maintain the OTP and for the Oregon Department of Transportation Director to develop OTP implementation plans and programs. This work program also contributes to other Agency long range planning and policy development activities.

## **PREVIOUS WORK**

- Provided assistance and review for recent mode and topic plans including the Oregon Aviation Plan update and the Oregon Freight Plan.
- Completed tolling and pricing policy updates to both OTP and Oregon Highway Plan (OHP).
- Identified Oregon Seismic Lifeline Routes, consistent with the policy in the OHP.
- Developed and provided outreach for the OHP Mobility Standard Guidelines to address current issues and meet key objectives of the OTP. OHP updated to reflect transportation planning rule, mobility standard, and access management changes.
- Assisted ODOT Regions to address mobility standard issues, implement guidance, and consider key OTP policies.
- Managed and improved websites to provide access to OTP materials and other long range planning information.
- Developed the first three biennial editions of the State of the System Report highlighting major trends, system conditions, targets, achievements, funding status and OTP implementation progress.
- Updated ODOT's public involvement policy and developed a Public Involvement Policy Resource Handbook containing resources and best practices.
- Conducted the 2010 Local Consultation Survey and Report to assess effectiveness of consultation in ODOT planning and STIP development.
- Reviewed proposed and enacted state and federal legislation for potential impacts to statewide planning work and policies.
- Participated in various research projects, especially regarding performance measure development.

## **PROPOSED ACTIVITIES AND TASKS**

- Lead or assist in mode and topic plan development and implementation including:
  - Oregon Bicycle and Pedestrian Plan Update
  - Statewide Transportation Demand Management Plan
  - State Rail Plan development (primarily charged to an FRA EA)
- Lead or assist development of any needed amendments to the existing OTP and mode and topic plans and maintain and improve registries of plan amendments.
- Support region activities to implement the OTP and component plans including reviewing proposals for consistency with OTP policy.
- Support ODOT activities that respond to and affect the OHP such as highway segment designations, facility plan adoptions, and policy review for jurisdictional transfers.
- Incorporate related initiatives in OTP implementation and other long range planning and policy activities including:

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

- Greenhouse gas strategies
- Climate change adaptation efforts
- Energy plan initiatives
- Economic development considerations
- Least cost planning (Mosaic) development
- Participate in staff and interagency work groups as needed to accomplish program activities and help ensure integration, coordination, and consistency.
- Continue to develop and improve websites and outreach materials and provide information or training on OTP implementation and associated items, including economic analysis topics.
- Develop the fourth edition of the State of the System Report.
- Review and comment on legislative proposals related to the OTP and transportation planning and policy in general.
- Lead or assist with implementation of adopted state and federal legislation related to the OTP, and mode and topic plans, and long range planning policy.
- Participate in research activities, such as on project technical teams, for projects related to the OTP and long range planning and policy development and implementation.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Plan and policy amendments and updates. *Ongoing*
- Fourth edition of the State of the System Report. *Fall/Winter 2014*
- Various white papers and interim deliverables leading to an Updated Bike/Ped Plan. *Throughout biennium.*
- Updated Bicycle and Pedestrian Plan. *Summer 2015*

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

**14PF014 Least Cost Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Lucia Ramirez  
 Supervisor: Amanda Pietz  
 Organization Responsibility: TDD Planning Unit

Crew No: 6430  
 No. of ODOT FTEs Funded:

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

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 527,010	\$ 60,319	\$ 658,672
FY 2015	\$ 530,600	\$ 60,730	\$ 660,672
<b>BIENNIAL TOTAL</b>	<b>\$1,057,611</b>	<b>\$121,048</b>	<b>\$1,178,659</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

To develop, test, and provide a least cost planning methodology and analysis tool, and integrate the new process with agency planning and project development activities. Least cost planning was defined by the 2009 Oregon Legislature as “a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options.”

**RELATIONSHIP TO OVERALL PROGRAM**

A least cost planning (LCP) methodology is an analytical process that can be used to improve existing transportation planning and project development, prioritization, and selection activities. The LCP methodology will allow for more robust evaluation of a range of transportation investment alternatives and improve the transparency and accountability of transportation planning decisions. The LCP methodology may be utilized for state, region, or corridor planning by ODOT, MPOs, or possibly local government agencies to improve their transportation planning processes.

**PREVIOUS WORK**

- Completed criteria for 2012-2015 STIP project selection reflecting LCP priorities.
- Developed application for 2015-2018 STIP Enhance projects further reflecting LCP analysis priorities.

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

- Completed a discussion paper examining case studies of recent uses of LCP-like methodologies in other locations and providing ideas for Oregon’s effort.
- Supported STIP Stakeholder Committee participation in LCP development as the project advisory committee.
- Led and participated in multiple agency and interagency workgroups to provide input on aspects of LCP methodology development, particularly selection of measures used within the tool.
- Developed a comparison process to allow benefit-cost measures to be used in LCP alongside qualitative and quantitative measures.
- Developed a new name for LCP: Mosaic – value and cost informed planning.
- Provided an integrated agency project website and a new external website to host the Mosaic user guide and analysis tool.
- Developed a draft Mosaic user guide, analysis tool, instructions, and documentation and provided these on the new website.
- Developed a program guide to include on the Mosaic website that explains possible impacts of system and demand management and alternate mode investments to assist users of Mosaic.
- Made a variety of project presentations to conferences, Area Commissions on Transportation (ACTs), MPOs, and other stakeholder and advisory committees.

**PROPOSED ACTIVITIES AND TASKS**

Phases 1 and 2 of the LCP/Mosaic development project are complete resulting in a framework of decisions governing Mosaic development and the draft Mosaic user guide and analysis tool. Phase 3 is the primary proposed activity for the next biennium to include review and testing of the Mosaic user guide and the analysis tool. Proposed activities include:

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

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

- Continue to participate in various work groups to coordinate efforts and integrate Mosaic principles with related agency activities such as the STIP Enhance program, greenhouse gas reduction planning, and performance measure development and implementation.
- Support any future STIP Stakeholder Committee activities related to Mosaic.
- Provide economic analysis and review as needed for topics related to development, maintenance, and implementation of Mosaic.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Various interim project materials and presentations for Mosaic participants and stakeholders. (Ongoing)
- Mosaic Evaluation Report explaining results of testing. (Summer 2014)
- Updated Mosaic User Guide. (Summer 2014)
- Updated Mosaic analysis tool. (Summer 2014)
- Training materials and recorded webinars for future Mosaic users. (Summer 2014)
- Training and stakeholder presentation on Mosaic delivered as requested. (Ongoing)

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

**14PF016 General Planning**

Original (X) Revision ( )

Continuing Project ( ) or New (X) New, start Date: July 1, 2013

Combines 4 continuing projects: PF005, PF007, PF015 and PF016

Project Manager: Lucia Ramirez

Crew No: 6430

Supervisor: Amanda Pietz

No. of ODOT FTEs Funded:

Organization Responsibility: Transportation Planning Unit

Others Involved: Michael Rock, Nancy Murphy, Stephanie Millar, Dick Reynolds, Anne Russett, Jack Svadlenak

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 526,938	\$131,734	\$ 658,672
FY 2015	\$ 528,538	\$132,134	\$ 660,672
<b>BIENNIAL TOTAL</b>	<b>\$1,055,476</b>	<b>\$263,868</b>	<b>\$1,319,344</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

Provide guidance, tools, training, and professional support for planning activities that implement the Oregon Transportation Plan (OTP) and its component mode and topic plans. Support intermodal efforts through planning and balancing of goals and objectives. Interpret rules, regulations, policies, directives, and procedures. Foster integrated planning between transportation and land use. To achieve this objective staff will:

- Assist ODOT Regions, MPOs, ACTs, and local governments in planning activities that relate to or may have impacts on the state transportation system.
- Improve statewide STIP development procedures to increase effective participation and implement multimodal objectives.
- Work with other ODOT work units and other state agencies on research projects, agency and legislative initiatives, rulemaking and other projects.
- Assist with the development of transportation facility level planning for ODOT and local governments.
- Reduce duplication of efforts between planning and environmental assessment for project development and delivery.
- Provide planning assistance to address land use planning regulations (federal, state and local).
- Monitor state and federal funding and policy initiatives that affect planning, including identification and implementation of performance measures.

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

## **RELATIONSHIP TO OVERALL PROGRAM**

General Planning provides a bridge between ODOT's policy plans, including the OTP and its mode and topic plans, and their implementation at statewide, regional or local levels. It covers the policy and planning work associated with the State Transportation Improvement Program, which is ODOT's required investment program that obligates federal funds to implement the OTP. It also encompasses the state land use planning program and associated state agency coordination. Development review, aggregate planning, environmental assessment, and modal plan amendments all require different types of attention to the statewide land use planning goals and regulations.

## **PREVIOUS WORK**

- Developed or updated guidance materials such as: Interchange Area Management Guidelines, Planning and Environmental Linkage Guidelines, Development Review Guidelines, Title VI Guidance, and STIP Users' Guide.
- Assisted and advised in rule development, most recently around topics of access management and mobility (Transportation Planning Rule).
- Conducted outreach to train staff on general planning (Planning for Non-Planners) and on significant changes to the planning program, such as mobility.
- Developed and presented Transportation Economics for Non-Economists course to enhance economic understanding throughout Agency.
- Maintained and enhanced repositories for planning information, such as the Development Review System, Aggregate Sources Information System, and the Transportation Planning Online Database.
- Supported STIP Stakeholder Committee activities and developed and implemented a new STIP Enhance project application process.
- Coordinated with other ODOT divisions/units (e.g. project delivery and aggregate) on planning issues, worked closely with region staff on facility plans and policy topics, and communicated with affected local governments' on their transportation plans.

## **PROPOSED ACTIVITIES AND TASKS**

- Lead or assist in guidance document development or updates to products such as:
  - Transportation System Planning (TSP) Guidelines
  - Interchange Area Management (IAMP) Guidelines
  - Planning Resources Handbook
  - Mobility Standards and Transportation Planning Rule guidance
- Conduct outreach to train staff on general planning and on best practices for implementing planning policies or initiatives such as Planning and Environmental Linkages.
- Maintain and enhance repositories for planning information, such as the Development Review System, Aggregate Sources Information System, and the Transportation Planning Online Database (TPOD).
- Review and respond to legislative concepts and proposed legislation, rulemaking and policy development initiatives related to land use and transportation.
- Facilitate coordination of Development Review across the state.

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

- Produce planning reports FHWA and US DOT, such as the annual report for Title VI compliance.
- Support region activities to implement OTC policies, procedure changes, and other agency or legislative initiatives related to General Planning activities.
- Continue to improve the STIP development process and respond to initiatives and legislation, including supporting STIP Stakeholder Committee activities.
- Implement agency and legislative initiatives related to the STIP such as reflecting elements of least cost planning through the Enhance process.
- Conduct economic analysis and review for activities such as transportation funding, economic development discussions, transportation system and facility plans, and performance measure development.
- Review tolling and pricing proposals and assist with tolling and pricing policy implementation.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Updated Development Review Guidelines (Summer 2015)
- Planning and Environmental Linking (PEL) implementation plan (Fall 2013)
- Updated TSP Guidelines (Spring 2014)
- Update IAMP Guidelines (Winter 2013)
- Updated “Planning for Aggregate – a guide to Land Use Planning for Aggregate Resources in Oregon” (Spring 2014)
- Update Planning Resources Handbook (Winter 2014)
- Periodic update of TPOD (Winter 2014)
- STIP Enhance Application with instructions and reporting templates for the 2017-2020 STIP (Fall 2014)
- Goal 5 protection and land use permits Guidance for aggregate resource sites statewide (Spring 2014)
- Statewide Planners’ Workshop (Fall 2013)
- Statewide training on the land use component of long-range aggregate resource protection (Spring 2014)
- Reviewed tolling and pricing proposals delivered to OTC (Ongoing)

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

**14PF017-101 Region 1 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Jeff Flowers

Crew No: 1054

Supervisor: Rian Windsheimer

No. of ODOT FTEs Funded: 5

Organization Responsibility: Region 1 Policy and Development

Others Involved: The Region's Technical Center Units for scoping potential projects, Community Affairs Unit for assistance in outreach activities associated with the STIP.

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$476,018	\$119,004	\$ 595,022
FY 2015	\$476,018	\$119,004	\$ 595,022
<b>BIENNIAL TOTAL</b>	<b>\$952,036</b>	<b>\$238,008</b>	<b>\$1,190,044</b>

Consultant Fees: ( ) included in project total

Remarks – no consultant fees associated at this time, as amount of work is still undetermined.

**OBJECTIVE**

Implementation of applicable portions of 23 USC 135, specifically the requirement to develop and manage the Statewide Transportation Improvement Program (STIP). Project includes scoping potential transportation projects for the Region. Public involvement will be a vital component in the development of the STIP.

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 USC Chapter 53 and Title 23, USC. The STIP identifies the funding for and scheduling of transportation projects. The project includes developing initial scopes of work and costs for proposed projects and also includes all projects identified in the Portland Metropolitan Planning Organization (Metro) area Transportation Improvement Program (TIP).

**PREVIOUS WORK**

STIP development and management is an ongoing activity with updates every two years. The pre-STIP project scoping efforts include development of project scopes of work, cost estimates and environmental classifications.

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

## **PROPOSED ACTIVITIES AND TASKS**

The primary focus of STIP Development involves public outreach and external engagement in identifying and prioritizing transportation needs and solutions. Key work also includes pre-STIP scoping to refine solutions and obtain costs estimates for any potential transportation projects. Products resulting from the various activities become elements in a long term needs list of transportation related solutions, a Draft STIP and a Final STIP for a mandated 4-year program. Activities also include management of the current approved STIP through the necessary financial/fiscal management of project budgets and schedules.

The following is a list of various activities related to this project:

- Develop and maintain transportation needs list.
- Work with Region management, planners, management systems, ACTs, ERT, Metro and local jurisdictions and stakeholders to prioritize transportation needs. This includes screening of & coordination with Corridor Plans, local Transportation System Plans (TSP), Refinement Plans and other planning efforts.
- External engagement on identifying transportation needs along with available sources of funds.
- Ensure STIP performance goals are reflected in the STIP program.
- Coordinate preliminary scoping efforts: field investigations, determine source of problem, draft solution alternatives, preliminary environmental screening, etc.
- Coordination with the MPO for the development and inclusion of their TIP into the STIP.
- Balance Region STIP “identified needs” to allocated funding levels in a manner that supports the Oregon Transportation Commission’s (OTC) goals and that is consistent with the Oregon Transportation Plan (OTP), as well as the Oregon Highway Plan (OHP).
- Program proposed project (Draft STIP) information into the ODOT-Project Control System (PCS).
- Hold public review meetings (minimum of 45 day public review period and two public meetings); including coordination with Metro and other Region 1 stakeholders.
- Adjust Draft STIP to reflect any revisions or reductions prior to Final STIP being presented to the OTC, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- Negotiate resource allocation and budget necessary to deliver the STIP.
- Submit Draft STIP for air quality conformity modeling.
- Manage the delivery of the STIP. Submit STIP and MTIP amendments to the OTC, FHWA & FTA, as program adjustments are needed and required.
- Request programming and supply supporting documentation requesting authorization of funds by FHWA & FTA; obtain Expenditures Accounts to begin project development.

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

**DELIVERABLES (Anticipated Quarter to be completed)**

<b>Deliverables</b>	<b>Start Date</b>	<b>Estimated Completion Date</b>	<b>Consultant Budget</b>	<b>ODOT Staff Budget</b>	<b>TOTAL BUDGET</b>
Maintained transportation needs list with cost updates	July 1, 2013	June 30, 2015			
Narrative initial scoping reports, environmental screening	July 1, 2013	June 30, 2015			
STIP Outreach and public involvement, including maintenance of an internet-based format to keep the public informed and allow for engagement through the web	July 1, 2013	June 30, 2015			
STIP Development and Programming	July 1, 2013	June 30, 2015			
STIP Management	July 1, 2013	June 30, 2015			
				\$1,190,044	\$1,190,044

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

**14PF017-201 Region 2 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: John Maher  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning

Crew No: 2022  
 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$260,000	\$ 65,000	\$ 325,000
FY 2015	\$640,000	\$160,000	\$ 800,000
<b>BIENNIAL TOTAL</b>	<b>\$900,000</b>	<b>\$225,000</b>	<b>\$1,125,000</b>

Consultant Fees: (\$35,000) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 USC Chapter 53 and Title 23, USC. The program identifies the funding for and scheduling of priority transportation projects and programs. It includes developing initial scopes of work for proposed projects before project inclusion into a STIP, assisting preparation of an MPO TIP, inclusion of and reflecting it in the STIP. These activities are required in order to use federal funds.

**PREVIOUS WORK**

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

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

## **PROPOSED ACTIVITIES AND TASKS**

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

- Public involvement to identify transportation needs and available sources of funding.
- Ensure OTC performance goals are reflected in Region's STIP program.
- Coordination with development of MPO TIP, and inclusion in Region STIP.
- Develop and maintain transportation needs lists (database).
- Prioritize transportation needs through work with region management, planners, and management systems.
- Develop preliminary scoping lists for the Enhance, Fix-it, and all other programs for which Region 2 is responsible for scoping.
- Complete project scoping as for all proposed projects to verify project purpose and need and establish project goals, objectives, and estimates.
- Coordinate preliminary scoping efforts (field investigations, determination of the project purpose and need, draft solution alternatives and project costs, preliminary environmental screening, etc.)
- Detail proposed project information into prospectus format.
- Program proposed projects into the Project Control System (PCS).
- Balance Region STIP to allocated funding levels as called for in the OTC's program goals.
- Publish public notices of Region STIP meetings.
- Publish and mail Draft STIP to interested parties.
- Hold public review meetings and public hearings.
- Catalog and report on public testimony and attendance at Region STIP public meetings.
- Fiscally constrain Region Draft STIP.
- Coordinate STIP project funding and delivery dates through preparation of the Region Financial Plan.
- Prepare amendments to STIP as program adjustments are needed.
- Submit proposed amendments to OTC, FHWA and FTA for review and approval.
- Prepare requests obligating federal funds for PE expenditures.
- Adjust Region STIP to reflect revisions or reductions before final STIP presentation to the OTC, the Federal Highway Administration and the Federal Transit Administration.

## **DELIVERABLES**

- Interested parties mailing list.
- Public notices of Region STIP public hearings.
- Public Hearings on the Draft Region STIP.
- Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments.
- Coordination with MPO TIP preparers.
- A listing of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft STIP).
- A listing of final projects including scheduling and funding details (final STIP).

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

- Monthly update of the Region Financial Plan.
- Amendments to the STIP.
- Requests for federal fund obligation.
- Field investigations of proposed projects.
- Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions.
- Project Prospectuses, Parts One, Two and Three.

<b>Deliverables</b>	<b>Start Date</b>	<b>Estimated Completion Date</b>	<b>Consultant Budget</b>	<b>ODOT Staff Budget</b>	<b>TOTAL BUDGET</b>
STIP Outreach and Public Involvement	July 1, 2013	June 30, 2015			
Pre-STIP Scoping	July 1, 2013	June 30, 2015			
STIP Development and Program Management	July 1, 2013	June 30, 2015			
			<b>\$35,000</b>	<b>\$1,090,000</b>	<b>\$1,125,000</b>

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

**14PF017-301 Region 3 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Lisa Cortes  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: 1.5

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$164,400	\$41,100	\$205,500
FY 2015	\$171,600	\$42,900	\$214,500
<b>BIENNIAL TOTAL</b>	<b>\$336,000</b>	<b>\$84,000</b>	<b>\$420,000</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 USC Chapter 53 and 23 USC. It is the program which identifies the funding for and scheduling of priority transportation projects and programs. It includes developing initial scopes of work for proposed projects.

**PREVIOUS WORK**

This work is ongoing.

**PROPOSED ACTIVITIES AND TASKS**

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

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

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

\*ACT support is covered under a separate EA.

## **DELIVERABLES**

- 20 year needs and solutions list. (Ongoing)
- Report of public comment and input received on Draft STIP, including the involvement of the ACTs, CSTs, tribal governments, and federal, state, and local governments.
- A list of proposed projects including scheduling and funding details (Draft STIP). (Ongoing)
- A list of final projects including scheduling and funding details (Final STIP). (Ongoing)

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

- Narrative initial scoping reports and environmental screening. (Ongoing)
- Complete signed Project Prospectus. (Ongoing)
- Submission of federal concurrence on Environmental Part 3 of Project Prospectus. (Ongoing)

<b>Deliverables</b>	<b>Start Date</b>	<b>Estimated Completion Date</b>	<b>Consultant Budget</b>	<b>ODOT Staff Budget</b>	<b>TOTAL BUDGET</b>
Maintained transportation needs list with cost updates	July 1, 2013	June 30, 2015			
Narrative initial scoping reports, environmental screening	July 1, 2013	June 30, 2015			
STIP Outreach and public involvement, including maintenance of an internet-based format to keep the public informed and allow for engagement through the web	July 1, 2013	June 30, 2015			
STIP Development and Programming	July 1, 2013	June 30, 2015			
STIP Management	July 1, 2013	June 30, 2015			
				\$420,000	\$420,000

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

**14PF017-401 Region 4 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Jim Bryant

No. of ODOT FTEs Funded: 2.5

Organization Responsibility: Region 4 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$348,920	\$87,230	\$436,150
FY 2015	\$348,920	\$87,230	\$436,150
<b>BIENNIAL TOTAL</b>	<b>\$697,840</b>	<b>\$174,460</b>	<b>\$872,300</b>

Consultant Fees: \$0 included in project total

Remarks

**OBJECTIVE**

To implement applicable portions of 23 USC 135, specifically the requirement to develop a statewide transportation improvement program; and to identify and scope potential transportation projects for Region.

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 USC Chapter 53 and Title 23, USC. It is the program which identifies the funding for and scheduling of priority transportation projects and programs. It includes developing initial scopes of work for proposed projects.

**PREVIOUS WORK**

Previously, STIP Development and management, as well as preliminary project scoping (pre-STIP), was state funded. This work is ongoing.

**PROPOSED ACTIVITIES AND TASKS**

- Public involvement to identify transportation needs and available sources of funding.
- Ensure OTC performance goals are reflected in Region's STIP program.
- Coordination with development of MPO TIP, and inclusion in Region STIP.
- Develop and maintain transportation needs lists (database).

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

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

**DELIVERABLES (Anticipated Quarter to be completed)**

Deliverables	Start Date	End Date	FY2014	FY2015	Biennial Total
<b>PRE-STIP PLANNING: PF017-431</b>	July 1, 2013	June 30, 2015	\$67,449	\$67,449	\$134,898
Prepare initial project descriptions & preliminary scoping reports and environmental screening for each project prior to inclusion in STIP;					
<b>PRE-STIP SCOPING: PF017-411</b>	July 1, 2013	June 30, 2015	\$228,701	\$228,701	\$457,402
Narrative initial project scoping reports, including project purpose and need, initial identification of project alternatives, and environmental classification of proposed solutions.					
A list of projects proposed for inclusion into the STIP update, including scheduling and funding details (Draft					

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

STIP);					
Project Prospectuses, Parts One, Two and Three.					
<b>STIP DEVELOPMENT &amp; MANAGEMENT: PF017-401</b>	July 1, 2013	June 30, 2015	\$140,000	\$140,000	\$280,000
Report of public comment and input received on Draft STIP, including the involvement of MPOs, tribal governments, federal, state, regional and local governments.					
A listing of final projects including scheduling and funding details (final STIP).					
Monthly update of the Region Financial Plan.					
Amendments to the STIP.					
20 year needs and solutions list coordination with the MPO.					
TOTAL			\$436,150	\$436,150	\$872,300

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

**14PF017-501 Region 5 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Teresa Penninger

Crew No: 5823

Supervisor: Monte Grove

No. of ODOT FTEs Funded: 2.5

Organization Responsibility: Region 5 Planning & Program

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$177,304	\$44,326	\$221,630
FY 2015	\$177,304	\$44,326	\$221,630
<b>BIENNIAL TOTAL</b>	<b>\$354,608</b>	<b>\$88,652</b>	<b>\$443,260</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 WSC Chapter 53 and Title 23, USC. It is the program which identifies the funding for and scheduling of priority transportation projects and programs. It includes developing initial scopes of work for proposed projects.

**PREVIOUS WORK**

Previously, STIP development and management, as well as preliminary projecting scoping (pre-STIP), was state funded. This work is ongoing.

**PROPOSED ACTIVITIES AND TASKS**

The primary focus of STIP Development involves public outreach and external engagement in identifying and prioritizing transportation needs and solutions, and pre-STIP scoping to refine solutions and obtain cost estimates. Products resulting from the various activities result in a 20-year list of transportation needs and solutions, a Draft STIP and a Final STIP for a four-year

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

program. Activities also include financial/fiscal management of the STIP. The following is a list of various activities:

- External engagement in identifying transportation needs, possible solutions and available sources of funding. This includes outreach to and involvement of local County and City jurisdictions, Area Commissions on Transportation (ACTs), Economic Revitalization Teams (ERTs), other Federal and State agencies, as well as other interested stakeholders;
- Ensuring STIP performance goals are reflected in the STIP program;
- Developing and maintaining a 20-year transportation needs list (database);
- Coordinating with Region management, planners, management systems, ACTs, ERTs, local and tribal jurisdictions and other stakeholders to prioritize transportation needs, including screening and coordination with Corridor Plans, local Transportation System Plans (TSPs), Refinement Plans and other planning efforts;
- Developing preliminary scoping lists;
- Coordinating preliminary scoping efforts, including field investigations, determining source(s)/cause(s) of the problem, drafting solution alternatives, preliminary environmental screenings, etc.;
- Detailing proposed project information into prospectus format;
- Programming proposed project information into the Project Control System (PCS);
- Balancing Region STIP to allocated funding levels in the manner that supports the Oregon Transportation Commission's (OTC) goals and is consistent with the Oregon Transportation Plan and the Oregon Highway Plan;
- Publishing and mailing copies of the draft STIP;
- Supporting Region ACTs in holding public review meetings;
- Fiscally constraining the draft STIP;
- Negotiating resource allocation and budget necessary to deliver STIP projects;
- Submitting the draft STIP for air quality conformity modeling;
- Adjusting the draft STIP to reflect revisions or modifications prior to Final STIP being presented to the OTC, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA);
- Administering the delivery of the STIP, submitting amendments to the OTC, FHWA and FTA as program adjustments require; and
- Requesting programming and supplying supporting documents to request authorization of funds by FHWA and FTA, resulting in authorized Expenditure Accounts to begin project development.

**DELIVERABLES (Anticipated Quarter to be completed)**

- 20-year needs and solutions list;
- Report of public comment and input received on Draft STIP, including the involvement of ACTs, ERT, tribal governments, and federal, state and local governments;
- A listing of proposed projects including scheduling and funding details (Draft STIP);
- A listing of final projects including scheduling and funding details (Final STIP);
- Narrative initial scoping reports and environmental screening;
- Complete, signed Project Prospectuses; and

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

- Submission for Federal concurrence on Environmental Part 3 of Project Prospectuses.

<b><i>Deliverables</i></b>	<b><i>Project Start Date</i></b>	<b><i>Project End Date</i></b>
20-year Needs and Solutions List	July 1, 2013	June 30, 2015
Report of public comment and input received on Draft (2015-2018) STIP, including the involvement of ACTs, ERT, tribal governments, and federal, state and local governments	July 1, 2013	June 30, 2015
A listing of proposed projects including scheduling and funding details (Draft STIP 2017-2020)	July 1, 2013	June 30, 2015
A listing of final projects including scheduling and funding details (Final STIP)	July 1, 2013	June 30, 2015
Narrative initial scoping reports and environmental screening	July 1, 2013	June 30, 2015
Complete, signed Project Prospectuses	July 1, 2013	June 30, 2015
Submission for Federal concurrence on Environmental Part 3 of Project Prospectuses	July 1, 2013	June 30, 2015

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

**14PF017-801 STIP Development**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Kelly Jacobsen

Crew No: 0621

Supervisor: Steve Leep

No. of ODOT FTEs Funded: (2)

Organization Responsibility: Active Transportation, Program and Funding Services

Others Involved: Peter Alotta

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$157,831	\$39,458	\$197,289
FY 2015	\$157,831	\$39,458	\$197,289
<b>BIENNIAL TOTAL</b>	<b>\$315,662</b>	<b>\$78,916</b>	<b>\$394,578</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

To manage the implementation of applicable portions of 23 USC 135, specifically the requirement to develop a statewide transportation improvement program; and to identify and scope potential transportation projects.

**RELATIONSHIP TO OVERALL PROGRAM**

The STIP process is the mechanism through which the Oregon Department of Transportation receives its federal funds under 49 USC Chapter 53 and Title 23, USC. It is the program that identifies the funding for and scheduling of priority transportation projects and programs. It includes developing initial scopes of work for proposed projects.

**PREVIOUS WORK**

This project (statewide STIP coordination) will be an ongoing project.

**PROPOSED ACTIVITIES AND TASKS**

- Internal and external engagement on transportation needs, funding
- Facilitate development of draft STIP performance goals
- Distribute funding to the regions in the manner that supports the OTC's goals
- Facilitate region project scoping and data input activities
- Monitor Project Control System (PCS) data entry, report on funding levels and funding codes, review project information for completion and accuracy

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

- Publish and mail Draft STIP, develop and maintain web-based searchable Draft STIP
- Coordinate and facilitate regional public review meetings (minimum of 45 day public review period and two public meetings per region)
- Summarize and distribute all public comments from review period
- Fiscally constrain Draft STIP
- Coordinate CAAA conformity activities with MPOs and ODOT Environmental staff
- Facilitate regional coordination with MPOs for TIP development
- Assemble and submit Final STIP to the OTC, the Federal Highway Administration and the Federal Transit Administration
- Publish and mail Final STIP, post on web site
- Facilitate the regional STIP amendment process
- Process all STIP amendment requests, including securing all necessary approvals
- Maintain up-to-date database inclusive of all STIP amendments
- Maintain communication with regions, ODOT branches and sections, and other stakeholders on STIP activities, and actions affecting or impacting the STIP and its processes

## **DELIVERABLES**

- Certifications of STIP development process, including identifying processes that included MPOs, tribal governments, federal, state, regional and local governments.
- Certification of financial constraint
- A listing of proposed projects including scheduling and funding details (draft STIP)
- A listing of final projects including scheduling and funding details (final STIP)
- Air quality conformity findings
- Certifications of compliance with:
  - 23 USC 135, Section 8 (q) of the Federal Transit Act and 23 CFR Section 450
  - Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC 324 and 29 USC 794
  - Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects
  - The provisions of the Americans with Disabilities Act of 1990 and US DOT regulations, “Transportation for Individuals with Disabilities”
  - The provisions of 49 CFR Part 20 regarding restrictions on influencing certain Federal activities
  - Sections 174 and 176 (c) and (d) of the Clean Air Act as amended

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

**14PF040 Oregon Highway Cost Allocation Study**      Original (X)    Revision ( )  
 Continuing Project (X) or New ( )                                      New, start Date: July 1, 2013

Project Manager: Lani Pennington                                      Crew No: 0516  
 Supervisor: Robert Maestre                                              No. of ODOT FTEs Funded: 0.5  
 Organization Responsibility: Active Transportation: Economics & Financial Analysis

Others Involved: DAS Office of Economic Analysis

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$113,725	\$13,016	\$126,741
FY 2015	\$341,176	\$39,049	\$380,225
<b>BIENNIAL TOTAL</b>	<b>\$454,901</b>	<b>\$52,065</b>	<b>\$506,966</b>

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

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

Highway cost allocation (responsibility) studies determine the fair share that each class of highway users should pay for the maintenance, operation and improvement of the state's highways, roads and streets. These studies recommend to each legislative session adjustments to existing highway user tax rates to bring about a closer match between the revenues contributed by and the cost responsibility of each vehicle and highway user class.

For over 70 years, cost responsibility has served as the foundation of Oregon's highway financing system. The results of the seventeen studies completed to date have formed the basis both for the level of the taxes and fees paid primarily by cars and other light vehicles (the fuels tax and registration fees) and those paid by heavy vehicles (principally the weight-mile tax). All transportation funding measures considered by the Oregon Legislature must pass a cost responsibility "filter", with the component fee/tax increases being structured so as to maintain (or restore) the proper, cost responsible balance of revenue contributions between the major vehicle classes.

Oregon voters in 1999 approved a change to Oregon's Constitution that requires a highway cost allocation study be conducted every two years and the results presented to each regular session

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

of the Legislature. The 2003 Oregon Legislative Assembly also enacted legislation (Senate Bill 474) that requires a HCAS be conducted each biennium, the results be reported to the transportation and revenue committees of the House and Senate by January 31 of each odd-numbered year, and the Legislature use the study results to determine whether adjustments need to be made to existing tax rates to comply with the Oregon Constitution.

In addition to their importance in the legislative arena, the cost responsibility principle and results of the biennial Oregon studies also influence or play a role in a number of other Department activities, including project development and the production of major planning studies/documents such as the Oregon Highway Plan and the Oregon Transportation Plan. They also represent an important consideration in the crafting of proposals to replace the existing fuels tax with a vehicle miles traveled fee for cars and other light vehicles or implement a system of congestion pricing on major urban highways in the state. Because of Oregon's national reputation in the area of highway cost allocation, the approach, methodology and results of our studies are of considerable interest to a number of other states, as well as the Federal Highway Administration.

## **PREVIOUS WORK**

Oregon's highway cost allocation studies are an ongoing process. Seventeen such studies have been completed, the first in 1937 and the most recent in 2011. Work on the eighteenth study, the 2013 HCAS, is now nearing completion. Oregon has completed many more of these studies than any other state or, for that matter, the federal government. Our extensive experience and path-breaking work in highway cost allocation have clearly established Oregon as the national leader in the equitable attribution of costs to the vehicles using the state's highways, roads and streets.

As noted previously, the Oregon HCASs are now both constitutionally- and statutorily-mandated to be performed every two years and the results presented to each odd-numbered year session of the Legislature. The results and recommendations of the 2009 Study were presented to the transportation and revenue committees of the 2009 Legislature and played an important role in the structuring of the transportation funding legislation enacted by the 2009 session. The results and recommendations of the 2013 Study are now being presented to the transportation and revenue committees of the 2013 Legislature and will play a role in any transportation-related measures considered by the 2013 session.

## **PROPOSED ACTIVITIES AND TASKS**

- Develop data related to the transportation system and its use by the various classes of highway users. Develop data on transportation program expenditures (both historical and projected) and use this data together with forecasts of traffic and travel growth to develop recommended adjustments to existing highway user tax rates to bring about a closer match between the payments and cost responsibilities of each class of highway users.
- Review and analyze the methodology used in previous Oregon cost responsibility studies to determine whether it continues to be the most appropriate methodology. Review and, to the extent possible, revise the existing study methodology to incorporate the recommendations for future studies made by the Study Review Team and study staff for the 2013 Study. As recommended by the consultants for the 2013 Study, continue to research the data and

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

computational needs required to move from the design-based, incremental methodology used to allocate expenditures in past studies to an economics-based, efficient fee approach to allocating highway costs.

- Chair and staff the Study Review Team (SRT) for the study. Schedule and conduct eight to ten meetings of the SRT during the period in which the study is being conducted, and provide the Team members with appropriate information to assist them in guiding the study.
- Prepare and distribute to the SRT members and other interested parties a series of issue and/or discussion papers on the major procedural and methodological issues pertaining to highway cost allocation and the performance of the study. Conduct sensitivity analyses to determine how changes in the major parameters and methods would impact the results of the Oregon studies and provide this information to the SRT. Analyze how broadening the scope of the Oregon studies to include additional costs could best be accomplished and how this might impact the study results.
- Prepare and distribute a Preliminary Study Report and Final Study Report detailing the study methods and results and presenting a set of recommended highway user tax rates based on the study results to the 2015 Oregon Legislature. Additionally, provide a detailed, fully documented description of the study model and computer programs, including any further refinements or other modifications made to increase the transparency and user-friendliness of the model. Ensure that the model documentation fully meets the requirements of the State of Oregon documentation standards. Also provide a model user's guide(s) that is easily understood and facilitates the use of the model by ODOT, DAS, and Legislative Revenue Office staff and other interested parties to conduct policy and sensitivity analyses of the model results.
- Prepare special papers, sensitivity analyses, and presentations on cost responsibility and related transportation finance issues as requested, including up to four presentations to committees of the 2015 Legislature. Answer requests for information from other states, the federal government, local governments, transportation associations, legislators, legislative staff, state government administrators and the Oregon Transportation Commission. Prepare, analyze, and testify on legislation having cost responsibility and revenue impacts on the State Highway Fund.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Summary briefings and overviews for the Study Review Team on the cost allocation methodologies used in previous Oregon studies and in studies in other states and by the federal government. These briefings/overviews will be presented at the first or second meeting of the SRT and are to be structured to facilitate a decision and recommendation by the SRT on the general approach to be used in this biennium's study and the specific issues to be addressed by the contractor for the study. (February/March 2014)
- A series of issue papers that discuss and assess the specific cost allocation methodologies used in past Oregon studies, other states' cost allocation studies, the 1997 Federal Study, recent research efforts at both the state and national level, and that address any other issues the SRT recommends be investigated. These papers will be presented to the SRT for their consideration, comments, and recommendations at the April through July meetings of the Team. (July 2014)

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

- Updated traffic, budget, expenditure, program, cost, revenue and engineering data and analyses for use in the cost allocation model and computer program. (September 2014)
- A review of Oregon-specific model inputs and incorporation of these inputs in the computer model used for the study. (October 2014)
- Completion of any required modifications/enhancements/updates to the computer model and a full documentation of these changes to the model. (October 2014)
- Preliminary study results and a set of recommended tax rates and fees based on the preliminary results. (November 2014)
- A Preliminary Study Report and presentation of this report to the Study Review Team. (November 2014)
- Final results and recommendations for the study, incorporating any changes in methodology requested by the Study Review Team Chair and updating all expenditure inputs, if necessary, to be consistent with the Governor's Recommended Budget. (December 2014)
- Study Final Report and Executive Summary, presenting the background and parameters for the study, the approach, methodology, and data used, the study final expenditure allocation and revenue attribution results, a comparison of the expenditures allocated and projected revenues paid for each individual 2,000-pound gross weight class and for selected, broader groupings of vehicles (e.g., light (1 - 10,000 pound) vehicles versus all heavy (greater than 10,000 pound) vehicles), and recommendations for changes to existing tax rates and fees to achieve a closer balance between the cost responsibility of and revenues contributed by each vehicle class. (January 2015)
- Comprehensive Technical Results Appendix for the study, providing a glossary of highway cost allocation terms, the final versions of all issue or discussion papers produced during the study process, the minutes of all SRT meetings, the detailed study results and a comparison of these results to those of prior studies, an updated and easily usable model user's guide, and a fully documented description of the study model and computer programs that meets the documentation standards of the State of Oregon. (March 2015)
- Legislative and other presentations on the findings, results, and recommendations of the study, and any special follow-up analyses requested by the SRT and/or committees of the 2015 Legislature. (June 2015)

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

**14PF042 Truck Weighing Studies**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Richard Munford

Crew No: 0516

Supervisor: Robert Maestre

No. of ODOT FTEs Funded: 0.4

Organization Responsibility: Active Transportation: Economics & Financial Analysis

Others Involved: MCTD Motor Carrier Field Staff (Weighmasters)

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$17,946	\$2,054	\$20,000
FY 2015	\$17,946	\$2,054	\$20,000
<b>BIENNIAL TOTAL</b>	<b>\$35,892</b>	<b>\$4,108</b>	<b>\$40,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

To develop and update information on truck weights and other operating characteristics for use in the Oregon highway cost allocation studies, policy and planning studies, pavement management, and for conducting trend analyses of truck use of the state highway system.

**RELATIONSHIP TO OVERALL PROGRAM**

Truck weighing studies provide a comprehensive database on heavy commercial vehicle operations in Oregon. Other programs and activities that rely on these studies include highway cost allocation, planning, pavement management, corridor analyses, freight analyses, the Oregon Transportation Plan, and the Oregon Highway Plan. Data has been shared with researchers at Oregon State University and Portland State University. Oregon highway cost allocation studies are conducted every two years, as required by constitutional amendment (1999) and statute (2003). The Federal Highway Administration (FHWA) relied on Oregon's comprehensive truck database to prepare the Federal Highway Cost Allocation Study (1997) and Update (2000).

**PREVIOUS WORK**

Special truck weighing studies have been conducted annually by MCTD Motor Carrier Field Staff (Weighmasters) since 1988. The most recent special truck weighing studies were conducted in April and May of 2012. Information on approximately 6,000 trucks obtained from these weighings were added to the permanent computer database of some 76,000 records or 82,000 total.

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

**PROPOSED ACTIVITIES AND TASKS**

Conduct special truck weighing studies at a number of permanent and portable weigh station sites throughout the state. For each truck weighed, the following information is recorded: location, date of weighing, declared gross weight, actual (observed) gross weight, vehicle type, axle type, axle weight, trailer type and commodity type. Information is compiled, edited, keyed, and entered into the permanent computer database maintained by TDD Active Transportation Section. Data is analyzed and formatted for various applications such as planning studies, pavement management, and highway cost allocation studies.

**DELIVERABLES (Anticipated Quarter to be completed - 4<sup>th</sup> Quarter)**

- Capture detailed weight and operating characteristics for approximately 10,000 trucks (5,000 in each fiscal year of the biennium).
- Compile, edit, key, and enter records that add to the existing permanent computer database. Summarize and/or format data for use in other applications such as planning, pavement management, and highway cost allocation activities.
- Conduct special truck weighing studies during the 4<sup>th</sup> Quarter of both FY 2014 and FY 2015.

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

**14PF043 Transportation Needs and Issues Survey** Original (X) Revision ( )  
 Continuing Project (X) or New ( ) New, start Date: July 1, 2013

Project Manager: Myra Sperley Crew No: 6450  
 Supervisor: Michael Bufalino No. of ODOT FTEs Funded:  
 Organization Responsibility: ODOT Research

Others Involved:

Summary of Project Costs

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

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

This survey continues to provide data on transportation issues for research and planning purposes to many parts of ODOT.

**PREVIOUS WORK**

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

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

**PROPOSED ACTIVITIES AND TASKS**

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

**DELIVERABLES (Anticipated Quarter to be completed)**

Report, banner tables and electronic copy of data set.

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

**14PF045 Economic, Finance & Expenditure Studies**    Original (X)    Revision ( )

Continuing Project (X) or New ( )

Start Date: July 1, 2013

Project Manager: Jack Svadlenak

Crew No: 6440

Supervisor: Robert Maestre

No. of ODOT FTEs Funded: 1.3

Organization Responsibility: TDD Economic & Financial Analysis Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 61,527	\$ 7,042	\$ 68,569
FY 2015	\$ 63,322	\$ 7,248	\$ 70,570
<b>BIENNIAL TOTAL</b>	<b>\$124,849</b>	<b>\$14,290</b>	<b>\$139,139</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVES**

- Develop needs analyses and funding strategies for Oregon’s highways and bridges, while considering the availability, needs, and impacts of other modes of transportation. This includes development of long-range revenue forecasts and scenarios to be used for strategic planning purposes, and providing assistance to local governments.
- Develop and analyze tolling and congestion pricing concepts and proposals, including related topics (e.g., shadow tolls, availability payments).
- Analyze issues regarding implementation of mileage-based fees.
- Develop and update information and perspectives related to taxation and expenditure issues. This includes:
  - a) Estimating the value-of-travel-time and cost of delay associated with vehicle travel in Oregon;
  - b) Developing economic analysis tools and provide analyses that assist in prioritization of expenditures (e.g., benefit: cost analysis of projects and programs);
  - c) Providing analyses of proposed legislation related to vehicles traveling Oregon roads; and
  - d) Various related data requests, special reports or analyses conducted in these areas of work.

**RELATIONSHIP TO OVERALL PROGRAM**

- Facilitate transportation system planning, project prioritization, legislative analyses, and public review.

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

- Assist ODOT management with analyzing and developing transportation finance concepts and proposals.
- Update and implement the Oregon Transportation Plan as well as clarify the relationship between state and local financing for roads and bridges. These activities provide the basis for developing state and local legislative initiatives.
- Respond to direction from the State Legislature on issues related to innovative financing of transportation (e.g., the creation of the Road User Fee Task Force, special studies).
- Meet Federal requirements for the development of financially-constrained RTPs in MPO areas.
- Enable or facilitate long-range financial planning by ODOT.
- Provide ODOT's customers (automobile users, motor carriers, local governments, and other state agencies) with facts and figures to aid their decision making processes (ODOT receives numerous requests for this kind of information).

## **PREVIOUS WORK**

“Roads Finance Studies” were performed biennially between 1986 and 1993. While these are no longer done, there is still a need for similar data. The Oregon Highway Plan was adopted in 1999, and parts of it need to be updated. A new Oregon Transportation Plan was completed in 2006, but many financially-oriented implementation issues remain to be analyzed. In 2009, the Legislature required ODOT to develop a congestion pricing pilot program, whose work was completed with the submission of a report to the 2011 legislature. The Road User Fee Task Force has been active since 2001.

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

## **PROPOSED ACTIVITIES AND TASKS**

- Develop data related to, and research and evaluate, transportation finance issues; including potential modifications to the existing weight-mile tax system for heavy vehicles and replacement of the existing fuel tax with a mileage-based revenue system for automobiles and other light vehicles. Summarize analyses for stakeholders.
- Analyze the transportation, financial, and economic impacts of congestion and reliability pricing concepts and proposals.
- Analyze the transportation, financial, social and economic impacts of tolling policy and tollway development.
- Tollway project and pricing rulemaking, and proposal evaluation.
- Assist with implementation of financial components of the OTP.
- Data development for and evaluation of transportation finance issues and options is an ongoing activity; regardless of whether or not a new Roads Finance Study is ever conducted.
- Update value of travel time and cost of delay estimates for planning, project scheduling, and other applications. The purpose of this work is to provide estimated values of travel-time for three vehicle categories driving on Oregon roads and estimates of the cost of unexpected delay for vehicles operating on Oregon highways. These estimates need to be updated on a

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

regular basis to continue to be of maximum value to planning, project delivery, and other staff within the Department.

- Develop and/or evaluate economic analyses and tools incorporating economic considerations. These analyses and tools assist ODOT in expenditure prioritization and development of tax proposals.
- Expand on current analyses and conduct new studies to answer ODOT Region, partner, legislative, and intra-agency questions. Respond to information and data requests from the Road User Fee Task Force, the Oregon Legislature, the Director's Office, the Office of Innovative Partnerships and Alternative Funding, the Transportation Research Board and others.
- Work with MPOs and other ODOT offices to develop and utilize long-range financial assumptions and projections. Provide technical assistance to MPOs and the State regarding development of financially constrained transportation plans (as required by 23 USC Sec 134).
- Present data in appropriate forums (e.g., to ODOT managers, roads finance committees, planning and financial staff, the Oregon Transportation Commission, and legislative interim or regular session committees).
- These activities and tasks, due to their inter-related nature, often need to be worked on simultaneously. Some deliverables under this project must be accomplished by the beginning of legislative sessions, and it is likely that follow-up analyses will be requested during the sessions. Most activities (e.g., economic and financial analyses, responding to Road User Fee Task Force information requests, updating forecasts, OTP development, project analysis, etc.) will be on-going.

**DELIVERABLES (Anticipated Quarter to be completed)**

Reports containing:

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

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

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

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

*These are on-going activities.*

- Quarterly reports of technical assistance provided to others. *(On-going)*
- Reports on data, policy options, and alternative strategies to implement various financial components of the OTP or other legislative directives; including congestion pricing.
- *Time of delivery depends on the time of specific requests.*
- "Western States Automobile Tax Comparison Study" Annual report. *(January 2014)*

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

- “The Value of Travel-Time: Estimates of the Hourly Value of Time for Vehicles in Oregon 2013” biennial report. *(September 2014)*
- “Estimates of the Cost of Unexpected Delay for Vehicles Operating on Oregon Highways 2013” table and map. *(September 2014)*
- Report of new or reviewed economic analyses and tools used to assist in expenditure prioritization and development of tax proposals. *(Quarterly as completed)*
- Organize, prepare the results from, and analyze the annual “Local Road and Street Finance Survey.” *(December 2013)*
- Studies/analyses conducted in response to ODOT Region, partner, Legislative, and intra-agency requests. *(Quarterly as completed)*

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

**14PF046 Oregon Technology Transfer (T2) Center**    Original (X)    Revision ( )  
 Continuing Project (X) or New ( )    New, start Date: July 1, 2013

Project Manager: Rebekah Clack    Crew No: 6450  
 Supervisor: Michael Bufalino    No. of ODOT FTEs Funded: 0  
 Organization Responsibility: Research Section

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

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$40,378	\$4,622	\$45,000
FY 2015	\$40,378	\$4,622	\$45,000
<b>BIENNIAL TOTAL</b>	<b>\$80,756</b>	<b>\$9,244</b>	<b>\$90,000</b>

Consultant Fees: (0) included in project total

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

**OBJECTIVE**

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

The T2 Center is an integral part of ODOT’s outreach to the local agency transportation workforce. The role of the T2 Center is to provide assistance, technology transfer and training services to local agencies, targeting the front-line street and road maintenance workers and supervisors.

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

**PREVIOUS WORK**

The Oregon T2 Center has been in existence since 1984 and, since then, has continuously offered a general training program that has provided essential safety and other practical training services to local public works agencies. The T2 Center has provided financial support for the implementation and field training associated with the Association of Oregon Counties' (AOC's) Integrated Road Information System (IRIS) since 1994. The current Roads Scholar Level 1 training program, comprised of ten core classes and four elective classes, was initiated by the T2 Center in 2001. There are currently over 1,100 active participants in the program and as of December 31, 2012 and 295 local agency public works employees had completed the program and received a certificate.

**PROPOSED ACTIVITIES AND TASKS**

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

**DELIVERABLES (Anticipated Quarter to be completed)**

FY 2014

- Training courses delivered by Training and Development Specialists (Circuit Riders) and contract trainers.
- Additional funding provided to the AOC for IRIS program implementation and training.
- Course material and lecture notes for two Roads Scholar Level 2 training program classes – one by the end of CY 2013, one by April 2014.
- Continued delivery of Roads Scholar Level 2 training classes.

FY 2015

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

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

**14PF060 GIS, Mapping and EDMS**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Brett Juul

Crew No: 6211

Supervisor: David Ringeisen

No. of ODOT FTEs Funded: 12.26

Organization Responsibility: TDD, Transportation Data Section, GIS Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$1,175,244	\$293,811	\$1,469,055
FY 2015	\$1,175,244	\$293,811	\$1,469,055
<b>BIENNIAL TOTAL</b>	<b>\$2,350,488</b>	<b>\$587,622</b>	<b>\$2,938,110</b>

Consultant Fees: (\$998,000) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

Current maps and transportation system related spatial data are essential tools for consistent planning and development of the transportation system and programs.

Planning, maintenance and the funding of comprehensive transportation systems within cities, urbanized areas, transportation corridors and counties require current transportation maps and data.

The development, delivery and support of GIS data and spatial data analysis are utilized throughout the life cycle of Oregon's transportation system. Lifecycle operations supported include State Transportation Improvement Plan, Traffic Engineering, Operations, Incident Response as well as ongoing general decision support.

The Environmental Data Management System is an ongoing ODOT GIS program. The EDMS Program continues essential activities and institutes best practices from the Salmon Resource and Sensitive Area Mapping Project (SR-SAM). It provides a foundational component to the Agency's regulated adherence to Endangered Species Act (ESA) 4(d) rule exemption compliance. The program supports archaeological, wetlands, biological and environmental coordination specialists in field data collection.

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

As partners in The Oregon Plan, ODOT is required to develop and maintain strategies to protect natural resources potentially impacted by ODOT activities. These resource maps and the accompanying management strategies provide that information to Project Selection and Development, Maintenance, Planning and Operations.

Consumers of GIS include:

- Federal agencies: FHWA, USGS, USFS, USDEQ, FEMA, Bureau of Census, Congressional Map Library
- ODOT Transportation Development Division: Planning Section, Asset Management Section, Freight Unit, Research Section, Transportation Planning and Analysis Unit, Crash Analysis and Reporting Unit, Transportation Systems Monitoring Unit, Road Inventory and Classification Services
- ODOT Highway Division: Bridge Engineering, Geo/Environmental, Geometronics, Roadway Design, Project Delivery, Engineering Design, Traffic Management, Intelligent Transportation, Regions, Districts and Maintenance/Operations.
- Transportation Safety Division
- Rail Division
- Transit Division
- Local government agencies: County, City, Area Councils on Transportation, Councils of Governments, Oregon State Police, Other Government Planning and MPO organizations, Private Companies and the General Public
- ODOT Consulting Services: Oregon Bridge Delivery Partners and various environmental and engineering firms. Inter-governmental Agreement for data partnerships and development.

**PREVIOUS WORK**

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

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

- Semi-annually updated Oregon Natural Heritage Program, Fish Habitat Distribution, State Historic Preservation Office, and LiDAR datasets.
- Revised GPS data collection, GIS desktop and web interfaces to RES/RAZ maps and environmental spatial data.
- Support and/pr provide GIS user training across Agency.

**PROPOSED ACTIVITIES AND TASKS**

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

**DELIVERABLES (Anticipated Quarter to be completed)**

- Provide Transportation Urban Map bases each 1<sup>st</sup> quarter
- Provide Transportation Rural Map bases each 1<sup>st</sup> quarter
- Deliver and maintain GIS applications providing access to GIS analysis each quarter
- Provide technical support for GIS analysis across ODOT each quarter
- Produce custom map products to support ODOT's planning efforts each quarter
- Deliver mapping, spatial data and GIS analysis using the desktop, Intranet and Internet each quarter
- Update and publish the "Official Oregon Map" every two years
- Update and publish the ODOT Maintenance Map each 4<sup>th</sup> quarter
- Publish SR-SAM RES/RAZ data and map statewide biennial updates by June 2015
- Revise field, desktop, and web computer applications for GIS RES/RAZ data analysis and mapping

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

**14PF062 TransInfo**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1. 2013

Project Manager: Heather King

Crew No: 6215

Supervisor: David Ringeisen

No. of FTEs Funded: 8.10

Organization Responsibility: TDD, Transportation Data Section, RICS Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 513,073	\$128,268	\$ 641,341
FY 2015	\$ 513,073	\$128,268	\$ 641,341
<b>BIENNIAL TOTAL</b>	<b>\$1,026,146</b>	<b>\$256,536</b>	<b>\$1,282,682</b>

Consultant Fees: (0) included in project total

Remarks

**OBJECTIVE**

- Provide data to meet federal and state reporting requirements and support studies on highway needs.
- Provide mileage statistics and inventory information (maps, data and reports) related to the highway system and its use to the Oregon Department of Transportation, Federal Highway Administration, local agencies, and the public.
- Monitor the status of features on the highway system in Oregon.
- Provide Straightline Charts of the State Highway System showing roadway features.
- Provide a Digital Video Log of the State Highway System showing roadway features and roadside conditions and development. The Video Log permits gathering of certain types of field information without physically traveling to the highway segment of interest, saving significant employee and travel costs. The Video Log is also used to support ODOT in legal cases resulting in significant litigation cost savings.

**RELATIONSHIP TO OVERALL PROGRAM**

- Provide data to meet federal and state reporting requirements and support studies on highway needs.
- Highway system data and statistical mileage data are essential tools for orderly development of the transportation systems and programs.
- Road mileage is a factor in distributing federal and other funds. This program also provides an up-to-date pictorial record of highway features tied to milepoints.

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

- Information from these activities aid in prioritizing highway improvements and support long-range highway planning initiatives.

The TransInfo database, Straightline Charts and the Digital Video Log support many activities including:

- Asset Management
- Statewide Transportation Improvement Program (STIP)
- Access Management
- Maintenance Management
- Oregon's Highway Performance Monitoring System (HPMS) submittal
- Oregon's Certified Mileage submittal
- The Oregon Mileage Report
- Litigation Support
- GASB34 Reporting
- Roadway Design
- Transportation Planning Modeling, Highway Plan and Sensitive Area Mapping
- Region striping crews
- Project Selection and Development
- Geographic Information Systems (GIS)
- Performance Measures, including infrastructure life-cycle costs
- Crash analysis

## **PREVIOUS WORK**

This work is ongoing.

## **PROPOSED ACTIVITIES AND TASKS**

- Maintain ODOT's Corporate Road Inventory Database for State Highways (TransInfo)
- Record all State Highways on a regular update cycle: Interstate and US Routes that are NHS, one year, OR Routes that are NHS, two years, other OR Routes, three years, Interstate Connections and Frontage Roads and off-system NHS, five years. Distribute new DVDs and post new digital images to the web.
- Support the Oregon Transportation Plan, Highway Plan, STIP, Access Management, Freight Mobility, Salmon Resource and Sensitive Area Mapping and other planning functions.
- Provide data management leadership in support of Asset Management.
- Continue to enhance documentation and instruct Regions, Districts, and other Sections on how to use the TransInfo database and related products.
- Update TransInfo from construction plans within one month of estimated completion date.
- Continue to maintain data accuracy using field inventory.
- Support the addition of other assets into the TransInfo database.
- Develop cost-effective data reporting tools.
- Provide data and custom reports on request.
- Continue to enhance video quality and accessibility by upgrading equipment and processes.

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

- Continue to provide custom request Video Log segments for use in litigation.

**DELIVERABLES** (Anticipated Quarter to be completed)

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

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

**14PF070 Oregon Transportation Asset Management** Original (X) Revision ( )

Continuing Project (X) or New ( )

New Start Date: July 1, 2013

Project Manager: Laura Wipper

Crew No: 7030

Supervisor: Candice Stich

No. of ODOT FTEs Funded: 3.0

Organization Responsibility: Technical Services/Asset Management Integration

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$507,122	\$126,780	\$ 633,902
FY 2015	\$477,700	\$119,425	\$ 597,125
<b>BIENNIAL TOTAL</b>	<b>\$984,822</b>	<b>\$246,205</b>	<b>\$1,231,027</b>

Consultant Fees: (\$124,000 FY 2014 & \$91,000 FY 2015) included in project total

Remarks

**OBJECTIVE**

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



ODOT analyzes pavement deterioration and plans for future improvements.

**RELATIONSHIP TO OVERALL PROGRAM**

Federal, State, and Local governments are under increasing pressure to balance their budgets and respond to public demands for quality services. The need to invest in America's future leaves transportation agencies with the task of trying to manage current transportation systems as cost-effectively as possible to meet evolving needs. The use of existing or new transportation management systems based on life-cycle costs provides a framework for cost-effective decision-making that will the investments in Oregon's transportation infrastructure.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued regulations for State development, establishment, and implementation of systems for

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

managing: highway pavement of federal-aid highways; bridges on and off federal-aid highways; highway safety; traffic congestion; public transportation facilities and equipment; freight facilities and systems; environmental data management system, and a system for monitoring highway facilities and equipment. While most of these regulations are now voluntary, ODOT is continuing with development of these programs as well as management strategies for a broad range of transportation related assets not included in the original ISTEA systems.

ODOT's management systems programs (Bridge, Pavement, Safety, Freight/Intermodal, Environmental, Traffic Monitoring and Congestion) were designed to provide integrated information through coordinated data collection, research and analysis in support of ODOT's Statewide Transportation Improvement Program (STIP) development and other internal policy and program initiatives. Products from these efforts also assist other state and local decision-makers in the selection of cost-effective transportation infrastructure policies, programs, and supports mandated federal programs such as the Highway Performance Monitoring System (HPMS) and National Bridge Inventory (NBI) submittals. In addition these management systems are vital components for ODOT in developing a comprehensive Asset Management system that meets federal requirements.

To preserve billions of dollars of infrastructure already built we need a more proactive management of data that is reliable and is an accurate inventory of agency assets that will allow for more informed, cost efficient and effective decisions.

Asset Management has an active role in the effective and efficient management of the statewide highway system. Those charged with system/asset management share responsibility for:

- Strategic management of statewide assets such as culverts, roadside features, bridges and pavement, as well as management of operational issues and system performance
- Technical guidance and support for project delivery
- Technical quality assurance using audits
- Technical readiness of Headquarters and Region Technical Center staff to perform requested work
- Technical assistance and best practices for transportation programs (1R, statewide consistency in data collection efforts, tools, data and governance)

## **PREVIOUS WORK**

- Asset Management Strategic Plan
- Asset Management Implementation Plan
- Asset Management Communication Plan
- Asset Management Technology Strategy
- Asset Management Asset List
- Asset program expenditures tracking
- Facilitating the provision of management system information to STIP development process (Ongoing)
- Pilot Projects - development of new methodologies' and tools (Ongoing)

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

- FACS-STIP Tool - Data accessible using GIS based tools (Ongoing)
- GIS Applications delivering management system data for use in project development - (Ongoing)
- Web-based TransGIS - GIS map viewing/reporting application
- Outreach training to ODOT staff (Regions and Planners) on the use of analysis tools and applications (Ongoing)
- GIS Transportation Data Base layers - Continuing enhancements (Ongoing)
- Development of Asset Data Collection Guides (Ongoing)
- Development of Policies, Standards, Processes, Guidelines and Tools in Support of Enterprise Data (Ongoing)

## **PROPOSED ACTIVITIES AND TASKS**

### Integrated Decision-Making

- Support system decisions and asset prioritization in support of the Oregon Transportation Plan (OTP)
- Data Standards and Governance – support and ensure compliance with standards which are intended to improve reliability and accuracy of data across ODOT’s business lines
- Build experience with integrated data – develop pilot projects that allow cross functional groups to gain experience using and making decisions with integrated asset data
- Develop common goals and metrics and levels of service and goals across a variety of assets
- Develop Corridor approach to asset management and managing assets

### Inventory

- Collect, maintain and continue to increase availability of reliable basic inventory
- Make use of existing tools and continue to build a repertoire of tools for efficient, reliable data collection
- Manage metadata across ODOT business functions
- Data maintenance plan

### Integrated Data Systems

- Develop systems integration strategy
- Data Governance (Standards, Policies, Processes, Guidelines)
- Business Processes models
- Data maintenance plan

### Integrated Reporting and Analysis Tools

- FACS-STIP Tool
- TransInfo
- Support standards for Financial Reporting (GASB)
- Other GIS-Based Tools
- Technology Strategy

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

**DELIVERABLES - Project Initiatives - 2014 - 2015**

Asset Specific

<b>Culverts</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Culvert project recommendations for 2016 STIP	DFMS modifications for data model alignment	Basic and Advanced Culvert Assessment applications for field data collection	HMT priority routes for 2016 STIP

<b>Approaches</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Prep work for approach density safety analysis	<ul style="list-style-type: none"> <li>◆Analysis and prep work for CHAMPS rewrite/replacement</li> <li>◆Extract Transform Load inventory data to CHAMPS</li> </ul>	Evaluate the use of mobile scanning for approach inventory	Evaluate the use of mobile scanning for approach inventory

<b>Vertical Clearance</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Improve information about structures to guide Over Dimensional vehicles	N/A at this time	Evaluate the use of mobile scanning for vertical clearance	Standard for improved locations to establish vertical clearance

<b>Traffic Structures</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Improve information about structures to guide Over Dimensional vehicles	Data warehousing project	Evaluate the use of mobile scanning for Traffic Structures	Preparatory work to define methodology to establish enterprise inventory

<b>Signals</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
N/A for now		N/A for now	ODOT Standard LRM for data integration

<b>Signs</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>

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

N/A for now	Prep work and analysis to define data migration project	Pilot and implement tool for field crews to manage inventory	Data Management improvements.
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General Program

<b>FACS-STIP Tool</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Scoping, 1R Projects and general information.	Integrated with ODOT GIS Enterprise Environment	Release and maintenance of version 3.0 to provide asset data on map tool and expanded reporting for scoping, 1R, etc...	Regular updates of Enterprise data in the FACS-STIP Tool. 1R Roadside Inventory

<b>1R Support</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
Support for fulfillment of program requirements	Integrated with ODOT GIS Enterprise Environment	Data collection applications for roadside inventory	Completed roadside inventory for 1R projects

**Note:** 1R Roadside Inventory Includes ~ Culverts, Bridge, Signs, Bike/Pedestrian, Sidewalks, ADA Ramps and Traffic Barriers.

<b>Mobile Scanner</b>			
<b>Decisions</b>	<b>Systems</b>	<b>Tools</b>	<b>Inventory</b>
TBD	TBD	Evaluation of mobile scanner for use with other assets	TBD

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

**14PF072 Project Safety Management System**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Doug Bish

Crew No: 7615

Supervisor: Bob Pappé

No. of ODOT FTEs Funded: 0.5

Organization Responsibility: Traffic/Roadway Section

Others Involved: Safety Division

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 95,156	\$10,891	\$106,047
FY 2015	\$ 95,156	\$10,891	\$106,047
<b>BIENNIAL TOTAL</b>	<b>\$190,312</b>	<b>\$21,782</b>	<b>\$212,094</b>

Consultant Fees: (x) included in project total

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

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The Project Safety Management System (PSMS) is part of ODOT’s overall framework of management systems is under the OTMS umbrella. The PSMS designed to improve decision making and improve safety on Oregon’s highways. The PSMS relates directly to processes, procedures, and tools needed to address critical safety issues for project scoping, design, and construction.

**PREVIOUS WORK**

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

- ODOT Highway Safety Program is a program for funding Safety Improvements. It is made up of the Highway Safety Improvement Program (HSIP) which was a new program in 2012 from the Moving Ahead for Progress in the 21st Century Act (MAP-21). It continues HSIP as a

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

core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

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

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

Activities and deliverables in the last biennium include:

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

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

## PROPOSED ACTIVITIES AND TASKS

The following are proposed activities for 2013-2015 depending on priorities:

- Improve the reporting, accuracy, and usefulness of the PSMS. Continue development and refinement of the Safety Tools, including:
  - Improvement of the Benefit Cost Spreadsheet
  - Development of a before and after evaluation tool/spreadsheet
  - Complete development of a new SPIS for all public roads with some enhancements to current SPIS
  - Implement and improve road departure projects program
  - Implement Intersection improvement projects program
  - Develop and implement the Bike/Pedestrian Safety Plan
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Research performance measures other states are using for effectiveness of safety projects, countermeasures, etc.
- Implement the new Highway Safety Manual and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
  - Evaluate data requirements of new Highway Safety Manual methodologies
  - Continue to test and develop data extracts for new Safety Analyst
  - Provide or obtain training for regions and HQ staff on the new Highway Safety Manual procedures
  - Compare ranking of intersections in SPIS to HSM methods
  - Participate in AASHTO pooled fund study for HSM implementation
  - Complete an evaluation of Safety Performance functions (HSM) for Signalized Intersections
  - Get buy-in of ODOT management to collect HSM data as identified in the plan
- Improve coordination and communication between and within ODOT and local agencies responsible for safety.
  - Train Local agencies in systemic approach
  - Implement systemic measures on the local road system
  - Evaluate how to update systemic plans on a regular basis
  - Continue to improve coordination and communication with local agencies responsible for safety
- Implement a transition program for local agency funding
- Work towards a jurisdictionally blind system for safety funding
- Continue to develop New SPIS and Top 5% sites for all roads
  - Develop Training Material for the New SPIS
  - Train locals on the use of new SPIS all public roads
  - Evaluate and improve the SPIS process
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety
  - Study benefits of red clearance extension to reduce red light running
  - Evaluate and implement variable speed systems to reduce weather related incidents
  - Update Rail Preemption Guidance to include latest technology

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

- Continue to encourage use of roundabouts and separation of turning movements at rural intersections
- Evaluate the use of Bicycle Signals in Oregon
- Encourage and expand the use of Rumble Strips in Oregon
- Develop and begin implementing a plan for improved curve warning signing/delineation

**DELIVERABLES (Anticipated Quarter to be completed)**

- Annual reports to FHWA on HSIP (August of each year).
- Biennial report to FHWA on PSMS status (April 2015).
- Annual Report on Top 5% Hazardous Sites, including all public roads (fall of each year).
- Revised SPIS Methods for reporting top 5% sites for all public roads (Fall 2013).
- Production of SPIS reports to ODOT Regions, Cities and Counties (July of each year).
- Update Policies and Procedures for safety programs and PSMS for new national legislation (when needed).
- Revisit the Calibrate Safety Performance Functions (SPFs) from Highway Safety Manual (as needed).
- Develop list of data gaps/needs in order for ODOT to implement Highway Safety Manual (on going).
- Deliver necessary training for ODOT staff on Highway Safety Manual (December 2013).
- Implement research on use of Safety Edge in Oregon (Summer 2013).
- Develop plan for intersection systematic improvements.

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

**14PF080 Crash Analysis and Reporting**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Robin Ness

Crew No: 6213

Supervisor: Dave Ringeisen

No. of ODOT FTEs Funded: 19

Organization Responsibility: Transportation Data Section, CARS Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$1,013,179	\$115,963	\$1,129,142
FY 2015	\$1,016,406	\$116,332	\$1,132,738
<b>BIENNIAL TOTAL</b>	<b>\$2,029,585</b>	<b>\$232,295</b>	<b>\$2,261, 880</b>

Consultant Fees: (0) included in project total

Remarks

**OBJECTIVE**

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

Safety related initiatives within Federal, State, and Local governments are dependant on timely, accurate crash data to determine if a safety problem exists, what the size of the problem is, and what countermeasures may be required to address the problem. These solutions may range from highway reconstruction or minor modifications to changes in existing transportation laws, and law enforcement patrols, increased truck safety inspections, or additional safety education programs. Vehicle crash data provides the evidence of a problem and is fundamental in determining which solutions are selected to address both present and projected future problems.

Many programs and business functions within ODOT and external to ODOT rely on timely and accurate crash data for analysis, design, reporting and planning. Below is a partial list of those programs:

- Transportation Planning Modeling
- Highway Plan
- Roadway Design
- Project Selection and Development

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

- Corridor Plans
- Oregon’s Highway Performance Monitoring System (HPMS) submittal
- Various ODOT Vehicle, Bicycle and Pedestrian Safety Programs
- Federal Motor Carrier Safety Administration Safety Programs
- National Highway Traffic Safety Administration
- Federal Highway Safety Improvement Program (HSIP)
- Annual Safety Performance Plans
- Access Management
- Oregon Transportation Plan
- Local Transportation System Planning
- Safety Management System
- Transportation Safety Division
- Transportation Research Problem Statement Development and Evaluation Projects
- ODOT Key Performance Measures
- Quality Communities
- ACTS
- Local Transportation System Plans

### **PREVIOUS WORK**

- Provided annual Crash Summary and Crash Rate publication to public and private organizations throughout Oregon.
- Provided ad hoc vehicle crash reports, crash spot maps and intersectional crash diagrams to public and private organizations including local Oregon governments, radio, television and newspapers as well as internal ODOT staff.
- Supported various initiatives by ODOT’s Transportation Safety Division by providing data, reports, maps, and diagrams.
- Supporting Motor Carrier Transportation Division by meeting federal motor carrier crash data performance measures.
- Maps and crash data and analysis provided to Oregon State Police to target high crash and crash death roadway segments for patrol prioritization.
- Annual localized crash data books for police agencies strategic patrolling
- Provided Crash Priority Index Listings to customers identifying highest crash locations based on crash rate.
- Safety Corridor analysis for commissioning and decommissioning purposes.
- Supported legislation by providing crash information to legislators and lobbyists.
- Worked cooperatively with Driver and Motor Vehicle Services to expedite processing of crash reports.
- Developing GIS crash data and data collection methods
- Partnered with GIS to develop new GIS tool for use geolocating crash sites

### **PROPOSED ACTIVITIES AND TASKS**

- Publish the Annual Quick Facts Report, Crash Summary, State Highway Crash Rate Report, and State Highway Motor Carrier Crash Rate Books
- Create annual Crash Priority Index Listings
- Provide ad hoc crash reports, maps, and diagrams upon request
- Support all ODOT plans and programs needing crash data
- Code 50,000+/- crash case files per year (varies annually)

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

- Support Oregon’s Motor Carrier Transportation Division’s truck safety program by providing data, data reports, spot maps
- Support Federal Motor Carrier Safety Administration (FMCSA) programs with data for MCMIS and SafetyNet
- Develop data metrics reports recommended in the 2010 Traffic Records Assessment
- Continue implementation of process improvements identified in joint meetings with the Driver and Motor Vehicles Division & Motor Carrier Transportation Division
- Educate organizations on the types and availability of crash data available for their organization’s use
- Training for crash data users to improve project selection
- Improved crash data coder training
- Provide more accessibility to crash data
- Redevelop coder training/procedural manual
- Develop additions data validations and quality assurance metrics
- Provide Oregon crash data and subject expert assistance for FHWA and SAIC to identify and test safety countermeasures, to develop safety guidance documents
- Continued partnering with OSP to develop OSP area crash rates to assist meeting their key performance measure goals
- Partner with Traffic to analyze level of unreported PDO crashes
- Coordinate and participate in the Traffic Records Coordination Committee (TRCC)

**DELIVERABLES (Anticipated Quarter to be completed)**

- Annual Crash Summary (June 15<sup>th</sup>) and Crash Rate Reports (July 15<sup>th</sup>)
- Annual Quick Facts Report (June 15<sup>th</sup>)
- Ad hoc data, reports, maps, and diagrams (as requested)
- Annual Law Enforcement Crash Data Priority Reports (October 30<sup>th</sup>)
- Annual data extracts for ODOT safety systems (Safety Priority Index System (SPIS) (April 15<sup>th</sup>)
- Support of analysis tool development, (TransViewer, Crash Magic On-line, TransGIS, etc.) (ongoing as needed)
- Annual data extracts and basic reports or Local Governmental jurisdictions (July 1<sup>st</sup>)
- State Highway and non-state roadway system crash data available on the Intranet and Internet (approx.4-6 months after crash date)
- Spatial (GIS) crash data available on state and local roads (August 30<sup>th</sup>)
- Support the Transportation Safety Division’s annual performance goal development.(June 15<sup>th</sup>)
- Support the Transportation Safety Division Safety Action Plan (July 30<sup>th</sup>)
- Annual Data Evaluation and Recommendations on the Oregon Safety Corridor Program (October 15<sup>th</sup>)
- Motor Carrier crash rate data to support the FMCSA MCMIS and SafetyNet data systems (September 15<sup>th</sup>)

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

**14PF090 Highway Performance Monitoring System (HPMS) Original (X) Rev ( )**

Continuing Project (X) or New ( ) New, start Date: July 1, 2013

Project Manager: Heather King Crew No: 6215  
 Supervisor: David Ringeisen No. of FTEs Funded: 3.25  
 Organization Responsibility: TDD, Transportation Data Section, RICS Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$232,694	\$58,173	\$290,867
FY 2015	\$232,694	\$58,173	\$290,867
<b>BIENNIAL TOTAL</b>	<b>\$465,388</b>	<b>\$116,346</b>	<b>\$581,734</b>

Consultant Fees: (0) included in project total

Remarks

**OBJECTIVE**

This program is responsible for Oregon’s Highway Performance Monitoring System (HPMS) and Certified Mileage submittals, as well as the Federal Functional Classification (FC), and National Highway System (NHS) projects. This data is used to support FHWA programs, determine funding allocations, and report to Congress on the state of the nation’s roads.

- Produce the federally-mandated annual HPMS Submittal
- Produce the federally-mandated annual Certified Mileage Submittal
- Produce and publish the Oregon Mileage Report
- Provide National Highway System (NHS) /Functional Classification (FC) information (data, maps and reports) to the Department of Transportation, FHWA, local jurisdictions, and the public
- Analyze FC/NHS change requests for compliance with FHWA standards and provide liaison services between FHWA, ODOT Regions and other government agencies
- Maintain FC records and maps showing the FC/NHS status of all highways, roads and streets.
- Maintain road inventory records for all public roads that are not state highway
- Support planning, asset management and highway design activities by providing mileage statistics and other information related to the public road system and its use.

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

## **RELATIONSHIP TO OVERALL PROGRAM**

HPMS reduces the need for special national studies by allowing for the continuous update of a database from which FHWA can produce the necessary reports to Congress. HPMS reports the condition of highways, roads and streets and is used to monitor performance.

HPMS data (such as lane miles and vehicle miles of travel) provides the basis for allocation of Interstate 4R funds and safety funds among the states. FHWA uses this data for policy decisions, congressional reports, special studies, and highway statistics reports.

All public roads and streets within the state are functionally classified. Functional classification is the primary basis for determining Federal Aid funding eligibility. Lane miles of NHS and other road mileage figures are a factor in distributing certain federal and other funds.

This program uses mileage data from the TransInfo, FC/NHS, and PRI databases to produce reports. These reports, including public road system data and statistical mileage data, are used in the development of transportation systems and programs.

This information supports other planning activities such as prioritizing highway improvements, corridor planning, cost allocation reports, long-range transportation planning, and crash reporting.

Data from this program supports many other activities:

- Asset Management
- Transportation Planning Modeling and Highway Plan
- Traffic Monitoring
- Crash Coding and Reporting
- Roadway Design
- Project Selection and Development
- Road Network Mileage Control
- Geographic Information Systems (GIS)

## **PREVIOUS WORK**

This work is ongoing.

## **PROPOSED ACTIVITIES AND TASKS**

- Ensure FHWA guidelines are met in the compilation and timely submittal of HPMS data
- Modify HPMS data management practices to match updated FHWA guidance as needed
- Update Oregon Federal Aid Urban Boundaries and corresponding FC to meet FHWA requirements following the 2010 census
- Maintain the Functional Classification System and the National Highway System to ensure compliance with federal guidelines

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

- Collect data from field inventory and coordinate with ODOT units responsible for various data elements
- Maintain and submit GIS network information as required by FHWA
- Process FC and NHS change requests and submit to FHWA within 30 days of receipt or as agreed upon
- Maintain FC and NHS transportation maps
- Continue to merge and update legacy database systems
- Send annual revision requests to each agency or jurisdiction for a review of their system for elements such as roadway type, number of travel lanes, and other road asset data
- Produce the Certified Mileage Report
- Produce the Oregon Mileage Report
- Continue to enhance accessibility to standard system reports

**DELIVERABLES (Anticipated Quarter to be completed)**

- Highway Performance Monitoring System (HPMS) submittal (4<sup>th</sup> quarter)
- Certified Mileage Report (4<sup>th</sup> quarter)
- Oregon Mileage Report (1st quarter)
- Highway Performance Monitoring System (HPMS) universe data (4<sup>th</sup> quarter)
- Meet FHWA deadlines in the update of the Federal Aid Urban Boundaries following the 2010 census\*
- Meet FHWA deadlines in the update of FC following the 2010 census\*

\*Note that FHWA instructions and deadlines will be communicated to states at a future date.

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

**14PF093-011 Traffic Monitoring System**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Don R. Crownover

Crew No: 6210

Supervisor: Dave Ringeisen

No. of ODOT FTEs Funded: 5.6

Organization Responsibility: TDD, Transportation Data Section, Transportation Systems Monitoring Unit

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 504,241	\$126,060	\$ 630,301
FY 2015	\$ 504,242	\$126,061	\$ 630,303
<b>BIENNIAL TOTAL</b>	<b>\$1,008,483</b>	<b>\$252,121</b>	<b>\$1,260,604</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

The traffic information is used for estimating needs in planning, design, maintenance, traffic control, and the general administration of the highway program. The volume counts are collected on the state highway system and the Highway Performance Monitoring System (HPMS) sample system. These data are important in determination of the structural design of highway facilities.

These data also support Asset Management.

**PREVIOUS WORK**

This program has been operated as a state funded program since 1937. There are 179 Automatic Traffic Recorders (ATRs) operating and collecting data 24 hours a day, seven days

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

per week. These ATRs are serviced by region field personnel. In addition to servicing the ATRs, the regions collect approximately 2,400 road tube coverage counts per year, approximately 600 interchange counts per year, and 400 manual traffic classification counts per year.

### **PROPOSED ACTIVITIES AND TASKS**

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

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

### **DELIVERABLES (Anticipated Quarter to be completed)**

- Annual Transportation Volume Tables, traffic flow map, and traffic year end summaries each 1<sup>st</sup> quarter
- Critical hour summaries each 3<sup>rd</sup> quarter
- Internet Transportation Volume Tables each 1<sup>st</sup> quarter
- Processed manual traffic classification count reports each quarter
- Provide traffic data for the Highway Performance Monitoring System each 4<sup>th</sup> quarter
- Monthly upload of traffic data to FHWA each month

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

**14PF093-121 Traffic Monitoring System Reg. 1 & 2** Original (X) Revision ( )

Continuing Project (X) or New ( ) New, start Date: July 1, 2013

Project Manager: Don R. Crownover	Crew No: 6210
Supervisor: David Ringeisen	No. of ODOT FTEs Funded: 3.5
Organization Responsibility: TDD, Transportation Data Section, Transportation Systems Monitoring Unit	

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$324,055	\$ 81,014	\$405,069
FY 2015	\$324,055	\$ 81,014	\$405,069
<b>BIENNIAL TOTAL</b>	<b>\$648,110</b>	<b>\$162,028</b>	<b>\$810,138</b>

Consultant Fees: (\$172,000) included in project total

Remarks

**OBJECTIVE**

This program funds data collection activities in two highway regions to compute accurate estimates of traffic volumes on all state highways.

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

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

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

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

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

## **RELATIONSHIP TO OVERALL PROGRAM**

The traffic information is used for estimating needs in planning, design, maintenance, traffic control, and the general administration of the highway program. The volume counts are collected on the state highway system and the Highway Performance Monitoring System (HPMS) sample system. These data are important in determination of the structural design of highway facilities.

These data also support Asset Management.

## **PREVIOUS WORK**

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

## **PROPOSED ACTIVITIES AND TASKS**

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

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

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

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

## **DELIVERABLES (Anticipated Quarter to be completed)**

- Field data sheets for road tube counts each 3<sup>rd</sup> quarter
- Manual count sheets for classification counts each 2<sup>nd</sup> quarter
- Machine classification count files each 2<sup>nd</sup> quarter
- Field inspection and inventory data for ATR stations each 3<sup>rd</sup> quarter
- Test documentation for traffic counter certification each 3<sup>rd</sup> quarter
- Digital video files for classification counts each 2<sup>nd</sup> quarter

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

**14PF093-301 Traffic Monitoring System Reg. 3**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Shyam Sharma

Crew No: 3670

Supervisor: Mark Thompson

No. of ODOT FTEs Funded: .75

Organization Responsibility: Region 3 Traffic Operations

Others Involved:

Summary of Project Costs

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

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

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

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

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

The traffic information is used for estimating needs in planning, design, maintenance, traffic control, and the general administration of the highway program. The volume counts are collected

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

on the state highway system. This data is important in determining the structural design of highway facilities.

This data also supports the Oregon Transportation Management System (OTMS).

### **PREVIOUS WORK**

This program has been operating as a state-funded program since 1937. There are 130 ATRs operating and collecting data 24 hours a day, 365 days a year. These ATRs are serviced by Region 3 personnel. In addition to servicing the ATRs, each year Region 3 personnel collect: between 1,700 and 1,800 roadtube counts; 600 interchange counts; 100 manual classification counts; and 70 HPMS manual counts.

### **PROPOSED ACTIVITIES AND TASKS**

(See deliverables)

### **DELIVERABLES (Anticipated Quarter to be completed)**

- Inspect, service, and inventory ATRs. (ongoing)
- Collect hose counts. (ongoing)
- Collect manual classification counts. (ongoing)
- Collect machine-readable machine classification counts. (ongoing)
- Conduct test documentation for traffic counter certification. (ongoing)

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

**14PF093-401 Traffic Monitoring System Reg. 4**      Original (X)    Revision ( )  
 Continuing Project (X) or New ( )      New, start Date: July 1, 2013

Project Manager: Hans Beernink      Crew No: 4002  
 Supervisor: Jim Bryant      No. of ODOT FTEs Funded:  
 Organization Responsibility: Region 4 Planning and Programming

Others Involved: Joel MCCarroll – R4 Traffic Manager

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$140,000	\$35,000	\$175,000
FY 2015	\$140,000	\$35,000	\$175,000
<b>BIENNIAL TOTAL</b>	<b>\$280,000</b>	<b>\$70,000</b>	<b>\$350,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

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

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

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

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

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

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

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

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

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

## **RELATIONSHIP TO OVERALL PROGRAM**

**Traffic Monitoring:** The traffic information is used for estimating needs in planning, design, maintenance, traffic control and the general administration of the highway program. The volume counts are collected on the state highway system. These data are important in determination of the structural design of the highway facility.

These data also support the Oregon's Transportation Management Systems.

**HPMS:** HPMS reduces the need for special national studies by allowing for the continuous monitoring of a database from which FHWA can produce the necessary reports to Congress. HPMS reports the condition of highways, roads and streets and is used to monitor performance.

HPMS data (lane miles and vehicle miles of travel) provides the basis for allocation of Interstate 4R funds, and safety funds among the states. FHWA uses this data for policy decisions, congressional reports, special studies, and highway statistics reports.

## **PREVIOUS WORK**

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

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

## **PROPOSED ACTIVITIES AND TASKS**

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

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

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

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

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

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

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

Video Locations: 14

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

**DELIVERABLES (Anticipated Quarter to be completed)**

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

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

**14PF093-501 Traffic Monitoring System Reg. 5**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Jeff Wise  
 Supervisor: Monte Grove  
 Organization Responsibility: Region 5 Traffic

Crew No: 5670  
 No. of ODOT FTEs Funded: 1

Others Involved: Tom Wallace, Teresa Penninger

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$98,494	\$24,624	\$123,118
FY 2015	\$98,494	\$24,624	\$123,118
<b>BIENNIAL TOTAL</b>	<b>\$196,988</b>	<b>\$49,248</b>	<b>\$246,236</b>

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

Remarks: State Temporary Employees included in estimate.

**OBJECTIVE**

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

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

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

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

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

**HPMS** – This program funds data collection activities in the highway region to provide traffic data to maintain Oregon’s Highway Performance Monitoring System (HPMS) files. These files provide data for the annual federally mandated submittal to FHWA. This data is used to support FHWA

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

programs, determine funding allocations, and report to Congress on the state of the nation roads. The data is also used in the HPMS Analytical package and the Highway Economic Requirements System for corridor studies and other ODOT needs studies.

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

## **RELATIONSHIP TO OVERALL PROGRAM**

**Traffic Monitoring** – The traffic information is used for estimating needs in planning, design maintenance, traffic control, and the general administration of the highway program. The traffic volume counts are collected on the state highway system. This data is important in determination of the structural design of the highway facility. This data also supports the Oregon Transportation Management System.

**HPMS** – HPMS reduces the need for special national studies by allowing for the continuous monitoring of a database from which FHWA can produce the necessary reports to Congress. HPMS reports the condition of highways, roads, and street and is used to monitor performance.

HPMS data (lane miles and vehicle miles of travel) provides the basis for allocation of Interstate 4R funds, and safety funds among the states. FHWA uses this data for policy decisions, congressional reports, special studies, and highway statistics reports.

## **PREVIOUS WORK**

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

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

## **PROPOSED ACTIVITIES AND TASKS**

- Place road tubes and counters on highway to collect traffic volumes and vehicle classifications. Collect coverage counts on the State Highways. Collect traffic counts as required on non-state highways for the Highway Performance Monitoring System.
- Measure and tally the types and axle arrangement of vehicles in the directional traffic stream. Summarize and tabulate the data for engineers and others. Classify the vehicle at the Automatic Recorder Station every three years. This cycle for classification includes 1/3 of the ATR stations per year.

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

- Maintain micro processor equipment for the Automatic Traffic Recorder Stations and portable counters statewide. All stations are telemetry stations.
- The identified EA funds only the Region portion of the program. The central office functions for summarizing and publishing data are under a separate EA.

**DELIVERABLES (Anticipated Quarter to be completed)**

- Field data sheets for hose tube counts. July 1-13 to September 30-14. 10 Highways will be counted and HPMS counts for 4 counties.
- Manual count sheets for classification counts. 560 volume counts and 100 classification counts on State highways 60 HPMS (off system) counts and 10 classification counts.
- Machine readable machine classification counts. July 1-13 to September 30-14. 10 Highways will counted and HPMS classification counts in 4 counties.
- Inspection and inventory data for field ATR stations. July 1-13 to March 31-15. 33 ATR's
- Test documentation for traffic counter certification. July 1-13 to March 31-15. Testing 120 Diamond TT'6 volume counters and 25 Gamma TimeMark Classification counters and 3 Dental III TimeMark classification counters.
- Purchasing documentation for field equipment purchases. July 1-13 to June 30-15.
- Digital Video Recorder (DVR) counts. 20 to 30 classification counts for 16 hr to 24 hr. periods.
- DVR for State and HPMS classification counts and ATR verification and testing.

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

<b>Deliverables</b>	<b>Project Start Date</b>	<b>Project End Date</b>	<b>Estimated Number</b>
Field data sheets for hose tube counts	July 1, 2013	September 30, 2014	State Highways: 10 Highways HPMS (Off System) 4 Counties
Manual count sheets for classification counts	July 1, 2013	June 30, 2015	State Highways: 560 Volume 100 Classification HPMS (Off System) 60 Volume 10 Classification
Machine readable machine classification counts	July 1, 2013	September 30, 2014	State Highways: 10 Highways HPMS (Off System) 4 Counties
Inspection and inventory data for field ATR stations	July 1, 2013	March 31, 2015	Volume Counters 120 Diamond TT'6 Classification Counters 25 Gamma 3 Dental III
Purchasing documentation for field equipment purchases	July 1, 2013	June 30, 2015	



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

Corridors, Main Streets and Station Communities; Interchange Area Management Plans (IAMPs); concept area planning; High Capacity Transit and System Expansion Policy plans; facility planning; Multimodal Mixed-use Area designation; and traffic analysis are coordinated with MPO planning efforts.

### **PREVIOUS WORK**

This coordination has allowed for ODOT staff participation in discussions regarding important regional planning efforts including the 2040 Growth Concept, Regional Framework Plan, the Regional Transportation Plan, Climate Change efforts, and Corridor Plans. Work in the previous biennium included: attendance at TPAC, MTAC and JPACT meetings, UPWP review and development, and processing of invoices and IGA amendments.

### **PROPOSED ACTIVITIES AND TASKS**

Through involvement with TPAC, JPACT and MTAC:

- Coordinate with and support Metro programs.
- Ensure that studies adequately address issues and concerns of ODOT and the Federal Highway Administration.
- Support Metro Transportation/Land Use Integration Efforts.
- Work with Metro to implement the MPO 2040 Growth Concept Plan, Regional Transportation Plan, Regional Urban Growth Management Functional Plan and Regional Transportation Functional Plan.
- Provide assistance in development of the Metro Unified Planning Work Program (UPWP).
- Prepare quarterly UPWP reports.
- Prepare amendments to the UPWP intergovernmental agreement.

### **DELIVERABLES (Anticipated Quarter to be completed)**

- Attendance at MTAC and TPAC meetings (Q3 2013 – Q2 2015)
- UPWP review and development (Q1/Q2 2015)
- Processing of invoices and IGA amendments (Q3 2013 – Q2 2015)

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

**14PF111 and 112 Portland Metropolitan Area Planning - PL & STP Funds**

Original (X) Revision ( )      Continuing Project (X) or New ( )      New, start Date:

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

Others Involved:

Summary of Project Costs

PL TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$1,966,279	\$225,049	\$2,191,328
FY 2015	\$1,847,289	\$211,430	\$2,058,719
<b>BIENNIAL TOTAL</b>	<b>\$3,813,568</b>	<b>\$436,479</b>	<b>\$4,250,047</b>

FED 5303 TOTAL ESTIMATE	FED 5303	OTHER	TOTAL
FY 2014	\$ 503,440	\$125,860	\$ 629,300
FY 2015	\$ 503,440	\$125,860	\$ 629,300
<b>BIENNIAL TOTAL</b>	<b>\$1,006,880</b>	<b>\$251,720</b>	<b>\$1,258,600</b>

STP TOTAL ESTIMATE	STP	STATE	OTHER	TOTAL
FY 2014	\$1,674,774	\$225,000	\$191,685	\$2,091,459
FY 2015	\$1,570,109	\$225,000	\$179,706	\$1,974,815
<b>BIENNIAL TOTAL</b>	<b>\$3,244,883</b>	<b>\$450,000</b>	<b>\$371,391</b>	<b>\$4,066,274</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF120 Region 1 Long Range Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New Start Date: July 1, 2013

Project Managers: Kirsten Pennington

Crew No: 1053 and 1091

Supervisor: Rian Windsheimer

No. of ODOT FTEs Funded: 6.0

Organization Responsibility: Region 1 Policy and Development

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$1,024,319	\$117,238	\$1,141,557
FY 2015	\$1,024,319	\$117,239	\$1,141,558
<b>BIENNIAL TOTAL</b>	<b>\$2,048,638</b>	<b>\$234,477</b>	<b>\$2,283,115</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The tasks associated with this program are aimed at meeting and implementing federal regulations, requirements of the Oregon Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP) and other transportation modal plans. Projects within this program identify existing and future problems on the transportation system and analyze alternative solutions and results in prioritized implementation plans that identify agreed upon solutions.

**PREVIOUS WORK**

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

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

**PROPOSED ACTIVITIES AND TASKS**

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

**DELIVERABLES (Anticipated Quarter to be completed)**

<b>Project &amp; Deliverables</b>	<b>Start Date</b>	<b>Estimated Completion Date</b>	<b>Consultant Budget</b>	<b>ODOT Staff Budget</b>	<b>TOTAL BUDGET</b>
Metro Regional Long Range Projects <ul style="list-style-type: none"> <li>• RTP update work</li> <li>• Climate change scenario work</li> <li>• Powell-Division planning work</li> <li>• SW Corridor planning work</li> <li>• Alternative performance measures review/development</li> <li>• Participation in regional technical advisory committees</li> <li>• Policy analysis related to the Regional Transportation Plan, Regional Transportation Functional Plan, Urban/Rural Reserves, and other long range planning projects</li> </ul>	Q3 2013	Q2 2015		\$350,000	<b>\$350,000</b>
Mt. Hood Multimodal Plan <ul style="list-style-type: none"> <li>• Financially-constrained implementation strategy focused on safety and transportation options in the Mt Hood area (US 26/OR 35 corridor)</li> <li>• Coordination efforts and agreements with stakeholders in the area, including the U.S. Forest Service and Clackamas and Hood River Counties.</li> </ul>	Started Q2 2012	Q4 2013		\$100,000	<b>\$100,000</b>
Historic Columbia River Highway Related Planning <ul style="list-style-type: none"> <li>• Issues identification</li> </ul>	Q4 2013	Q4 2014	\$125,000	\$125,000	<b>\$250,000</b>

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

<ul style="list-style-type: none"> <li>• Congestion management plan</li> </ul>					
Active Transportation Implementation Strategy <ul style="list-style-type: none"> <li>• Needs assessment</li> <li>• Solutions strategy</li> <li>• Targeted outreach</li> </ul>	Q3 2013	Q2 2015	\$150,000	\$150,000	<b>\$300,000</b>
Active Traffic Management Strategy & Analysis <ul style="list-style-type: none"> <li>• ATMS Strategy and Concept Report (Implementation Plan for Bottlenecks)</li> </ul>	Q4 2013	Q4 2014	\$100,000	\$100,000	<b>\$200,000</b>
Corridor Bottleneck Operations Study Concept Development <ul style="list-style-type: none"> <li>• Conceptual development of short-mid range solutions for I-5, I-205, I-84, I-405, US 26 bottlenecks</li> </ul>	Q3 2013	Q1 2015	\$150,000	\$50,000	<b>\$200,000</b>
Communications and Outreach <ul style="list-style-type: none"> <li>• Recommendations for visual communication, online communication, documents</li> <li>• Outreach strategy for underserved communities</li> </ul>	Q3 2013	Q1 2015	\$175,000	\$50,000	<b>\$225,000</b>
Regional Safety Outlook <ul style="list-style-type: none"> <li>• National DOT safety program review</li> <li>• Strategy for safety treatments on state facilities</li> </ul>	Q1 2014	Q4 2014	\$75,000	\$125,000	<b>\$200,000</b>
Federal Functional Class Review <ul style="list-style-type: none"> <li>• Outreach</li> <li>• Recommendations for FC designations</li> </ul>	Q4 2013	Q1 2015		\$100,000	<b>\$100,000</b>
Before & After Study <ul style="list-style-type: none"> <li>• Issues identification</li> <li>• Findings report</li> </ul>	Q1 2014	Q3 2014		\$75,000	<b>\$75,000</b>

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

MAP-21 Implementation <ul style="list-style-type: none"> <li>• Communication/coordination regarding MAP-21 requirements/outcomes</li> </ul>	Q1 2014	Q2 2015		\$283,115	<b>\$283,115</b>
<b>TOTAL BIENNIAL BUDGET</b>			<b>\$775,000</b>	<b>\$1,508,115</b>	<b>\$2,283,115</b>

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

**14PF140 Region 1 Development Review**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New Start Date: July 1, 2013

Project Manager: Marah Danielson

Crew No: 1053

Supervisor: Kirsten Pennington

No. of ODOT FTEs Funded: 4.5

Organization Responsibility: Region 1 Policy and Development Department

Others Involved: Region 1 Development Review Staff (engineers, planners)

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$269,190	\$30,810	\$300,000
FY 2015	\$269,190	\$30,810	\$300,000
<b>BIENNIAL TOTAL</b>	<b>\$538,380</b>	<b>\$61,620</b>	<b>\$600,000</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

The purpose of the program described in this application is to protect and preserve designed functionality of the state transportation facilities for all transportation modes within the Region 1 boundary. This is done by working to minimize the impact of land use development around the transportation network, through the implementation of the Oregon Transportation Planning Rule and policies in the Oregon Highway Plan.

Objectives include:

- Make recommendations for mitigation of safety and operational impacts of development on the state roadway system as appropriate
- Work collaboratively with local jurisdictions and applicants to develop mitigation agreements
- Review land use actions for Transportation Planning Rule, Oregon Highway Plan, Access Management Rule and ODOT permit compliance and make recommendations as appropriate

**RELATIONSHIP TO OVERALL PROGRAM**

Local government jurisdictions in Oregon make land use decisions when reviewing proposals to develop property. ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. Coordination between local government land use actions and state government plans is required by statewide

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

planning goals. This activity is related to ODOT's overall transportation planning program through the link between the Oregon Highway Plan and the Transportation Planning Rule.

This includes work with jurisdiction partners and applicants, and products may include written responses or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, design and architectural review, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

### **PREVIOUS WORK**

This work activity is an ongoing responsibility for ODOT as it continues to provide a safe and efficient transportation system for the citizens of the state and the traveling public. Substantial work has been performed using state and federal funds during previous fiscal years. Work during the 2012-2013 fiscal year included review of over 1,000 land use actions, with approximately 80 written responses and 50 mitigation agreements.

### **PROPOSED ACTIVITIES AND TASKS**

- Review and analysis of the transportation-related implications of site development plans.
- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system.
- Participate in pre-application meetings held by local government to solicit comment from government agencies.
- Review public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCD).
- Communicate with ODOT staff and local government representatives to gather relevant information.
- Review of provisions of pertinent state and local government land use regulations, including decision criteria for the land use action.
- Participate in land use hearings held by local government.
- Consult with legal counsel regarding ODOT's position and standing in development reviews/develop information necessary to appeal local land use decisions.
- Prepare oral and written testimony for development review land use actions.
- Negotiate with local government representatives and developer representatives to address mitigation of impacts to the state transportation system.
- Consult with representatives of other state agencies with an interest in the development proposal.
- Maintain development review activity log.
- Review ODOT Development Review Guidelines.
- Attend bi-monthly District coordination meetings.
- Attend weekly development review meetings.

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

- Attend quarterly statewide development review meetings.

**DELIVERABLES (Anticipated Quarter to be completed)**

Products occur throughout the planning period, depending on development/land use proposals and timing of notice.

- Review land use actions (Q3 2013 – Q2 2015)
- Write ODOT responses (Q3 2013 – Q2 2015)
- Attend local government meetings (Q3 2013 – Q2 2015)
- Prepare mitigation agreements (Q3 2013 – Q2 2015)

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

**14PF150 Region 1 General Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New Start Date: July 1, 2013

Project Manager: Kirsten Pennington

Crew No: 1053

Supervisor: Rian Windsheimer

No. of ODOT FTEs Funded: 4

Organization Responsibility: Region 1 Policy and Development

Others Involved: Region 1 Planning Unit; Region 1 Major Projects Unit

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$444,163	\$ 50,837	\$495,000
FY 2015	\$444,163	\$ 50,837	\$495,000
<b>BIENNIAL TOTAL</b>	<b>\$888,326</b>	<b>\$101,674</b>	<b>\$990,000</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

The work covered in this program provides for interagency coordination and technical assistance with regional and local jurisdictions (including ODOT representation on local concept plans and transportation system plans (TSPs)) and intra-agency coordination and participation in ODOT policy development and implementation. The program is intended to allow staff to:

- Provide technical assistance for local planning efforts with regard to consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards.
- Coordinate with ODOT TDD Planning, Metro, DLCD and TriMet to ensure consistent and complete review for compliance with the Transportation Planning Rule, Regional Transportation Functional Plan and Oregon Highway Plan.
- Participate in ODOT policy development and implementation.
- Provide technical assistance, education and training regarding statewide policy development and implementation.
- Provide technical assistance in support of Region 1's planning program.
- Develop and monitor Region 1s' SPR-funded portion of the planning program.

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

## **RELATIONSHIP TO OVERALL PROGRAM**

This project is critical to the success of the regional planning program to ensure consistency, coordination, and sound policy implementation. It includes coordination with Counties and Cities in the Region 1 area.

ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop their transportation system plans (TSPs), TSP refinement plans, concept plans, 2040 Center, Main Street, Station Community and Corridor Plans, sub-area land use plans, and other legislative plan amendments regarding consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, policies, regulations and standards. This work task also covers participation and training for others with regard to ODOT statewide policy, rule or standard changes and implementation.

## **PREVIOUS WORK**

Previous work has included participation in local TSP efforts and regional and local land use plans and plan amendments as well as coordination with local jurisdictions relating to transportation plans, land use plans and legislative plan amendments. Recent work included updates to the Oregon Highway Plan related to mobility standards and changes to the Transportation Planning Rule, as well as participation with the statewide climate initiative work. Work in the last biennium included:

- Participation in Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)
- Participation in East Multnomah County Transportation Committee (EMCTC)
- Participation in Clackamas Transportation Advisory Committee (CTAC)
- Participation on ODOT Least Cost Planning (Mosaic) TAC.
- Rollout of Oregon Highway Plan and Transportation Planning Rule amendments and training to ODOT Region 1 staff, jurisdictions and consultants.
- Participation in statewide Oregon Sustainable Transportation Initiative (OSTI).
- Coordination with jurisdictions on state policy changes and implementation.
- Participation in TSP planning efforts: Washington County, Milwaukie, Lake Oswego, Tualatin, Clackamas County, Gresham, Wilsonville (TGM funded), Oregon City (TGM funded), Wood Village (TGM funded)
- Participation on City of Portland Networks Policy Expert Group (PEG)
- Participation on City of Portland Barbur Concept Plan TAC
- Participation on Aloha-Reedville Plan TAC

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

**PROPOSED ACTIVITIES AND TASKS**

Activities		Budget
<u>ODOT Policy and Plan Implementation:</u> Participate in ODOT policy initiatives, such as revisions of the Oregon Transportation Plan, updates to the Oregon Highway Plan, Transportation Planning Rule amendments, Access Management Rule, etc. This also includes work on the statewide climate initiative (OSTI), least cost planning (MOSAIC), and MMA reviews.		\$150,000
<u>Region Planning Program Management/Administration (SPR-related):</u> Prepare SPR application, quarterly reports, and amendments for the Region 1 planning program.		30,000
<u>Public Assistance:</u> Respond to questions from the public regarding state facilities, including Ask ODOT requests.		20,000
<u>Interagency Coordination:</u> Represent ODOT on local technical advisory committees and county coordinating committee meetings, and participation on other locally initiated planning projects, including concept plans, 2040 Center Main Street, Station Community and Corridor Plans, sub-area land use plans and other legislative amendments regarding consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, policies, regulations and standards. Work includes submittal of written and oral comments on draft and final local plan documents. Work on local TSPs is included in a separate budget line item.	Washington	110,000
	Multnomah	110,000
	Clackamas	110,000
	Hood River	20,000
<u>ODOT Project Prioritization/Support:</u> In support of STIP, federal discretionary funds applications, and legislative requests, identify, prioritize, and recommend projects for implementation.		75,000
<u>Technical Support:</u> Provide non-project specific technical assistance including GIS services.		70,000
<u>Local TSPs:</u> Work with local governments that are updating their TSPs or TSP refinement plans – serve on Technical Advisory Committees, provide technical assistance and policy direction, serve as scoping resources, provide information on the revisions to the OHP and TPR, provide perspective on the state transportation system, and submit written and oral comments on draft and final local TSP-related documents. ODOT work on TSPs that are funded by TGM is covered by TGM program funds.		150,000
<u>UGB-Related Concept Planning:</u> ODOT Planning staff coordination and involvement in concept planning (e.g. Beaverton, Tigard for this biennium).		50,000
<u>Transit Planning Coordination:</u> Coordination and review associated with transit plans and projects with regard to state roadway facilities.		100,000
<b>TOTAL BIENNIAL BUDGET</b>		<b>\$995,000</b>

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

**DELIVERABLES (Anticipated Quarter to be completed)**

- Participation on TSP technical advisory committees, including Forest Grove, Hillsboro, Portland, and Sherwood (Q3 2013 – Q2 2015)
- Submittal of written and oral comments on draft and final local TSP-related documents (Q3 2013 – Q2 2015)
- Participation on Technical Advisory Committees for legislative plan amendments/plan development (Q3 2013 – Q2 2015)
- Attendance at County Coordinating Committees (Q3 2013 – Q2 2015)
- Submittal of written and oral comments on draft and final local plan documents (Q3 2013 – Q2 2015)
- Continued assistance and training with regard to Oregon Highway Plan and Transportation Planning Rule amendment implementation, including development of guidance and training materials and assistance with multi-modal mixed use area implementation (Q3 2013 – Q2 2015)
- Multi-modal mixed use area (MMA) reviews (Q3 2013 – Q2 2015)
- Continued involvement with Least Cost Planning/Mosaic (Q3 2013 – Q2 2015)

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

**14PF200 Central Lane MPO Coordination**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Savannah Crawford  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning

Crew No: 2021  
 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$17,946	\$2,054	\$20,000
FY 2015	\$17,946	\$2,054	\$20,000
<b>BIENNIAL TOTAL</b>	<b>\$35,892</b>	<b>\$4,108</b>	<b>\$40,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Coordination of the Metropolitan Planning Organization's (MPO) Unified Planning Work Program (UPWP) with ODOT activities. This includes ODOT participation, coordination, and collaboration in elements of the UPWP.

**RELATIONSHIP TO OVERALL PROGRAM**

Coordination with the MPO is an ongoing responsibility of ODOT as called for in federal regulations. Region 2 acts as the liaison between ODOT and the MPO. The Area Manager represents ODOT on the MPO Policy Committee.

**PREVIOUS WORK**

Coordination of the MPO is an ongoing responsibility of ODOT

**PROPOSED ACTIVITIES AND TASKS**

- All support activity and liaison provided to the MPO by ODOT Staff.
- ODOT representation in the MPO Planning Program, administrative support and technical support for planning activity

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

**14PF201 and 202 Central Lane MPO Planning - PL & STP Funds**

Original (X) Revision ( )      Continuing Project (X) or New ( )      New, start Date:

Project Manager: Savannah Crawford  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning

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

Others Involved:

Summary of Project Costs

PL TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$407,400	\$46,629	\$454,029
FY 2015	\$407,400	\$46,629	\$454,029
<b>BIENNIAL TOTAL</b>	<b>\$814,800</b>	<b>\$93,258</b>	<b>\$908,058</b>

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

STP TOTAL ESTIMATE	STP	OTHER	TOTAL
FY 2014	\$ 595,000	\$ 68,100	\$ 663,100
FY 2015	\$ 595,000	\$ 68,100	\$ 663,100
<b>BIENNIAL TOTAL</b>	<b>\$1,190,000</b>	<b>\$136,200</b>	<b>\$1,326,200</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**



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

**14PF211 and 212 Salem/Keizer MPO Planning (PL & STP Funds)**

Original (X) Revision ( ) Continuing Project (X) or New ( ) New, start Date:

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

Others Involved:

Summary of Project Costs

PL TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$482,757	\$55,254	\$538,010
FY 2015	\$395,916	\$45,314	\$441,230
<b>BIENNIAL TOTAL</b>	<b>\$878,673</b>	<b>\$100,568</b>	<b>\$979,240</b>

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

STP TOTAL ESTIMATE	STP	OTHER	TOTAL
FY 2014	\$517,918	\$ 59,278	\$ 577,196
FY 2015	\$426,218	\$ 48,783	\$ 475,001
<b>BIENNIAL TOTAL</b>	<b>\$944,136</b>	<b>\$108,061</b>	<b>\$1,052,197</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF220 Region 2 Long Range Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Terry Cole  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning

Crew No: 2021  
 No. of ODOT FTEs Funded: 4

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$1,812,546	\$207,454	\$2,020,000
FY 2015	\$1,597,194	\$182,806	\$1,780,000
<b>BIENNIAL TOTAL</b>	<b>\$3,409,740</b>	<b>\$390,260</b>	<b>\$3,800,000</b>

Consultant Fees: (\$3,200,000) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The project's relationship to the SPR program is found in the stated purposes for SPR funding, including engineering and economic surveys and investigations, the planning of future highway and local public transportation systems, the implementation of management systems, and studies of the economy safety and convenience of highway usage.

**PREVIOUS WORK**

Substantial previous work has been performed on aspects of the project with State Gas Tax Funds and federal funds. It has investigated aspects of engineering, environmental and

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

economic conditions and related mitigation and alternative modes relevant to highway usage. It has investigated the relationship between transportation and land use that exists within transportation corridors. It has defined and documented alternatives evaluated in corridor plans, transportation system plans and corridor refinement plans, and recommended preferred alternatives for further study.

## **PROPOSED ACTIVITIES AND TASKS**

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

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

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

## **DELIVERABLES**

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

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

**FY 2014 and 2015 Work Plan**

<i><b>Deliverables</b></i>	<i><b>Project Start Date/Description</b></i>	<i><b>Project End Date or Ongoing</b></i>	<i><b>Budget</b></i>
<b>Transportation System Plans</b>			
Astoria TSP	January 2011 This project will produce an updated TSP for Astoria	December 2013	\$50,000
Clatsop County TSP	June 2013 This project will produce an updated TSP for Clatsop County	June 2015	\$175,000
Columbia County TSP	May 2013 This project will produce an updated TSP for Columbia County	June 2015	\$175,000
Scappoose TSP	November 2012 This project will produce an updated TSP for Scappoose	December 2014	\$125,000
Warrenton TSP	July 2014 This project will produce an updated TSP for Warrenton	Ongoing	\$50,000
Tillamook TSP	July 2014 This project will produce an updated TSP for Tillamook	Ongoing	\$50,000
Dundee TSP	November 2011 This project will produce an updated TSP for Dundee	June 2014	\$80,000
Newberg TSP	February 2012 This project will produce an updated TSP for Newberg	June 2014	\$80,000
Yamhill County TSP	January 2012 This project will produce an updated TSP for Yamhill County	December 2013	\$40,000
Lincoln City TSP	February 2012 This project will produce an updated TSP for Lincoln City	June 2014	\$100,000
Depoe Bay TSP	June 2012 This project will produce an updated TSP for Depoe Bay	June 2014	\$100,000
Corvallis/Philomath RTSP	June 2012 This project will produce an	Ongoing	\$135,000

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

	updated TSP for the Corvallis MPO		
Philomath TSP	July 2014 This project will produce a TSP for Millersburg	Ongoing	\$50,000
Millersburg TSP	July 2014 This project will produce a TSP for Millersburg	Ongoing	\$50,000
Albany MPO RTSP Development	September 2013 This project will support development of analysis tools and processes leading to the completion of an RTSP for the new Albany MPO	Ongoing	\$200,000
Newport TSP/Tools Development	January 2014 This project will support development of analysis tools needed to begin an update of the Newport TSP	Ongoing	\$150,000
Eugene TSP	March 2010 This project will produce an updated TSP for Eugene	June 2014	\$500,000
Springfield TSP	December 2009 This project will produce an updated TSP for Springfield	June 2104	\$135,000
Cottage Grove TSP	October 2013 This project will produce an updated TSP for Cottage Grove	June 2015	\$100,000
Lane County TSP	September 2013 This project will produce an updated TSP for Lane County	Ongoing	\$200,000
Coburg TSP	July 2010 This project will produce an updated TSP for Coburg	December 2013	\$30,000
Junction City TSP	July 2010 This project will produce an updated TSP for Junction City	December 2013	\$75,000
Florence Downtown TSP Refinement Plan	September 2014 This project will support development of updated TSPs for both Eugene and Springfield through adoption and work necessary to develop Regional TSP.	Ongoing	\$50,000
<b>Subtotal</b>			<b>\$2,615,000</b>

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

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**Transportation  
 Conditions Reports**

NONE PLANNED THIS  
 BIENNIUM

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**Subtotal** **\$0**

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**Facility Plans**

Long-Range Planning Program Oversight	July 2013 This funding is used to provide project oversight and coordination with Region Project Managers and the Region Flexible Services contractor.	June 2015	\$100,000
Chemawa IAMP	September 2007 This project will develop an Interchange Area Management Plan for the Chemawa Interchange on I-5 in Keizer.	December 2013	\$10,000
Salem River Crossing EIS	April 2007 This project is developing an EIS for a possible new highway crossing of the Willamette River in Salem.	December 2014	\$25,000
OR 22 Airport to Gaffin Facility Plan	February 2014 This planning effort began in 2005 and was suspended pending development of an interchange study at Cordon Road funded by a federal earmark. This project is being re-initiated to address the findings of the Cordon Interchange study and to update previous analysis and determine how to best address the problems on the OR 22 corridor in SE Salem	June 2015	\$100,000
OR 99W Corridor Segment Plan	January 2009 This project will evaluate operational and safety deficiencies for OR 99W from Monmouth to Rickreall. Project	December 2013	\$5,000

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

	will identify potential safety and operational improvements within the corridor.		
OR 99E Corridor Segment Plan	January 2011 This project will evaluate operational and safety deficiencies for OR 99E from North City limits of Woodburn to Canby in Region 2. Project will identify potential safety and small operational improvements within the corridor.	October 2013	\$20,000
US 20 Facility Plan	June 2013 This project will develop a facility plan for the US 20 Highway segment from Corvallis to Philomath.	June 2015	\$500,000
Newport/South Beach Facility Plan	January 2011 This project will complete development of a facility plan for the segment of US 101 in Newport from the Yaquina Bay Bridge to the south City Limits.	October 2013	\$20,000
Beltline Facility Plan—Phase 2/3	July 2006 This project will build on study efforts from the previous biennium and develop IAMPs for the Beltline/ River Road and Beltline/Delta Highway interchanges in Eugene. This work will be coordinated with the Eugene TSP update.	December 2014	\$225,000
Creswell IAMP	July 2014 This project will complete an IAMP for the Creswell interchange that was started the previous biennium through the TGM program.	June 2015	\$25,000
Oakridge Access Plan Update	October 2014 This project will update and seek state and local adoption of an access and facility management plan for OR 58 through Oakridge.	Ongoing	\$50,000
Title 6/Environmental	February 2013	December	\$30,000

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

Justice Process Development	This project will produce a summary of Title 6 and EJ activities associated with Region 2 planning efforts and provide a consistent procedure to use in future project activities.	2013
Uncommitted Funds		\$80,000
<b>Subtotal</b>		<b>\$1,185,000</b>

**Additional Tasks and Delayed Projects<sup>1</sup>**

<b>Transportation Plans</b>	<b>System</b>	
<b>Transportation Reports</b>	<b>Conditions</b>	
<b>Facility Plans and Studies</b>		
I-5 @ Brooks IAMP		
Aurora/Donald IAMP		
		<b>\$3,800,000</b>
<b>GRAND TOTAL</b>		

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

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

**14PF240 Region 2 Development Review**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$287,136	\$32,864	\$320,000
FY 2015	\$287,136	\$32,864	\$320,000
<b>BIENNIAL TOTAL</b>	<b>\$574,272</b>	<b>\$65,728</b>	<b>\$640,000</b>

Consultant Fees: (\$100,000) included in project total

Remarks

**OBJECTIVE**

Implementation of the Oregon Highway Plan's (OHP) mobility, access management, and livability policies through proactive participation in development reviews.

**RELATIONSHIP TO OVERALL PROGRAM**

Local governments in Oregon make land use decisions when reviewing proposals to develop property. ODOT Region 2 staff works with local governments and private developers in order to determine potential development impacts to the transportation system. Coordination between local government land use actions and state government plans is a requirement of state law. This activity is related to the overall ODOT transportation planning program because of the linkage to the OHP and the Transportation Planning Rule. This effort is intended to determine the effect development will have on state transportation facilities and establish, when appropriate, mitigation requirements for the development.

**PREVIOUS WORK**

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

**PROPOSED ACTIVITIES AND TASKS**

- Review and analysis of the transportation-related impacts of site development plans

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

- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system
- Participation in pre-application meetings held by local governments to solicit comments from other agencies
- Acquisition and review of public notices provided by local governments and the Department of Land Conservation and Development (DLCDD)
- Communications between ODOT staff and local government representatives to gather relevant information
- Review of provisions of pertinent state and local government land use regulations, include decision criteria for the land use action
- Participate in land use hearings held by local governments
- Development of information necessary to appeal local land use decisions
- Consultation with legal counsel regarding ODOT's position and standing on local actions and proceedings
- Preparation of oral and written testimony in local government proceedings
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system
- Consultation with representatives of other state agencies with an interest in significant development proposals

**DELIVERABLES**

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

- Review of land use actions (estimated 1600)
- Develop Written Responses (estimated 200)
- Attend pre-application conferences (estimated 150)
- Develop mitigation agreements (estimated 30)

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

**14PF250 Region 2 General Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Terry Cole, Savannah Crawford, Dan Fricke, Valerie Grigg-Devis, Bill Johnston  
 Crew No: 2021  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning  
 No. of ODOT FTEs Funded: 1.2

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 53,838	\$ 6,162	\$ 60,000
FY 2015	\$ 53,838	\$ 6,162	\$ 60,000
<b>BIENNIAL TOTAL</b>	<b>\$107,676</b>	<b>\$12,324</b>	<b>\$120,000</b>

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

Remarks

**OBJECTIVE**

This project has multiple objectives:

- To provide overall management of the Region 2 Planning program.
- To provide MPO information and training to jurisdictions that will be participants in the Albany MPO.
- To analyze local government transportation system plans and comprehensive plans during mandated Periodic Review to determine plan consistency with applicable state transportation plans.
- To develop a Region 2 database from transportation system plans that will provide information useful during project scoping.
- To provide Region 2 participation in OHP implementation efforts.
- To provide ODOT staff participation and assistance for local jurisdictions involved in transportation planning activities that are not funded through the Region Planning or TGM programs.

**RELATIONSHIP TO OVERALL PROGRAM**

This project is intended to develop a continuing, coordinated, and cooperative transportation planning program between local government and ODOT plans and programs. This project will provide for several levels of participation with local government in order to develop consistency between state transportation plans and policy and local transportation planning.

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

**PREVIOUS WORK**

Previous work has been performed using both state and federal funds.

**PROPOSED ACTIVITIES AND TASKS**

- Training for ODOT staff and local government that will be involved in the Corvallis MPO.
- Preparation of quarterly SPR reports for the Region 2 planning program.
- Preparation of program amendments to the Region 2 planning program.
- Preparation of the SPR application for the next biennium.
- Review of local government comprehensive plans and transportation system plans during plan periodic review for consistency with state transportation policy and programs, including participation on advisory committees, and preparation of comment letters and oral comment.
- Development of the Region 2 TSP database.
- Involvement in OHP implementation efforts.
- Participation in local transportation planning efforts not funded through the Region Planning program or the TGM program to assure consistency with state program and policy. This includes ODOT technical and Region Planning staff attendance at public meetings, participation on advisory committees, and preparation of letters and oral comment.

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

**14PF260 Corvallis Area MPO Coordination**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

Crew No: 2021  
 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$13,460	\$1,540	\$15,000
FY 2015	\$13,460	\$1,540	\$15,000
<b>BIENNIAL TOTAL</b>	<b>\$26,920</b>	<b>\$3,080</b>	<b>\$30,000</b>

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

Remarks

**OBJECTIVE**

Coordination of the Metropolitan Planning Organization's (MPO) Unified Planning Work Program (UPWP) with ODOT activities. This includes ODOT participation, coordination, and collaboration in elements of the UPWP.

**RELATIONSHIP TO OVERALL PROGRAM**

Coordination with the MPO is an ongoing responsibility of ODOT as called for in federal regulations. Region 2 acts as the liaison between ODOT and the MPO. The Area Manager represents ODOT on the MPO Policy Committee.

**PREVIOUS WORK**

Coordination of the MPO is an ongoing responsibility of ODOT

**PROPOSED ACTIVITIES AND TASKS**

- All support activity and liaison provided to the MPO by ODOT Staff.
- ODOT representation in the MPO Planning Program, administrative support and technical support for planning activity.

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

**14PF261 Corvallis Area MPO Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

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

Others Involved:

Summary of Project Costs

PL TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$127,972	\$14,647	\$142,619
FY 2015	\$127,972	\$14,647	\$142,619
<b>BIENNIAL TOTAL</b>	<b>\$255,944</b>	<b>\$29,294</b>	<b>\$285,238</b>

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

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF270 Albany MPO Coordination**

Original (X) Revision ( )

Continuing Project ( ) or New (X)

New, start Date: July 1, 2013

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

Crew No: 2021  
 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$13,460	\$1,540	\$15,000
FY 2015	\$13,460	\$1,540	\$15,000
<b>BIENNIAL TOTAL</b>	<b>\$26,920</b>	<b>\$3,080</b>	<b>\$30,000</b>

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

Remarks

**OBJECTIVE**

Coordination of the Metropolitan Planning Organization's (MPO) Unified Planning Work Program (UPWP) with ODOT activities. This includes ODOT participation, coordination, and collaboration in elements of the UPWP.

**RELATIONSHIP TO OVERALL PROGRAM**

Coordination with the MPO is an ongoing responsibility of ODOT as called for in federal regulations. Region 2 acts as the liaison between ODOT and the MPO. The Area Manager represents ODOT on the MPO Policy Committee.

**PREVIOUS WORK**

Coordination of the MPO is an ongoing responsibility of ODOT

**PROPOSED ACTIVITIES AND TASKS**

- All support activity and liaison provided to the MPO by ODOT Staff.
- ODOT representation in the MPO Planning Program, administrative support and technical support for planning activity.

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

**14PF271 Albany MPO Planning**

Original (X) Revision ( )

Continuing Project ( ) or New (X)

New, start Date: July 1, 2013

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

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

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$122,185	\$13,985	\$136,170
FY 2015	\$122,185	\$13,985	\$136,170
<b>BIENNIAL TOTAL</b>	<b>\$244,370</b>	<b>\$27,970</b>	<b>\$272,340</b>

FED 5303 TOTAL ESTIMATE	FED 5303	OTHER	TOTAL
FY 2014	\$ 49,900	\$12,475	\$ 63,854
FY 2015	\$ 49,900	\$12,475	\$ 63,854
<b>BIENNIAL TOTAL</b>	<b>\$99,800</b>	<b>\$24,950</b>	<b>\$124,750</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

<b>14PF280 Longview/Rainer MPO Coordination</b>	Original (X) Revision ( )
Continuing Project (X) or New ( ) Previous PF100	New, start Date: July 1, 2013
Project Manager: Bill Johnston Supervisor: Lisa Nell Organization Responsibility: Region 2 Planning	Crew No: 2021 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$3,589	\$411	\$4,000
FY 2015	\$3,589	\$411	\$4,000
<b>BIENNIAL TOTAL</b>	<b>\$7,178</b>	<b>\$822</b>	<b>\$8,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Coordination of the Metropolitan Planning Organization’s (MPO) Unified Planning Work Program (UPWP) with ODOT activities. This includes ODOT participation, coordination, and collaboration in elements of the UPWP.

**RELATIONSHIP TO OVERALL PROGRAM**

Coordination with the MPO is an ongoing responsibility of ODOT as called for in federal regulations. Region 2 acts as the liaison between ODOT and the MPO. The Area Manager represents ODOT on the MPO Policy Committee.

**PREVIOUS WORK**

Coordination of the MPO is an ongoing responsibility of ODOT

**PROPOSED ACTIVITIES AND TASKS**

- All support activity and liaison provided to the MPO by ODOT Staff.
- ODOT representation in the MPO Planning Program, administrative support and technical support for planning activity.

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

**14PF281 Longview/Rainier MPO Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Bill Johnston  
 Supervisor: Lisa Nell  
 Organization Responsibility: Region 2 Planning

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

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$1,600	\$183	\$1,783
FY 2015	\$1,600	\$183	\$1,783
<b>BIENNIAL TOTAL</b>	<b>\$3,200</b>	<b>\$366</b>	<b>\$3,566</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF300 Region 3 MPO Coordination**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Ian Horlacher  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: .25

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$27,816	\$3,184	\$31,000
FY 2015	\$26,022	\$2,978	\$29,000
<b>BIENNIAL TOTAL</b>	<b>\$53,838</b>	<b>\$6,162</b>	<b>\$60,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Ensure that the MPOs development and delivery of the unified planning programs are both fully coordinated with ODOT’s programs and projects, and is consistent with federal requirements. Support the Rogue Valley Metropolitan Planning Organization (RVMPO) Middle Rogue Metropolitan Planning Organization (MRMPO) in attaining consistency and compliance with Statewide Planning Goals and requirements under the Transportation Planning Rule and federal metropolitan planning requirements under federal law.

**RELATIONSHIP TO OVERALL PROGRAM**

This work directly supports state and federal requirements relative to transportation planning, and air quality conformity, and provides for coordination between the MPO, local member jurisdictions, and ODOT.

**PREVIOUS WORK**

This builds on and continues previous coordination and implementation work between ODOT and the RVMPO. This also begins coordination efforts with the newly formed MRMPO.

**PROPOSED ACTIVITIES AND TASKS**

- Provide for state and federal funding programming, monthly and quarterly progress reports, invoicing, and ongoing administrative coordination and assistance in the development of the

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

Unified Planning Work Program (UPWP). Provide ongoing technical and program assistance in the development and implementation of the

- Regional Transportation Plan (RTP), and participate as a voting member on the MPO Technical Advisory Committee. Coordinate with MPO planning staff and provide input
- on the development of the MPO TAC and Policy Committee working and approval agenda.
- Liaise with member jurisdictions in the development and implementation of respective Transportation System Plans (TSP), and address complex and pressing land use and transportation related issues.
- Actively participate in and ensure compliance with federally-mandated 3C metropolitan planning process.
- Provide funding allocation and program management for federal and state funding requirements, reporting techniques, and invoicing.
- Assist MPO in attaining compliance with state and federal administrative rules on transportation planning, including development of the RTP consistent and compliant with applicable state and federal laws.
- Coordinate the update and development of the Travel Demand Models.

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

**14PF301 Rogue Valley MPO Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Ian Horlacher  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: 0

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$263,043	\$30,106	\$293,149
FY 2015	\$263,043	\$30,106	\$293,149
<b>BIENNIAL TOTAL</b>	<b>\$526,086</b>	<b>\$60,212</b>	<b>\$586,298</b>

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

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF311 Middle Rogue MPO Planning**

Original (X) Revision ( )

Continuing Project ( ) or New (X)

New, start Date: July 1, 2013

Project Manager: Ian Horlacher  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: 0

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$115,291	\$13,195	\$128,486
FY 2015	\$115,291	\$13,195	\$128,486
<b>BIENNIAL TOTAL</b>	<b>\$230,582</b>	<b>\$26,390</b>	<b>\$256,973</b>

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

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF320 Region 3 Long Range Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Lisa Cortes  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: 3

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$1,126,111	\$128,889	\$1,255,000
FY 2015	\$ 678,359	\$ 77,641	\$ 756,000
<b>BIENNIAL TOTAL</b>	<b>\$1,804,470</b>	<b>\$206,530</b>	<b>\$2,011,000</b>

Consultant Fees: (X) included in project total

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

Long range planning activities directly implement state and federal transportation planning requirements by:

- Identifying transportation system deficiencies.
- Ensuring the participation of the public and local governments and agencies in the planning process.
- Determining least-cost transportation improvement alternatives.
- Coordinating with National Environmental Policy Act efforts.
- Coordinating with Project Delivery and other business lines for preferred and least-cost construction efforts.
- Integrating transportation and land use policies.

**PREVIOUS WORK**

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

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

**PROPOSED ACTIVITIES AND TASKS**

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

**DELIVERABLES (Anticipated Quarter to be completed)**

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

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

IAMP 124/125	\$150,000	\$35,000	\$185,000	Started in previous biennium. IAMP for Interchange 124 and 125 in Roseburg
Jackson County TSP Update	\$80,000	\$90,000	\$170,000	Jackson County TSP Update
MRMPO RTSP	\$125,000	\$21,000	\$146,000	RTSP for new MPO.
IAMP 21	\$120,000	\$40,000	\$160,000	Started in previous biennium. IAMP for interchange 21 in Talent.
US 101 Passing Lane Study		\$80,000	\$80,000	Passing Lane/Slow Turnout Study along US 101 between Lane County and California.
TBEST Transportation Modeling	\$25,000		\$25,000	
<b>TOTALS:</b>	<b>\$1,255,000</b>	<b>\$756,000</b>	<b>\$2,011,000</b>	

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

**14PF340 Region 3 Development Review**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

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

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 96,908	\$11,092	\$108,000
FY 2015	\$141,998	\$16,252	\$158,250
<b>BIENNIAL TOTAL</b>	<b>\$238,906</b>	<b>\$27,344</b>	<b>\$266,250</b>

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

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

Leverages state highway improvements through the local government land use process consistent with long range planning, strategic programming of transportation projects, coordinated land use and transportation, and other related activities.

**PREVIOUS WORK**

This work is ongoing – see proposed activities and tasks.

**PROPOSED ACTIVITIES AND TASKS**

- Logging, evaluating, and responding to all local government land use notices affecting state transportation facilities.
- Coordinating and recommending transportation solutions consistent with state and local plans, rules, and regulations.
- Monitoring implementation of local government Transportation Findings and Conditions of Approval that require improvements to state transportation facilities.

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

- Capturing and tracking local government traffic mitigation funds designated for future state highway improvements.
- Continuously improving the DRT process for land use assessment, evaluation and mitigation.
- Entering development review cases into the Development Review Database.
- Participating in and tracking LUBA appeals by ODOT.
- Negotiating with local governments, developers, and property owners to ensure mitigation of development impacts to state transportation facilities.
- Coordinating with other ODOT business lines to ensure proposed mitigation complements programmed and planned construction activities.
- Reviewing proposed local and state policies and laws pertaining to state transportation facilities, funding measures, and land uses.

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

**14PF350 Region 3 General Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Lisa Cortes  
 Supervisor: Mike Baker  
 Organization Responsibility: Region 3 Planning

Crew No: 3015  
 No. of ODOT FTEs Funded: .5

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$39,391	\$4,509	\$43,900
FY 2015	\$38,046	\$4,354	\$42,400
<b>BIENNIAL TOTAL</b>	<b>\$77,437</b>	<b>\$8,863</b>	<b>\$86,300</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Overall management of the Region 3 Planning program. Analyze local and regional transportation plans and comprehensive plans (and amendments) during periodic review to determine consistency with applicable state plans and laws. Coordination between Region 3 Planning and other business lines relative to the delivery of construction projects and project scoping. Participation in Oregon Highway Plan implementation efforts. Participation in local and regional transportation planning activities not otherwise funded through Region 3 Planning, Transportation and Growth Management grants, or other sources (these are generally locally-funded planning efforts).

**RELATIONSHIP TO OVERALL PROGRAM**

The activities outlined in the “objective” section require a continuous and cooperative effort between Region 3 Planning and local/regional/state entities. Such activities provide for greater consistency and functionality between state and local/regional plans and policies, resulting in more effective communication and coordination at all levels.

**PREVIOUS WORK**

Previous work has been performed using both state and local funds. During the 1999-2000 biennia, these activities were consolidated under the PF350 EA.

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

**PROPOSED ACTIVITIES AND TASKS**

Activities and tasks include:

- General planning support.
- State and local planning assistance.
- Periodic review of Transportation System Plans and Comprehensive Plans.
- Preparation of quarterly reports.
- Participation in advisory committees.
- Preparation of comment letters and related documentation.
- Involvement in Oregon Highway Plan implementation.
- Participation in local and regional planning efforts not otherwise funded by Region 3 Planning, Transportation and Growth Management grants, or other sources.

**DELIVERABLES**

- General planning support. (Ongoing)
- State and local planning assistance. (Ongoing)
- Periodic Review. (Ongoing)
- Preparation of quarterly reports. (Quarterly)

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

**14PF400 Bend MPO Coordination**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Jim Bryant

No. of ODOT FTEs Funded:

Organization Responsibility: Region 4 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 6,730	\$ 770	\$ 7,500
FY 2015	\$ 6,730	\$ 770	\$ 7,500
<b>BIENNIAL TOTAL</b>	<b>\$13,460</b>	<b>\$1,540</b>	<b>\$15,000</b>

Consultant Fees: \$0 included in project total

Remarks

**OBJECTIVE**

Coordination of the Metropolitan Planning Organization's (MPO) Unified Planning Work Program (UPWP) with ODOT activities. This includes ODOT participation, coordination, and collaboration in elements of the UPWP.

**RELATIONSHIP TO OVERALL PROGRAM**

Coordination with the MPO is an ongoing responsibility of ODOT as called for in federal regulations. Region 4 ACTs as the liaison between ODOT and the MPO.

**PREVIOUS WORK**

Coordination of the MPO is an ongoing responsibility of ODOT.

**PROPOSED ACTIVITIES AND TASKS**

- All support activity and liaison provided to the MPO by ODOT Staff.
- ODOT representation in the MPO Planning Program, administrative support and technical support for planning activity.

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

**14PF401 Bend MPO Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Jim Bryant

No. of ODOT FTEs Funded: 0

Organization Responsibility: Region 4 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$150,710	\$17,249	\$167,959
FY 2015	\$150,710	\$17,249	\$167,959
<b>BIENNIAL TOTAL</b>	<b>\$301,420</b>	<b>\$34,498</b>	<b>\$335,918</b>

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

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF420 Region 4 Long Range Planning**

Original (X) Revision ( )

Continuing Project ( ) or New (X)

New, start Date: July 1, 2013

Project Manager: Hans Beernink  
 Supervisor: Jim Bryant  
 Organization Responsibility: Region 4 Planning

Crew No: 4002  
 No. of ODOT FTEs Funded:

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$332,001	\$37,999	\$370,000
FY 2015	\$332,001	\$37,999	\$370,000
<b>BIENNIAL TOTAL</b>	<b>\$664,002</b>	<b>\$75,998</b>	<b>\$740,000</b>

Consultant Fees: \$471,396 included in project total

Remarks

**OBJECTIVE**

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

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

**RELATIONSHIP TO OVERALL PROGRAM**

This project's relationship to the SPR program is found in the stated purposes for SPR funding, including:

- Engineering and economic surveys and investigations,
- Planning of future highway and local public transportation systems,
- Implementation of management systems,
- Studies of the fiscal responsibility and convenience of highway usage.

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

## **PREVIOUS WORK**

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

## **PROPOSED ACTIVITIES AND TASKS**

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

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

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

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

## **DELIVERABLES**

Deliverables for this project include the decisions made about transportation problems, needs and solutions in corridor, facility and transportation system plans. Integral components of these plans typically include preliminary design of transportation facilities, transportation analysis, environmental review and mitigation plans, and public involvement associated with the plans including local plan and ordinances amendments. Project specific tasks for TSP or MTP Updates, Refinement and Transit Plans include:

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

- Inventory & analysis of existing conditions
- TAC advisory meetings
- Steering committee meetings
- Technical analysis
- Develop Alternatives
- Model Future Conditions & determine preferred alternative(s)
- Planning commission hearings
- City council hearings
- Project Completion
- OTC meeting/adoption (for refinement plan or IAMP)

Plan	Project Start Date	Project End Date or Ongoing	FY2014 Budget	FY2015 Budget	Biennial Budget	Project Description
US 97/OR 62/Kla-Mo-Ya IAMP	Sept 2013	June 2015	\$40,000	\$50,000	\$90,000.00	In collaboration with tribal economic development objectives
Redmond TSP Update	Sept 2013	June 2015	\$50,000	\$50,000	\$100,000.00	Partner with the city to update their 2008 TSP.
US 20/Locust Refinement	Sept 2013	June 2015	\$20,000	\$20,000	\$40,000.00	The Sisters TSP deferred a decision on this intersection to a subsequent refinement plan.
US 97 Corridor Plan	July, 2012	June, 2015	\$50,000	\$50,000	\$100,000.00	Started in prior biennia. Integrated Corridor Plan.
Sherman/Gilliam County TSP Updates	Sept 2013	June 2015	\$50,000	\$50,000	\$100,000.00	Update the TSPs of the counties and their cities (as appropriate). The current TSPs are 10 yrs old or more.
BMPO RTP (MTP) Update – US 97 Parkway	July 2013	June 2015	\$75,000	\$75,000	\$150,000.00	In collaboration with the MPO update of the MTP, develop a plan for the US 97 Parkway .
OSU Cascades Campus Transportation Plan	Sept 2013	June 2015	\$20,000	\$20,000	\$40,000.00	In collaboration with the city of Bend, the Governor's Regional Solutions Team and OSU, develop a transportation plan for the new OSU Cascades Campus
Madras - US 97/26 South Corridor Refinement Plan	Sept 2013	June 2015	\$60,000	\$10,000	\$70,000.00	A subarea plan to resolve land use and transportation issues.
Central Oregon Rail Plan Implementation	Sept 2013	June 2015	\$10,000	\$15,000	\$25,000.00	Incorporate the rail crossing and road improvement projects identified in the Rail Plan into

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

						local TSPs.
<b>Region Safety Plan Implementation</b>	July 2014	June 2015	\$10,000	\$15,000	\$25,000.00	As the Region Safety Plan is developed, augment as related to local TSPs
<b>SPR Long Range Planning Total</b>			<b>\$385,000</b>	<b>\$355,000</b>	<b>\$740,000</b>	

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

**13PF440 Region 4 Development Review**

Original (X) Revision ( )

Continuing Project ( ) or New (X)

New, start Date: July 1, 2013

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Jim Bryant

No. of ODOT FTEs Funded: 4

Organization Responsibility: ODOT Region 4 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$121,914	\$13,954	\$135,868
FY 2015	\$121,914	\$13,954	\$135,868
<b>BIENNIAL TOTAL</b>	<b>\$243,828</b>	<b>\$27,908</b>	<b>\$271,736</b>

Consultant Fees: \$0 included in project total

Remarks

**OBJECTIVE**

Implementation of the Oregon Highway Plan's mobility, access management and livability policies through proactive participation in development reviews.

**RELATIONSHIP TO OVERALL PROGRAM**

Local government jurisdictions in Oregon make land use decisions when reviewing proposals to develop property. ODOT Region staff works with local government and land developers to review development proposals in order to determine the impact to the transportation system. Coordination between local government land use actions and state government plans is required by statewide planning goals. This activity is related to the overall ODOT's overall transportation program because of the linkage to the Oregon Highway Plan and the Transportation Planning Rule. The effort is intended to determine the effect development will have on state transportation facilities and establish, when appropriate, mitigation needs created by the development.

**PREVIOUS WORK**

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

**PROPOSED ACTIVITIES AND TASKS**

- Review and analysis of the transportation-related implications of site development plans

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

- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system
- Participation in pre-application meetings held by local government to solicit comment from government agencies
- Acquisition and review of public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCD)
- Communications between ODOT staff and local government representatives to gather relevant information
- Review of provisions of pertinent state and local government land use regulations, including decision criteria for the land use action
- Participate in land use hearings held by local government
- Development of information necessary to appeal local land use decisions
- Consultation with legal counsel regarding ODOT’s position and standing in development reviews
- Preparation of oral and written testimony in development review land use actions
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system
- Consultation with representatives of other state agencies with an interest in the development proposal.

**DELIVERABLES**

Deliverable	Project Start Date	Project End Date or Ongoing	BI Budget
<b>Development &amp; Review:</b>	<b>July 1, 2013</b>	<b>On-Going</b>	<b>\$271,736</b>
Est. Land Use Actions to Review – 400/year	July 1, 2013	On-Going	
Est. Written Responses – 150 /year	July 1, 2013	On-Going	
Est. Pre-application Conferences – 50/year	July 1, 2013	On-Going	
Est. Mitigation Agreements – 5/year	July 1, 2013	On-Going	
<b>TOTAL</b>			<b>\$271,736</b>

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

**14PF450 Region 4 General Planning**

Original (X) Revision ()

Continuing Project () or New (X)

New, start Date: July 1, 2013

Project Manager: Hans Beernink

Crew No: 4002

Supervisor: Jim Bryant

No. of ODOT FTEs Funded: 4

Organization Responsibility: ODOT Region 4 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$ 68,495	\$ 7,840	\$ 76,335
FY 2015	\$ 68,496	\$ 7,840	\$ 76,336
<b>BIENNIAL TOTAL</b>	<b>\$136,991</b>	<b>\$15,680</b>	<b>\$152,671</b>

Consultant Fees: \$0 included in project total

Remarks

**OBJECTIVE**

To collect data and project assistance and overall management of the Region 4 Planning & SPR program.

**RELATIONSHIP TO OVERALL PROGRAM**

This project is intended to assist in developing a coordinated & cooperative transportation planning program between local jurisdictions, state and federal transportation systems.

**PREVIOUS WORK**

Previous work has been performed using both state and federal funds.

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

Tasks	Project Start Date	Project End Date or Ongoing	FY2010 Budget	FY2011 Budget	Biennial Budget
<b>GENERAL PLANNING &amp; SPR PROGRAM MANAGEMENT-PF450-000</b> 1). Provide information and support as requested relating to planning of transportation improvements. 2). Assistance to Local Governments.	July 1, 2013	Ongoing	\$76,335	\$76,336	\$152,671
<b>TOTAL</b>			<b>\$76,335</b>	<b>\$76,336</b>	<b>\$152,671</b>

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

**14PF501 Walla-Walla Valley MPO Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

Project Manager: Teresa Penninger

Crew No: 5821

Supervisor: Monte Grove

No. of ODOT FTEs Funded: 0

Organization Responsibility: Region 5 Planning and Programming

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	PL	STATE	TOTAL
FY 2014	\$17,650	\$2,020	\$19,670
FY 2015	\$17,650	\$2,020	\$19,670
<b>BIENNIAL TOTAL</b>	<b>\$35,300</b>	<b>\$4,040</b>	<b>\$39,340</b>

FED 5303 TOTAL ESTIMATE	FED 5303	OTHER	TOTAL
FY 2014	\$3,303	\$ 826	\$4,129
FY 2015	\$3,303	\$ 826	\$4,129
<b>BIENNIAL TOTAL</b>	<b>\$6,606</b>	<b>\$1,652</b>	<b>\$8,258</b>

Consultant Fees: ( ) included in project total

Remarks

**Refer to UPWP where tasks and deliverables information is provided.**

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

**14PF520 Region 5 Long Range Planning**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

Crew No: 5821  
 No. ODOT FTEs Funded: 1.1

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$293,866	\$33,634	\$327,500
FY 2015	\$293,866	\$33,634	\$327,500
<b>BIENNIAL TOTAL</b>	<b>\$587,732</b>	<b>\$67,268</b>	<b>\$655,000</b>

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

Remarks

**OBJECTIVE**

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

**RELATIONSHIP TO OVERALL PROGRAM**

The project's relationship to the SPR program is found in the stated purposes for SPR funding, including engineering and economic surveys and investigations, the planning of future highway and local public transportation systems, the implementation of management systems, and studies of the economy safety and convenience of highway usage.

**PREVIOUS WORK**

Substantial previous work has been performed on aspects of the project with State Gas Tax Funds and federal funds. This has included investigation of aspects of engineering,

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

environmental and economic conditions and related mitigation and alternative modes relevant to highway usage. This work has investigated the relationship between transportation and land use in transportation corridors. It has defined and documented alternatives evaluated in corridor plans, transportation system plans and corridor refinement plans, and recommended preferred alternatives for further study.

## **PROPOSED ACTIVITIES AND TASKS**

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

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

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

## **DELIVERABLES (Anticipated Quarter to be completed)**

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

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

Deliverables	Project Start Date	Project End Date	Budget
<b>Transportation System Plans</b>			
<b>MPO Support/TSP Updates:</b> Represent ODOT on local technical advisory committees and county coordinating committee meetings, and participation on other locally initiated planning projects. Provide technical assistance and respond to questions from local governments regarding transportation and land use plans.	July 1, 2013	June 30, 2015	\$35,000
<b>Refinement Plans</b>			
<b>US 30/Pocohantas Road (Baker City) Refinement Plan:</b> Identify opportunities to improve operations and safety at the intersection including bicycle and pedestrian facilities along corridor.	July 1, 2013	June 30, 2015	\$190,000
<b>Region 5 Bicycle/Pedestrian Plan:</b> Identify opportunities and prioritize bicycle and pedestrian improvements along state highways in the Region. Includes refinement of top priority projects.	July 1, 2013	June 30, 2014	\$50,000
<b>Wallowa Lake Bicycle &amp; Pedestrian Plan:</b> Identify opportunities to improve bicycle and pedestrian facilities around Wallowa Lake to improve safety.	July 1, 2013	June 30, 2015	\$150,000
<b>Umatilla Army Depot IAMP:</b> Identify opportunities to improve operations and safety within the interchange area and provide adequate assurance of the safe and efficient function of the facility as properties develop over the next 20 years.	July 1, 2013	June 30, 2015	\$170,000
<b>Region 5 Public Transit Plan:</b> Identify opportunities to improve public transit services and facilities in the Region.	July 1, 2013	June 30, 2015	\$60,000
		<b>TOTAL</b>	<b>\$655,000</b>

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

**14PF540 Region 5 Development Review**

Original (X) Revision ( )

Continuing Project (X) or New ( )

New, start Date: July 1, 2013

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

Crew No: 5821  
 No. ODOT FTEs Funded: 0.25

Others Involved:

Summary of Project Costs

TOTAL ESTIMATE	FEDERAL	STATE	TOTAL
FY 2014	\$20,189	\$2,311	\$22,500
FY 2015	\$20,189	\$2,311	\$22,500
<b>BIENNIAL TOTAL</b>	<b>\$40,378</b>	<b>\$4,622</b>	<b>\$45,000</b>

Consultant Fees: ( ) included in project total

Remarks

**OBJECTIVE**

Implementation of the Oregon Highway Plan’s mobility, access management and livability policies through proactive participation in development reviews.

**RELATIONSHIP TO OVERALL PROGRAM**

Local government jurisdictions in Oregon make land use decisions when reviewing proposals to develop property. ODOT Region staff works with local government and land developers to review development proposals in order to determine the impact to the transportation system. Coordination between local government land use actions and state government plans is required by statewide planning goals. This activity is related to the overall ODOT’s overall transportation program because of the linkage to the Oregon Highway Plan and the Transportation Planning Rule. The effort is intended to determine the effect development will have on state transportation facilities and establish, when appropriate, mitigation needs created by the development.

**PREVIOUS WORK**

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

**PROPOSED ACTIVITIES AND TASKS**

- Review and analysis of the transportation-related implications of site development plans

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

- Review and analysis of traffic impact studies prepared by applicants to determine the extent of impact to the state transportation system
- Participation in pre-application meetings held by local government to solicit comment from government agencies
- Acquisition and review of public notices provided by local government and the Oregon Department of Land Conservation and Development (DLCD)
- Communications between ODOT staff and local government representatives to gather relevant information
- Review of provisions of pertinent state and local government land use regulations, including decision criteria for the land use action
- Participate in land use hearings held by local government
- Development of information necessary to appeal local land use decisions
- Consultation with legal counsel regarding ODOT’s position and standing in development reviews
- Preparation of oral and written testimony in development review land use actions
- Negotiations with local government representatives and developer representatives to address mitigation of impacts to the state transportation system
- Consultation with representatives of other state agencies with an interest in the development proposal
- Project Team & Access Management Team participation and review

**DELIVERABLES (Anticipated Quarter to be completed)**

Proposed Activities and Tasks	Project Start Date	Project End Date or Ongoing	Budget
<b>Development Review Notices:</b>	July 1, 2013	On-going	<b>\$35,000</b>
Estimated Land Use Actions to Review:225			
Estimated Written Responses:15			
Estimated Pre-application Conferences:15			
Estimated Mitigation Agreements: 0			
<b>Aggregate Planning:</b> Work with local governments to update aggregate resource inventories in land use plans to streamline permit process for transportation project delivery.	July 1, 2013	On-going	<b>\$10,000</b>
<b>TOTAL</b>			<b>\$45,000</b>