2017–19 Presentation Document

Oregon Department of Transportation
Matthew L. Garrett, Director

Budget Presentation to

Joint Ways and Means Subcommittee on Transportation and Economic Development

Oregon Department of Transportation

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Oregon
Kate Brown, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301
Phone: (503) 986-3289
Fax: (503) 986-3432

DATE: **March 2, 2017**

TO: Joint Ways and Means Subcommittee on Transportation and Economic Development

FROM: Matthew L. Garrett
Director, Oregon Department of Transportation

SUBJECT: ODOT Agency Overview

BACKGROUND

The Oregon Department of Transportation (ODOT), established in 1969, develops and implements programs related to Oregon's system of highways, roads, and bridges; bicycle and pedestrian facilities; passenger and freight railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation. The department is organized into seven divisions: Highway, Transportation Development, Rail and Public Transit, Transportation Safety, Driver and Motor Vehicle Services, Motor Carrier Transportation and Central Services.

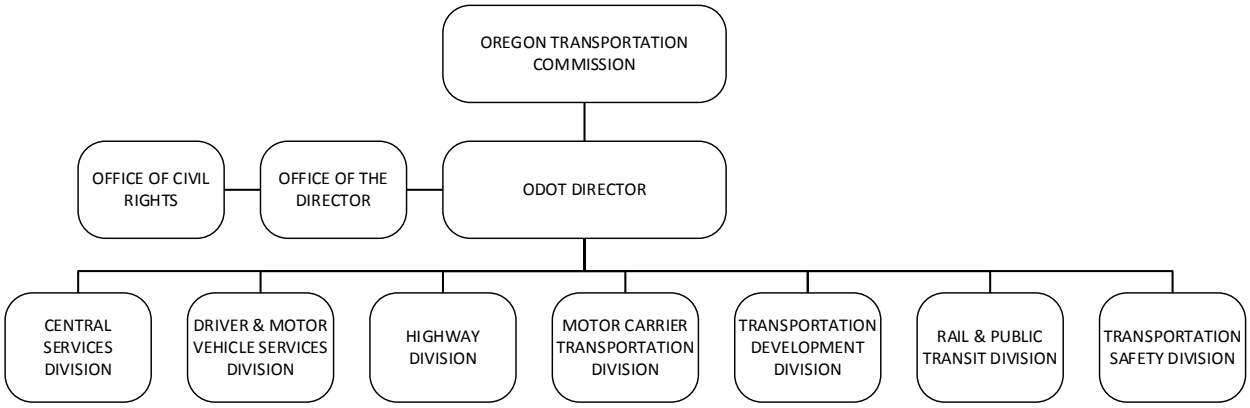
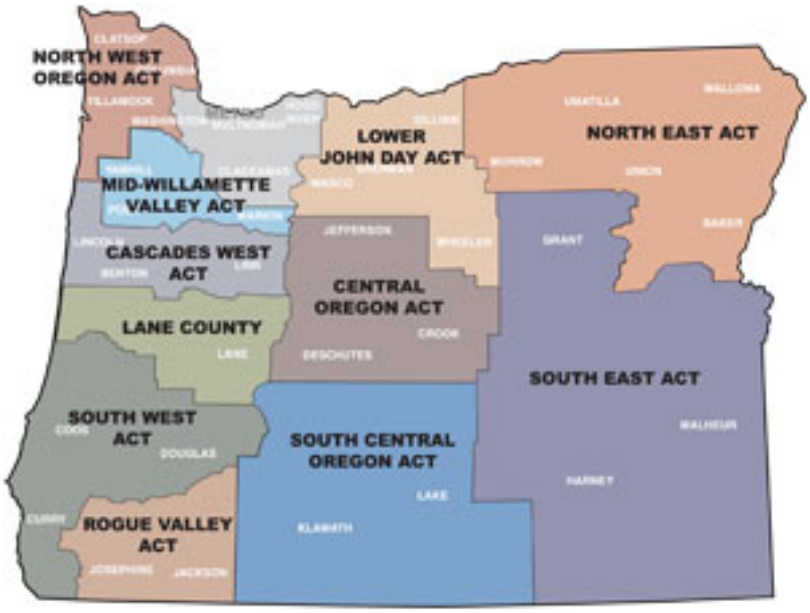


Figure 1: Organizational Chart

ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT's goals are to improve safety, move people and goods efficiently, preserve and maintain our existing transportation infrastructure, and improve Oregon's livability and economic prosperity.

ODOT is governed by the Oregon Transportation Commission (OTC), a five-member, governor-appointed, volunteer citizen board that establishes state transportation policy. The commission charters and is advised by twelve (12) Area Commissions on Transportation (ACTs) who represent geographic regions of the state and consider regional and local transportation-related issues.



The OTC adopted the current Oregon Transportation Plan (OTP) in 2006 http://www.oregon.gov/ODOT/TD/TP/docs/otp/executivesummary.pdf. The OTP is the state's long-range multimodal transportation plan and the overarching policy document among a series of plans that together form the state transportation system plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of Oregon's airports, bicycle and pedestrian facilities, highway and roadways, pipelines, ports and waterway facilities, public transportation and railroads through 2030.

The State of the System report provides information on the transportation system and ODOT's progress toward implementing the Oregon Transportation Plan. ODOT publishes the biennial report online at:
http://www.oregon.gov/ODOT/TD/docs/stateofthesystem/2014_State_of_System_WEB.pdf.

The OTC also adopts the Statewide Transportation Improvement Program (STIP) every two years, which is the funding and scheduling document for road, transit and bicycle/pedestrian projects in Oregon (ftp://ftp.odot.state.or.us/outgoing/STIP/OnlineSTIP_Public.pdf). It lists all state and federally funded projects that will be undertaken for the next four years. The STIP is developed through the coordinated efforts of ODOT, federal agencies, local governments, tribal governments, metropolitan planning organizations (MPO), advisory groups, port districts, transit districts, and the public. The STIP only includes projects for which committed funding is available.

ACTs play a key role in selecting projects. ACTs meet regularly to prioritize transportation problems and solutions and recommend projects in their areas to be included in the STIP. In addition, advisory committees and task forces made up of local government officials, members of the public, and business and industry help ODOT and the OTC inform policy and select projects for all modes of transportation.

ACHIEVEMENTS

Oregon's transportation system contributes to virtually everything of value in our economy and lives, from connecting business to markets, to bringing jobs, education, healthcare, recreation and government services within the reach of Oregonians.

Delivering Investments

In recent years, ODOT has delivered on major investments provided by the Oregon Legislature and the federal government. In the process, ODOT has enhanced Oregon's transportation system, developed innovative new ways to streamline project delivery and become a more sustainable and multimodal transportation agency.

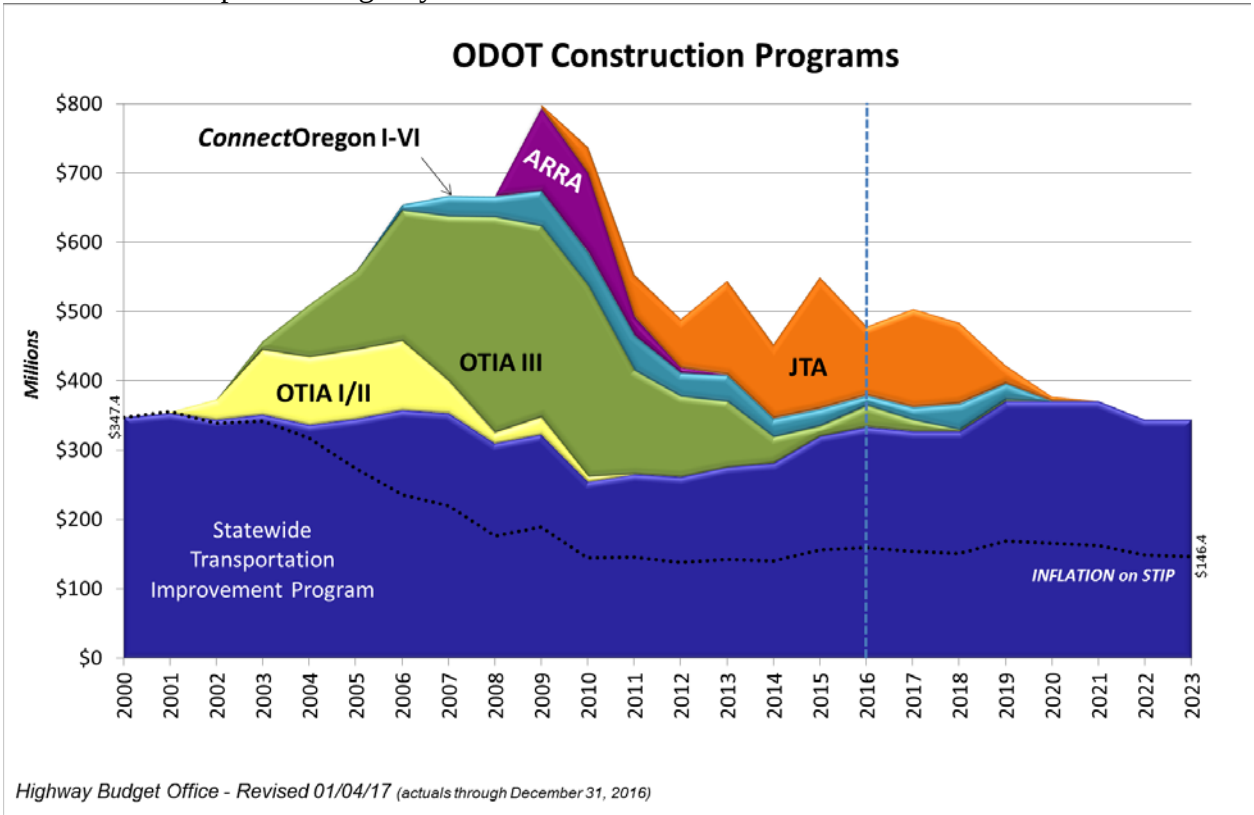


Figure 2: ODOT Construction Programs

Oregon Transportation Investment Act

Between 2001 and 2003, the Oregon Legislature passed a series of funding packages, known as the Oregon Transportation Investment Act. OTIA I & II delivered new capacity, lanes, and interchanges as well as paving and bridge work.

The 2003 OTIA III State Bridge Delivery Program leaves a legacy of 149 bridges replaced and 122 repaired on time and under budget. Through the bridge program, businesses and individuals have earned more than $1 billion after taxes since work started in 2003. Based on current estimates, about 86% of the program's contracts were awarded to Oregon-based firms. Throughout the bridge program, ODOT was committed to increasing the participation of disadvantaged, minority, women and emerging small businesses and paid $184 million to disadvantaged, minority-owned, woman-owned and emerging small business construction and design firms.

2009 Jobs and Transportation Act

The Oregon Legislature through the 2009 Jobs and Transportation Act (JTA) made a significant investment in Oregon's transportation system.

The legislature directed ODOT to spend $960 million, the majority of its additional JTA funding, on 37 specific highway projects across the state and for 14 projects identified by twelve local governments in eastern Oregon. Twenty-nine projects are complete. The remaining projects are underway and will be completed over the next four years.

Of the 51 original projects funded under JTA only nine projects will still be under construction after this year.

***Connect*Oregon**

In 2005, the Oregon Legislature created the *Connect*Oregon program to invest in air, marine, rail, and public transit infrastructure improvements. The program provides grants and loans to non-highway transportation projects that promote economic development in Oregon. The program is critical to attracting and sustaining businesses and jobs in Oregon and ensuring the state builds strong connections to world markets.

The OTC approves *Connect*Oregon projects for funding with input from 11 review committees made up of ACT members, local government officials, members of the public and business people. Five regional committees and five modal committees (aviation, marine, rail, transit and freight) each review projects within their areas of expertise or regional knowledge. The Final Review Committee, comprised of representatives of the regional and modal committees, reviews and prioritizes all projects based on a consensus process.

The *Connect*Oregon program guarantees a minimum of 10 percent of the total fund be invested in each of five legislatively designated *Connect*Oregon regions, ensuring investments are made across the state.

Between 2005 and 2015, the Oregon Legislature funded six cycles of *Connect*Oregon projects with lottery-backed bonds totaling $427 million invested non-highway transportation projects statewide.

The overall investment in *Connect*Oregon leveraged nearly $700 million in other funds and supports multimodal connections and better integrates transportation system components; this in turn improves the flow of commerce and promotes economic development. Put simply, investing in Oregon's transportation system produces enormous economic returns for people and businesses in Oregon.

In 2015 the legislature authorized $35 million in general fund backed General Obligation bonds for six safety projects.

*Connect*Oregon *VII*

The Governor's Budget for the 2017-2019 biennium recommends $71.1 million in lottery bonds for the *Connect*Oregon VII program.

Delivering Innovation and Efficiencies

Oregon has a tradition of thinking ahead to meet transportation challenges. ODOT has made fundamental changes to our business through technology and innovation to save time and money while continuing to deliver on our mission.

ODOT has successfully completed the Oregon Transportation Investment Act (OTIA) III Bridge Program which was a $1.3 billion investment in our state bridges. ODOT was able to bundle bridges together, gain programmatic environmental permitting, use innovative construction techniques while engaging our local communities.

Mobile Mapping

Mobile mapping technology uses light detection and ranging (LiDAR) equipment to gather highly detailed survey-grade geospatial data. The data collected – on the order of hundreds of thousands of points per second – is exponentially more than traditional survey methods. Use of LiDAR equipment makes surveyor time more efficient and reduces exposure to risks inherent to roadway surveying and travel.

The primary benefits of mobile mapping are found through reduced labor and transportation costs. Because mobile mapping provides a detailed and data-rich model of the project area that is accessible at any time, it alleviates the need for additional site visits that are often required when traditional survey methods are used. As a result, ODOT saw an average net benefit of over $1 million per year.

OSU also analyzed social benefits, such as reductions in emissions and safety risks, which increased the return by approximately $130,000 annually. This makes ODOT's total return on investment $322 for every $1 spent.

Automated Machine Guidance (AMG) and 3D Engineering Models

When automated methods are used, GPS sensors on construction machinery allow an on-board computer to calculate the position of the machinery with respect to the 3D design in real space and time. This ensures conformity with the design and generates connections between planning, design and construction phases of a project. It also fosters greater efficiency for the contractor, which has led to reduced bid prices.

ODOT has supplied 3D engineered models for 10 projects that also used automated machine guidance; three of those projects are complete. Analysis of the associated bid proposals and the cost of implementation result in an average net benefit to ODOT exceeding $1.5 million, with an expectation of increase as more projects use these technologies.

The use of 3D engineered models by ODOT designers has allowed ODOT contractors to invest in and use AMG technology, producing significant efficiencies. For every $1 spent by ODOT on 3D engineered models, the equivalent of $2,294 of benefit is gained in reduced construction costs. This dramatic finding indicates significant public funds savings which far outweighs the small investment required to champion these technologies.

The Maintenance Innovation Program helps encourage sharing of maintenance practices, ideas and innovations across the state that focus on efficiency, cost savings, sustainability and safety.

Introduction of Salt through a five-year pilot project is being used to help evaluate the use of solid salt in improving winter road conditions. The pilot is currently focused on I-5 over the Siskiyou Pass in southern Oregon and US 95 in southeastern Oregon. ODOT is moving forward with expanding the pilot areas to include I-5 from the California border to Canyonville and I-84 from the Idaho border to Boardman. So far ODOT has found that the use of solid salt has helped with reduced crashes and traffic delays and the cost of using solid salt is less per ton and per lane mile than liquid magnesium chloride. Continual monitoring for both environmental and infrastructure impacts, such as bridge deck and concrete deterioration, are on-going.

ODOT and Oregon Department of Fish and Wildlife (ODFW) have implemented a Culvert Repair Programmatic Agreement that allows ODOT to make specific short-term repairs to culverts without having to meet full fish passage criteria. This allows ODOT to make critical repairs to aging culverts in a cost effective manner, while improving fish passage. As part of the agreement, ODOT is contributing $1.8 million into an ODFW managed account that will fund five of the highest priority fish passage projects that will allow ODFW to make strategic improvements to the watershed.

Green Light Preclearance

The Green Light truck preclearance system uses a combination of high speed weigh-in-motion, an automated vehicle identification device (transponder) and a computer system to weigh trucks at highway speeds. A computer takes in the information, verifies the truck size and weight, checks the carrier's registration and safety records and sends a green light back to the vehicle if the truck is good to go past the weigh station. Green Light precleared its 22 millionth truck since its beginning 17 years ago. We estimate that the program has saved truckers 1.9 million hours of travel time and $224 million in operating costs as they cleared Oregon weigh stations without having to slow or stop. The program is currently serving 5,400 trucking companies with 51,849 trucks equipped with transponders.

Road Usage Charge Program

For almost a century, Oregonians have blazed the user-pays trail to preserve and improve Oregon roads with the first fuels tax in 1919 and the first road user tax in 2015. In recent years, diminishing fuel tax returns led Oregon decision-makers back to the drawing board to create a more reliable source of revenue. To develop a better way to fund Oregon's roads and highways, the Oregon Legislature convened an independent body of state legislators, transportation commissioners, local government officials and citizens called the Road User Fee Task Force. This task force examined the challenges and benefits of a mileage-based road user charge system.

The resulting Road Usage Charge (RUC) Program, created legislatively in 2013, authorizes the Oregon Department of Transportation to assess a per-mile charge for volunteer drivers of cars and light-duty commercial vehicles of:

- Up to 1,500 vehicles rated at less than 17 mpg.

- Up to 1,500 rated from 17 to less than 22 mpg.
- No more than 5,000 vehicles total.

The volunteer program began operation July 1, 2015. The road usage charge is set at 1.5 cents per mile. Volunteers will get a credit on their bill to offset the fuel tax they pay at the pump. Volunteers have their choice of three secure mileage-reporting options offered by ODOT's private-sector partners and volunteers' personal information will be kept secure and private.

Oregon is the first state in the U.S. to adopt a road usage charge program. In addition to Oregon, several other states are developing pay-per-mile programs. California recently passed a bill authorizing its own road usage charge demonstration program. Washington State is studying and testing concepts similar to Oregon's program. Oregon is a member of the Western Road Usage Charge Consortium, an 11-state research collective examining a per-mile or road usage charge as a regional policy in the West. Elsewhere in the nation Indiana, Wisconsin, Michigan, Illinois, Maine, Delaware and Florida are studying or investigating per-mile charge for roads.

Focusing on all users of the transportation system

The Oregon Transportation Plan (OTP) considers all modes of Oregon's transportation system as a single system. The plan's vision defines the kind of transportation future Oregon wants to build and the outcomes Oregon wants to achieve, which includes integrating the transportation system across modes. Other modal and topic plans further refine and implement the OTP's goals, policies, strategies and key initiatives.

The OTP and its accompanying modal and topic plans such as Freight, Rail, Aviation, Transportation Options, Safety Action and the Public Transportation Plan provide the vision and policy direction for the State of Oregon not just the Oregon Department of Transportation. ODOT has nine primary statewide plans that guide state transportation decision making and investment. For more information on Oregon's transportation plans or the relationship between them, visit the new ODOT OR-Plan site, a one-stop interactive resource on the state plans and policies (http://www.oregon.gov/ODOT/TD/TP/Pages/OR-Plan.aspx).

Bicycle and Pedestrian Mode Plan

In May of 2016 the Oregon Transportation Commission adopted the Oregon Bicycle and Pedestrian Plan. This plan, like other ODOT topic and mode plans, provides a vision and a policy framework for decision making and investment strategies within the context of the transportation system as a whole and further refines and implements the Oregon Transportation Plan. Bicycle and pedestrian networks are recognized as integral elements of the transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.

The Oregon Freight Plan

The Oregon Freight Plan is an element of the Oregon Transportation Plan. The purpose of the Oregon Freight Plan is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses. The Oregon Freight Plan is a resource designed to guide freight-related operation, maintenance and investment decisions.

The plan documents the economic importance of freight movement in Oregon, identifies transportation networks important to freight-dependent industries and recommends multimodal strategies to increase strategic freight system efficiency. Oregon is the ninth most trade-dependent state in the nation demonstrating the importance to the state's economy of efficiently transporting Oregon products to world markets. The freight plan can be found at http://www.oregon.gov/ODOT/TD/TP/docs/ofp/ofp.pdf.

State Rail Plan
The Oregon Transportation Commission adopted the 2014 Oregon State Rail Plan in September 2014. This plan, like other ODOT topic and mode plans, provides a vision and a policy framework for decision making and investment strategies within the context of the transportation system as a whole and further refines and implements the Oregon Transportation Plan.

Oregon recognizes the unique opportunities public- and private-sector collaboration presents and has a vested interest in proactively planning for the rail system's future so that Oregon's residents and businesses can capitalize on the many benefits freight and passenger rail services provide.

TODAY'S OPPORTUNITIES AND CHALLENGES

Driver and Motor Vehicle Services (DMV)
Oregon DMV is the face of state government for new residents and long-time Oregonians who need a driver license, ID card or vehicle title and registration. DMV receives high marks from customer satisfaction surveys, even though computer systems and technologies used by employees are obsolete and inflexible. A major challenge for DMV is its paper-intensive business processes and legacy computer systems that are costly to maintain and time-consuming to change. DMV is in the process of procuring a modern computer system, but must continue to operate with existing systems until the transition is complete.

Oregon's economy and in-migration are strong, which brings additional customer contacts and transaction workload for DMV. The surrender of out of state licenses continues to be a growth area for the state. Cumulatively, over 93,000 people turned in their licenses from other states and Canada in 2016. This is the highest number of surrendered licenses in recent history. As a result, customer wait times and document processing times have increased despite efforts to increase efficiencies with existing staff. Other than additional staff for the Service Transformation Program, DMV is operating at the same level of FTE as 2003-2005 biennium staffing levels in compliance of agency right sizing. In addition to these challenges, three cost studies of DMV products and services have shown that fees are not fully recovering costs in many areas.

Customer Service Task Force
In 2014, the Legislature established a Task Force on Transportation and Customer Service Efficiency to study the efficiency of customer services provided by DMV. Many of the task force recommendations were implemented such as:

- Initial funding to replace computer systems for the Service Transformation Program (STP).
- All DMV field offices now accept payment by credit or debit card.

- Customer wait times are now viewable online for 37 of the 60 DMV field offices.
- State law allows law enforcement to accept a printed receipt from an online vehicle registration renewal as proof of replacement sticker purchase.

Service Transformation Program
The greatest opportunity for DMV is the Service Transformation Program (STP). This $90 million multi-biennium initiative will enable DMV to replace obsolete computer systems, adopt new business processes, and create new online and self-service options for customers. The current biennium funding enabled a series of readiness activities such as establishing a program governance structure, hiring and training project staff, defining business requirements, and completing critical procurement steps for experienced consultants. State Gate III approval from the Oregon State Chief Information Office (OSCIO) is anticipated once a contract for a Commercial Off-the-Shelf (COTS) computer system is ready for signature. The agency is requesting legislative approval to continue funding STP through the 2017-19 biennium.

Intercity passenger rail in Oregon
Oregon has sponsored intercity passenger service between Eugene and Portland as part of the service in the Pacific Northwest Rail Corridor between Eugene and Vancouver, BC, since 1994. Intercity passenger rail services provide transportation options and reduce highway costs.

In 2007, the legislature dedicated a revenue source for passenger rail from custom license plates fees, reducing its reliance on the General Fund for the first time since the service began. However, ODOT still faces challenges in funding to continue investments in rail infrastructure and ensure Oregon's passenger rail service continues. Passenger rail, like other forms of public transportation, lacks adequate, dedicated and sustainable funding for capital and operating needs and frequently lacks the state funds needed to leverage federal funds.

Currently, the forecast revenues are below the estimated program cost. ODOT is requesting approximately $8.7 million in General Fund to continue intercity passenger service in Oregon.

Expansion of public transportation service and ridership
Oregon's public transportation system providers, both large and small, deliver over 129.7 million annual trips across the state. A fleet of more than 2,000 publically owned transit vehicles serve Oregon, about 800 in the Portland Metro area, 400 in other urban systems and 800 around the state in rural communities. Resources authorized by the legislature helped purchase about half of the vehicles.

Uncertain and episodic funding means that existing transit service cannot grow to address demand in terms of hours of service, frequency of service or additional routes. Transit systems in Oregon increased their ridership each year until 2012 when large systems had to constrict services due to reductions in local tax revenue and exhaustion of capital reserves caused by the recession.

Senior and Disabled Transit Services
The Governor included $8.6 million in general funds in her 2017-19 budget for ongoing funding of senior and disabled transit services, a reduction from the $9.4 million allocated in the 2015-17

biennium. Overall, the 2017-19 Special Transportation Fund budget is down 9.7% percent compared to the previous biennium. Funds are distributed to local transit providers to provide these services. The budget reduction will result in public transportation service cuts to Elderly and Disabled Oregonians, delay replacement of aging vehicles and make it difficult for transit providers to meet local match requirements to leverage additional federal funds.

Safety

While Oregon has made incredible strides in reducing the number and severity of motor vehicle crashes, these crashes continue to inflict a terrible toll. After decades of steady decline, preliminary figures for fatalities on Oregon roads in 2016 show a 10 percent increase over 2015, following a 24 percent increase over the 2014 tally. The bottom line is the past two years of increases have wiped out over a decade's worth of decline in traffic fatalities.

We know people were driving more in 2016. The first 10 months of data for vehicle miles traveled (VMT) in 2016 are up by 3.3 percent compared to the same time in 2015. The rebounding economy as well as lower gas prices helped put more vehicles on the road. Studies show a direct correlation between increased VMT and increased highway fatalities but a VMT increase is not the only factor.

The state's goal is zero fatalities on Oregon's roads. Our fatality rate (the number of people who are killed compared to the number of vehicle miles traveled) is above the national average for the first time since 1998. Continued vigilance is necessary to turn this trend around.

Uncertain Fiscal Landscape

A number of key trends create fiscal uncertainty for Oregon's transportation system at the state and local levels.

Uncertain Federal Funding

Because the federal gas tax has not been increased since 1993, the federal Highway Trust Fund is taking in far less in user fee revenue than it is paying out, creating a long-term structural deficit. Unless Congress takes action to find additional long-term revenue, federal highway funding is at risk of being cut by upwards of 30 percent, and federal transit revenue is at risk of being cut more than 60 percent when the current surface transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act, expires in fall of 2020. This funding uncertainty makes it difficult for the state and local governments to plan and develop transportation projects into the future.

State Highway Fund constraints

The Oregon Legislature has made significant investments in the state's transportation system through the Jobs and Transportation Act and the three Oregon Transportation Investment Acts (OTIA). Under these programs, ODOT and local governments have delivered hundreds of important projects that have improved safety, created a more efficient freight transportation system, preserved critical transportation assets and improved the livability of Oregon's communities. However, most of these investment packages were one-time infusions funded through bonding rather than providing long term sustainable funding. As a result, the State Highway Fund is essentially fully committed to debt service, highway maintenance work and agency operations. That

means federal money is the main, and uncertain, source of funding for highway construction projects once the Jobs and Transportation Act projects are complete in the near future.

Inflation and fuel efficiency
Transportation funding is being hit by two major factors that are eroding revenue streams, particularly the gas tax.

Most taxes increase over time as incomes, property values, and prices rise, but the sources of funding for the State Highway Fund—the gas tax, driver and motor vehicle fees, and weight-mile tax— are all set at a flat rate, so inflation erodes them over time. As a result, the state gas tax has already lost about 12% of its purchasing power since it was last raised in 2011. Due to increased federal fuel efficiency standards, vehicles are becoming more efficient and using less gas for every mile they travel. Even as people are driving more and more miles on Oregon roads, ODOT projects that total gas tax revenue will begin declining in about 2020 and continue declining into the future, even before adjusting for inflation. The Legislature would need to increase the gas tax by 6.2 cents per gallon to make up for the combined effects of inflation and fuel efficiency since Oregon's gas tax was increased to 30 cents on January 1, 2011.

Funding for non-highway modes
Funding for rail, public transportation, ports and non-roadway bicycle paths and walkway projects has been intermittent. There is no adequate, sustainable, long term dedicated funding for non-highway projects and programs. For example, the state provides just 4% of public transportation spending in Oregon, with per capita spending far below the national average, leaving public transportation reliant on federal and local funds. Similarly, the Legislature's investment of lottery bonds in six rounds of the *Connect*Oregon program has provided significant investments in non-highway modes. However, competition for lottery funds has reduced funding in the first three rounds of the program from $100 million a biennium to an average of $42 million in the last three biennia.

Impacts to the Transportation System
All of these forces combine to reduce the resources ODOT and local governments can rely on to preserve and improve the transportation system in coming years. Over the next several years, as the JTA projects reach completion, the agency's construction program will drop off significantly. Cities and counties are also seriously impacted by these trends as they receive funds from the same resources as ODOT as well as local revenues and other federal funds. In the long term, the condition and performance of the transportation system will be diminished without a source of sustainable revenue.

System preservation and maintenance – Preserving the Asset
Life cycle management, through maintenance, preservation and replacement of assets, is an essential focus for Oregon's transportation system. Timely maintenance and preservation activities extend a facility's useful life and help avoid more expensive repairs or reconstruction. Significant aspects of Oregon's highway infrastructure assets are near or beyond their expected useful life. These assets include bridges, pavement, tunnels and culverts.

Pavement
The cost for a typical lane mile of highway pavement receiving preservation, rehabilitation or reconstruction treatment ranges from $200,000 to $1.5 million. Timely treatments reduce costs over the life cycle, but when funds do not meet needs, treatment must be deferred. This results in higher costs for repairs when pavement conditions decline. The gap between pavement needs and what can presently be funded means that increasing miles of pavement will slip from good condition to fair or poor condition, resulting in higher costs per lane mile to rehabilitate or reconstruct the pavement. Oregon needs to invest a significant portion of resources in maintenance and preservation to avoid more costly reconstruction in the future.

Bridges
Due to the age of Oregon's bridge inventory, a disproportionately large group of bridges will require major rehabilitation or replacement within a relatively short period in the coming decades. With limited funding for repair and replacement, some bridges will face weight restrictions or temporary lane closures. These conditions can negatively affect Oregon's economy and inconvenience highway users. The Oregon Transportation Investment Acts (OTIA) enabled Oregon to reduce backlogs in bridge and pavement needs, but the needs continue to multiply. The waves of significant additional infrastructure construction that occurred 50-80 years ago mean a disproportionately large number of bridges will require replacement or major rehabilitation work to keep them fully functional.

Additional Risks
Oregon transportation seismic vulnerability
In the event of an earthquake and tsunami, a resilient transportation network is necessary for re-establishing critical connections for emergency response, medical and shelter facilities, population centers, energy and communications facilities and freight needs for response and economic recovery. The Oregon Resilience Plan assessed the seismic integrity of Oregon's multimodal transportation system and characterized the work considered necessary to restore and maintain transportation lifeline routes after a Cascadia earthquake and tsunami. The Oregon Resilience Plan emphasizes the physical infrastructure needed to support business and community continuity. The policy recommendations, if implemented over the next 50 years, will enhance infrastructure reliability, help preserve communities and protect the state economy.

As part of this work, ODOT assessed the vulnerabilities of the highway system, considered links to critical facilities and prioritized routes for investments in improved resilience. The focus of the effort was on preparation for response and recovery from a major Cascadia Subduction Zone earthquake and related events. The result was a recommended "Backbone" system of lifeline routes. The findings were incorporated into an Oregon Highways Seismic PLUS Report that describes the types of retrofits required to address bridge, landslide and other hazards that can be mitigated. Implementation of the Seismic PLUS program would make the state highway system resilient in the face of an earthquake, allowing more effective response and reducing economic impact. The Oregon Highways Seismic PLUS Report is published online at:
http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/2014_Seismic_Plus_Report.pdf.

SUMMARY

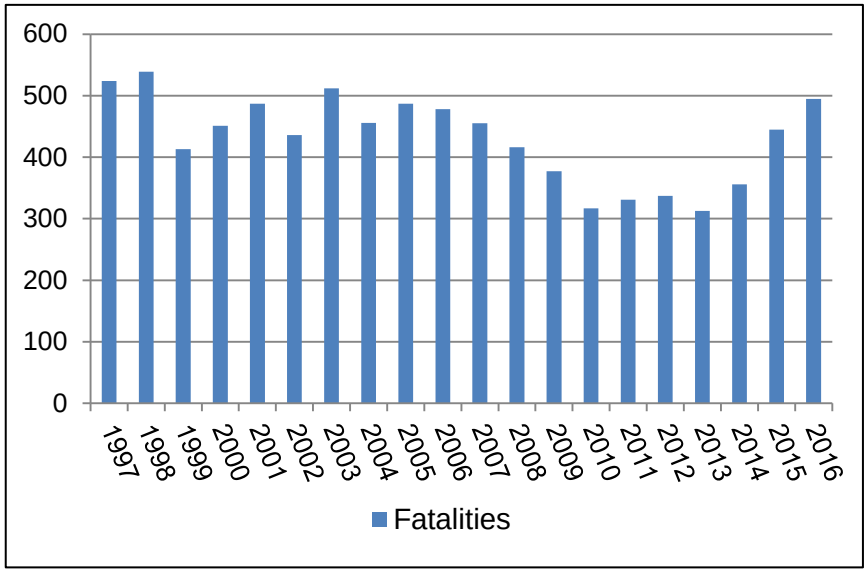
ODOT is proud of its work delivering safe and efficient transportation infrastructure, ensuring livable communities and supporting economic development for Oregonians. ODOT will strive to meet the challenges facing Oregon's transportation system in the coming years through continued innovation and progressive policies.

Mission, Goals and Historical Perspective

Our vision is zero; zero loss of life, zero injuries, and zero incidents. There is no other acceptable number when it comes to human life. We are focused statewide for all of our ODOT employees and everyone that uses the transportation system in our great state.

The Transportation Safety Division, formerly called the Oregon Traffic Safety Commission, was established in 1967 in response to the Highway Safety Act of 1966 passed by Congress. The Division is expected to organize, plan, and conduct a statewide transportation safety program by coordinating activities and programs with other state agencies, local agencies, non-profit groups and the private sector. It serves as a clearinghouse for transportation safety materials and information and cooperates and encourages research and special studies to support legislative initiatives and new programs. Over time the Legislature, OTC, and ODOT Director have added responsibilities to the Division:

- motorcyclist safety training in the mid-1980's (TEAM Oregon)
- work zone safety (education and enforcement)
- bicyclist safety programs
- youth (K – 8) statewide traffic safety injury prevention programs
- driver education for teens in 1999
- safe routes to schools (education, enforcement, infrastructure, encouragement, and evaluation)
- employee safety (for all of ODOT's employees and customers)



Oregon continues to be a pioneer in traffic safety. In 2010 and again in 2013, we were able to achieve a level of traffic fatalities that had not been achieved since 1944. Traffic fatalities have increased the last two-plus years, essentially erasing a decade of declining totals. All of our projects throughout the state are aimed at influencing safer travel, safer roadways, safer employees, and safer drivers. The successes of Oregon can be attributed to strong partnerships and commitments of the many safety programs, safer engineering, education, law enforcement (4E's), and Oregonians' personal commitment to make our state a safe place to work and live.

Program Description

Impaired Driving Program

This program continues a strong commitment to safety through effective coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. The work of the division and other agencies is guided by the input from the Governor's Advisory Committee on DUII. The division's programs work to direct resources, leverage community strengths, advise policy and promote creative solutions toward reducing incidents of impaired driving, which can involve alcohol, prescription drugs, over-the-counter medications, controlled and other non-controlled substances. Key programs include High Visibility Enforcement, enhanced accountability for offenders, support and guidance for specialty/treatment courts that supervise repeat DUII offenders, improved DUII training for officers and prosecutors, Drug Recognition Expert training, education for youth on the dangers and consequences of impaired driving, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving.

Oregon Motorcycle Safety Program

The motorcycle safety program provides one of the nation's strongest comprehensive motorcycle safety programs. The program is committed to providing a premier rider education program. It encompasses safer, smarter and more skillful operation, effective legislation and regulation, highway engineering safety, law enforcement coordination and visibility of motorcyclists in traffic. Elements of the program support a variety of media efforts to improve public awareness of motorcycle crash problems. Oregon advocates all riders to take the TEAM OREGON beginning and continuous motorcycle safety training. The division approves the classroom and on-motorcycle range curriculum for Oregon. The division covers approximately $72 per motorcyclist class registration for beginner and intermediate courses.

Driver Education Program

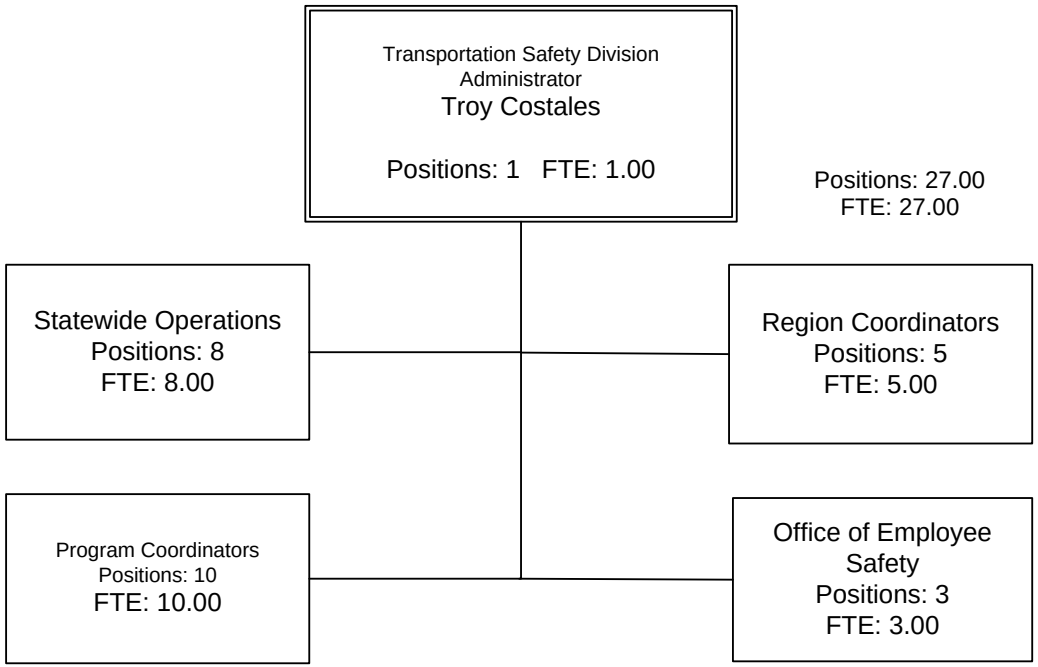
The program is committed to teaching comprehensive driver safety and awareness to young motorists. Oregon has been successful in reducing youth fatalities because of this critical focus, and we continue to educate youth through a variety of mediums and messages. These messages include the dangers of distracted driving, texting and cell phone use, all of which have become a rising risk to youth across the United States. Oregon's Driver Education program works hard to educate our youngest drivers on safe driving habits. Oregon is passionate to provide driver education to every youth in the state. Instructors hold strong to the commitment that an educated driver is a safe driver. The division has created a classroom and behind-the-wheel curriculum that is used by 100% of the driver education providers in the state and the division reimburses up to $210 per pupil for the course registration fee in order to lower the final cost to the parent. 2013 legislation now allows additional funding for no- or low-income families.

Occupant Protection Program
The program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of motor vehicle safety restraints. In 2013, Oregon recorded the highest observed safety belt use rate ever reported by any U.S. state at 98.18 percent. Our use rate in 2016 was 96 percent yet 79 individuals that died in traffic crashes were not wearing a safety belt.

Traffic Records and Speed Program
This program area has worked to bring e-crash and e-citation technology to Oregon's law enforcement. Oregon agencies involved have increased the number of citations, warnings and crash reports issued by 150 percent since 2012. This technology is showing real promise in providing near real time, actionable information to Oregon law enforcement and the highway safety community for analysis which allows additional countermeasures to be deployed to help reduce fatal and injury crashes on Oregon roads.

Office of Employee Safety
This program provides safety services to all ODOT operations except the highway regions. These services include representation on building safety committees, training in areas such as CPR, first responder, blood borne pathogens, fall protection awareness, work zone traffic control, and respiratory protection.

Organizational Information



Major Budget Drivers, Budget Risks and Environmental Factors

Safety remains our highest priority. We will continue to fund and support local community programs, law enforcement campaigns, training courses for professional public safety officials, equipment, data improvements, coalitions, research, citizen engagement, and information campaigns to increase public awareness of safe choices and behaviors. There are many masters to serve. Special interest groups will put pressure on government services and choices to be directed toward actions or projects that meet their special interest

needs; regardless of where that issue falls on the previously-established statewide list of priorities. New and innovative impairing substances are created literally daily. Our ability to detect, enforce, and sanction offenders will be limited by statutory authority and the scientific equipment that is used to verify there was an impairing substance involved. Technology will be a help and also a hindrance in traffic safety. The integration of autonomous or semi-autonomous vehicles in to the traffic stream will place pressures on the interaction of the vehicle drivers with other vehicles around them. If an increase in the highway construction does come to be, there will be traveler and employee safety responsibilities in these work zones.

Major changes to the agency in the past 6 years

During the 2013-15 biennium an internal reorganization resulted in the Office of Employee Safety being placed within the ODOT Transportation Safety Division. This unit consists of three FTE dedicated in leading the department in employee safety. Some of the main areas this section focuses on are the hearing conservation program, blood borne pathogens program, respirator program and safety and wellness committees. The department's employee safety training is centered in this office. The 2015-17 budget added this program coming in as a technical adjustment migrating from the Director's Office to the Transportation Safety Division.

Specific actions the agency has taken or plans to take to contain costs and improve programs and service

Continued use of teleconference and remote meeting software, managing training workshops to reduce the need for overnight travel and the associated costs, bulk purchases of resource material for service delivery organizations, carpooling with fuel efficient vehicles, negotiating rates with host facilities or using no-cost locations, eliminated part of a position, holding vacant positions open for at least 60 days, and finding availability of coursework or reference material in e-format.

Major budget information

Funding from the National Highway Traffic Safety Administration is based on the requirements placed in the FAST Act by Congress. Congress has added new program areas for states/territories to obtain (distracted driving, bicyclist/pedestrian, and specific impaired driving programs), each with their own new set of qualifying criteria. When these new program areas are added, no additional funding is placed in to the national program, and the pie is sliced more times.

Performance Measures

Our Transportation Safety Action Plan (TSAP) guides the division's work in highway safety. It is developed and updated with input gathered from community meetings and stakeholder review. This process ensures a shared ownership of safety targets and provides the foundation for our successful community-based efforts. Using the TSAP as our guide, we follow a strategic planning approach to improve safety and work toward our aggressive vision of zero fatalities or life-changing injuries by 2035. By ORS, the Oregon Transportation Safety Committee is to coordinate all highway safety efforts no matter what discipline they are from (the 4 E's) and will direct the implementation of the TSAP actions.

2017 Federal Core Outcome Measures

Traffic Fatalities (C-1)
Decrease traffic fatalities from the 2013-2015 average.

Serious Traffic Injuries (C-2)
Decrease serious traffic injuries from the 2012-2014 average.

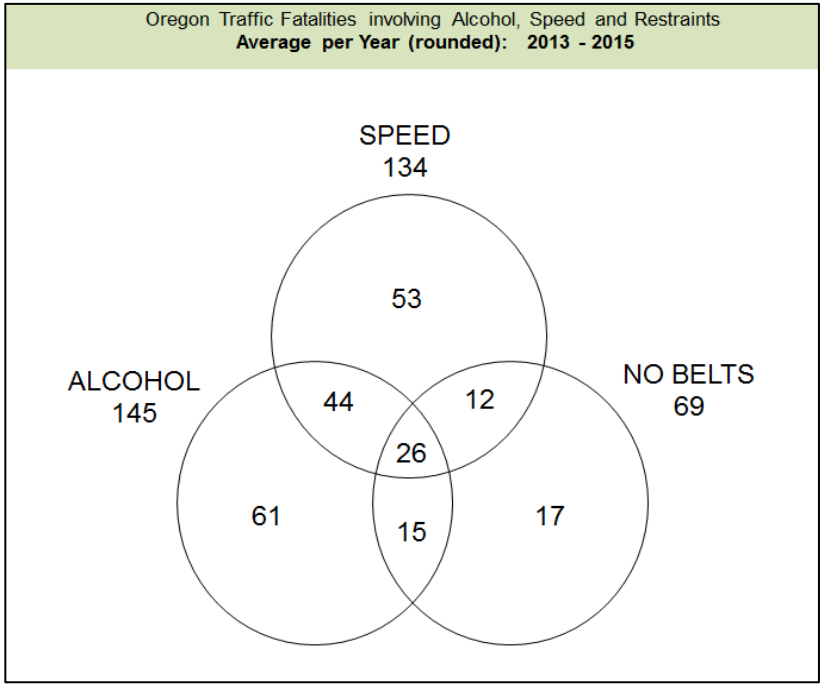
Fatalities/VMT (C-3)
Decrease fatalities per 100 million VMT from the 2012-2014 average.

Rural Fatalities/VMT (C-3)
Decrease rural fatalities per 100 million VMT from the 2011-2013 average.

Urban Fatalities/VMT (C-3)
Decrease urban fatalities per 100 million VMT from the 2011-2013 average.

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)
Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2012-2014 average.

Alcohol Impaired Driving Fatalities (C-5)
Decrease alcohol impaired driving fatalities from the 2012-2014 average.
*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.



Speeding Related Fatalities (C-6)
Reduce fatalities in speed-related crashes from the 2012-2014 average.

Motorcyclist Fatalities (C-7)
Decrease motorcyclist fatalities from the 2012-2014 average.

Un-helmeted Motorcyclist Fatalities (C-8)
Decrease un-helmeted motorcyclist fatalities from the 2012-2014 average.

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)
Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2012-2014 average .

Pedestrian Fatalities (C-10)
Reduce pedestrian fatalities from the 2012-2014 average.

Bicycle Fatalities (C-11)
Reduce bicyclist fatalities from the 2012-2014 average.

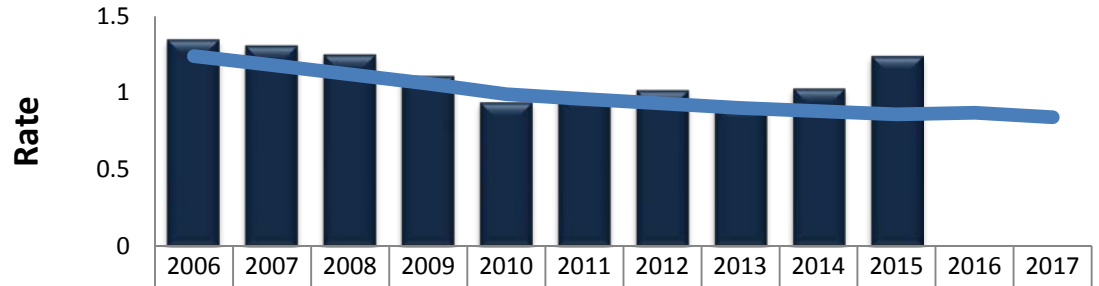
Core Behavior Measure
Seat Belt Use Rate (B-1)
Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2015 usage rate of 95 percent to 97 percent by December 31, 2017.

Activity Measures
Seat Belt Citations (A-1)
Number of Seat Belt citations issued during grant-funded enforcement activities.

Impaired Driving Arrests (A-2)
Number of Impaired Driving arrests during grant-funded enforcement activities.

Speeding Citations (A-3)
Number of Speeding citations issued during grant-funded enforcement activities.

KPM#1 - Traffic Fatalities: Traffic fatalities per 100 million vehicle miles traveled



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	1.35	1.31	1.25	1.11	0.94	0.99	1.02	0.93	1.03	1.24		
Goal	1.24	1.18	1.12	1.06	0.99	0.96	0.93	0.9	0.88	0.86	0.87	0.84

Oregon's strategy

ODOT's strategy to reduce traffic fatalities is to continue to implement traffic safety programs based on the causes of fatal crashes in Oregon. For example, the Oregon Transportation Safety Performance Plan and the ODOT Transportation Safety Action Plan outline safety activities directed at safe driving, DUII, safety belt use, speeding, motorcycle safety, child safety seats, equipment standards, and other areas. ODOT also seeks to combat traffic fatalities through strategic highway safety improvements, such as median cable barriers, rumble strips, and pedestrian crossings as well as the DMV medically at-risk program.

About the target

Oregon's goal is zero fatalities, but realistic targets are set based on the desire to reduce fatality rates gradually over time to achieve the longer-term goal of zero. Oregon's 2015 rate was 1.24 fatalities per vehicle miles traveled.

How we are doing and how we compare

The rate of 1.24 for 2015 is above the target at 0.86 per 100 million VMT. There was a dramatic increase in the number of fatalities, in line with the rest of the nation, in Oregon starting in October 2014 which increased the rate per 100 million VMT. When comparing Oregon traffic fatality data with national data provided by the National Highway Traffic Safety Administration, in 2015 Oregon's rate was higher than the U.S. national fatality rate of 1.12. ODOT set an aggressive long-term goal of reducing the traffic fatality rate to 0.86 per 100 million VMT by 2015. The targets are increasingly more challenging to meet, however the goal is important and should not change. Oregon's fatality rates have been consistently below the national average since 1999, until recently.

Factors affecting results and what needs to be done

Several factors affected the traffic fatality rate in 2015. Among those factors were continuing increases in crashes involving alcohol, the number of available traffic law enforcement officers, and the response times of emergency medical services. Another factor is that it is harder to make changes when the fatality rate is so low. However, fatal crashes involving alcohol, speed, or not wearing a safety belt dropped dramatically, leading to the lowest fatality rates in Oregon history. Over the last 15 years, Oregon has experienced the lowest fatality count since the late 1940s. We must continue efforts to reduce fatalities by reviewing the causes of fatalities, targeting safety activities accordingly, and allocating safety resources to the programs most effective at reducing fatal crashes.

About the data

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

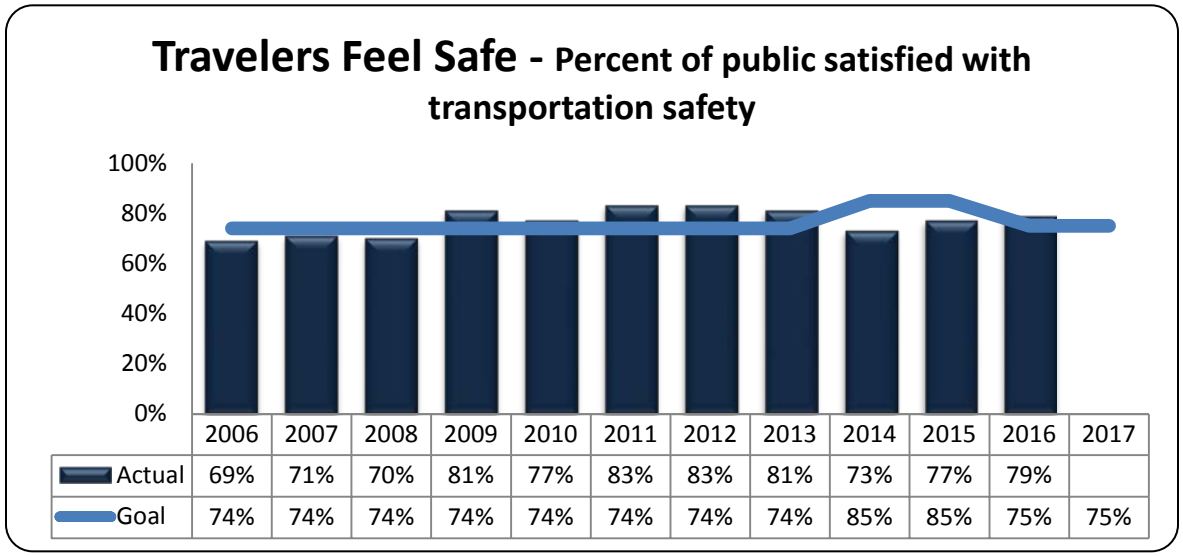
KPM #6 - Travelers Feel Safe: Percent of public satisfied with transportation safety

Oregon's strategy

ODOT's current strategies for increasing perception of safety on Oregon's transportation system fall primarily in two areas, education and visible police presence. Information campaigns educate about safety and department activities that support safety. A more knowledgeable public is likely to feel safer. Visible police presence increases safety and perception of safety through enforcement.

About the target

ODOT wants to increase the percentage of Oregonians that perceive the transportation system to be safe. This measure usually hovers around a reasonable range near the target. The average for the previous five years is 79 percent.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	69%	71%	70%	81%	77%	83%	83%	81%	73%	77%	79%	
Goal	74%	74%	74%	74%	74%	74%	74%	74%	85%	85%	75%	75%

How we are doing and how we compare

The average for the last five years is 79 percent, which is above the target goal of 75 percent. Although an upward trend is generally desirable, ODOT wants to watch out for complacency among Oregonians if the perception of safety is too high. The increased 2016 rate of 79% can be

attributed to the increased media attention of Toward Zero Deaths and Vision Zero efforts. The ODOT-Transportation Safety survey isn't replicated by other states, so we are unable to compare Oregonians' perception of safety of the transportation system to residents of other states.

Factors affecting results and what needs to be done

Our Transportation Safety Division coordinates safety activities on behalf of ODOT. The Highway, Driver and Motor Vehicles and Motor Carrier Transportation also coordinate specific safety programs. Public awareness campaigns inform Oregonians about department activities to improve safety, and encourage safe behavior when walking, biking, riding or driving. Some correlation likely exists between increased awareness of safety activities and perception of safety. A less visible presence of police due to funding reductions may also be a factor in perceptions of safety as it is certainly a factor in enforcement. Safety remains as our highest priority. We will continue to fund information campaigns to increase public awareness of safe choices and behaviors. We will also continue to offer grant money to police agencies for focused enforcement campaigns. Transportation Safety Division will continue to explore new internal and external partnership efforts such as with the Public Transit/Rail Division.

About the data

Like other surveys coordinated by the agency, the Traffic Safety Attitude Survey represents a snapshot in time. This annual survey is conducted using methods that produce statistically valid and reliable results.

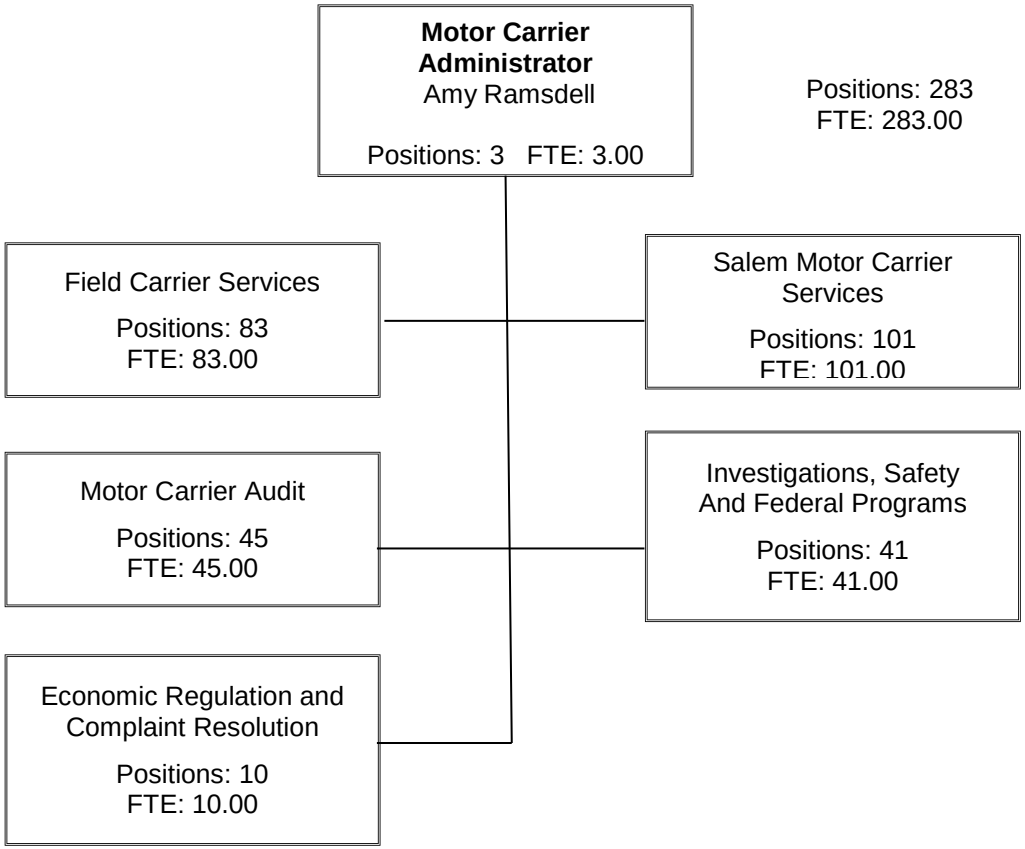
Budget Detail

	2013–2015 Actuals	2015-2017 Approved Budget	2017–2019 Governor's Budget
Programs			
Statewide Operations	$ 4,987,454	$ 6,709,510	$ 7,081,375
Field Programs	20,593,055	29,757,452	30,865,739
Total Transportation Safety	$25,580,509	$36,466,962	$37,947,114
Expenditures by Major Revenue Source			
State (Dedicated Funds)	$9,103,022	$13,539,397	$14,299,269
Federal Funds	16,477,487	22,927,565	23,647,845
General Fund	0	0	0
Total	$25,580,509	$36,466,962	$37,947,114
Expenditures by Category			
Personal Services	$4,569,660	$5,576,892	$5,921,921
Services and Supplies	3,649,267	4,377,022	4,531,162
Capital Outlay	0	173,779	180,210
Special Payments	17,361,582	26,339,269	27,313,821
Total	$25,580,509	$36,466,962	$37,947,114
Positions	28	28	27
Full-Time Equivalent FTE)	28.00	28.00	27.00

Mission, Goals, and Historical Perspective

The mission of the Motor Carrier Transportation Division is to promote a safe, efficient, and responsible commercial transportation industry by simplifying compliance, reducing regulatory requirements wherever appropriate, preserving the infrastructure, enhancing the private/public partnership, fostering effective two-way communication, and delivering superior customer service while recognizing the vital economic interests of the commercial transportation industry.

Organizational Information



Program Description

The Motor Carrier Transportation Division (MCTD) supports ODOT's mission by promoting a safe, efficient and responsible commercial transportation industry. MCTD regulates a diverse industry operating on Oregon public roads, ranging from one-truck owner-operators to carriers with large fleets throughout the United States and Canada. The Division maintains accounts for approximately 26,000 trucking companies, with approximately 343,000 trucks registered to operate in Oregon. This includes 8,400 Oregon companies with 56,000 trucks. Additionally, MCTD helps truckers comply with Oregon laws and regulations relating to safety, size and weight, registration, tax, economic regulation, and freight mobility.

Safety, Investigations, Federal Programs

Commercial Vehicle and Driver Safety Enforcement

Highway safety is the top priority for the MCTD. The division administers and enforces state and federal safety rules regarding the mechanical condition of trucks and buses, qualifications and fitness of truck drivers, securement of cargo, and proper shipping of hazardous cargo. Safety specialists inspect trucks at company terminals and weigh stations. They conduct comprehensive audits of trucking companies at their offices to check regulatory compliance. Staff also helps law enforcement officers investigate truck crashes.

MCTD is responsible for training and certifying law enforcement officers who perform truck, driver, and hazardous cargo safety inspections as required by the Federal Motor Carrier Safety Administration. More than 523 certified inspectors work in Oregon today. They completed a total of 39,522 inspections in 2015 — a rate of 1 inspection every 13 minutes. MCTD staff completed 28,687 of the inspections, while other state law enforcement officers completed 10,835. Critical safety violations were found in 34.5 percent of trucks and 14.7 percent of drivers inspected, indicating that inspectors effectively selected which to check. (Current national rates are 20.72 percent trucks and 5.51 percent drivers.)

Staff in the Complaint Resolution unit are responsible for processing civil complaint actions against those who violate motor carrier safety regulations. This follows a tiered approach from no penalty for a first time offender to higher fees and in the most egregious circumstances cancellation of the motor carrier's account. The desired outcome is a corrective action plan to fix the violations and gain compliance. When this cannot be achieved, violations result in monetary penalties. Staff completed 953 civil complaint enforcement actions in 2015.

Green Light Weigh Station Preclearance

MCTD uses an intelligent transportation system called Green Light to weigh trucks in-motion and identify them as they approach Oregon's busiest weigh stations. The preclearance system operates at 22 weigh stations statewide. The station signals transponder-equipped trucks to proceed without stopping if they cross weigh-in-motion scales and successfully pass a computer check of safety, size, weight, height, registration records, and account status. In 2015, trucks were weighed, electronically screened, and signaled to pass the stations 1,750,000 times. Operating a heavy truck is estimated to cost $1.96 per minute and stopping at a weigh station can take five minutes. On that basis, Green Light saved truckers 158,628 hours of travel time and $18.6 million in truck operating costs in 2015 alone.

Allowing safe and legal trucks to bypass weigh stations helps enforcement officers manage a growing stream of truck traffic, preserves weigh station facilities, and eliminates hours of delay and significant expense for the trucking industry. We utilize this technology to achieve the goal of moving people and goods efficiently. Emission testing by the Oregon Department of Environmental Quality has found a 36 to 67 percent reduction in each of the pollutants monitored – particulate matter, carbon dioxide, nitrogen oxides, carbon monoxide, and hydrocarbons – when trucks stayed at highway speed past a weigh station. Moreover, trucks that avoided the deceleration and acceleration necessary to enter and exit a weigh station also experienced a 57 percent improvement in fuel economy. As of the end of 2015, the Green Light program weighed in-motion and pre-cleared trucks more than 21 million times.

Field Carrier Services Program

Motor carrier enforcement officers are based in six regions statewide. They work at 86 fixed weigh stations, including six ports of entry and dozens of portable scale sites, to ensure trucks stay within size and weight limits. In 2015, motor carrier enforcement officers weighed 2,192,064 trucks on static scales. Through the use of the Green Light system, motor carrier enforcement staff are able to keep up with the increases in truck volumes. Our staff protect Oregon's infrastructure by enforcing size and weight limits. They provide necessary data for the purpose of weight-mile tax audits. Scale crossings are key data points for audit staff. Motor Carrier Enforcement officers also enforce registration and tax requirements. Staff also works collaboratively with Highway Division employees during winter storms providing chain enforcement at key locations around the state.

In 2015, motor carrier enforcement officers issued 15,340 citations and warnings for truck weight violations, 722 citations and warnings for size violations, and 25,349 citations and warnings for safety and other credentials related violations. Enforcement staff required carriers to correct violations on 1,387 vehicles (legalize) prior to proceeding. While the officers check truck size and weight, they also safeguard highway safety by performing safety inspections. Officers conducted a total of 7,042 truck and driver inspections in 2015.

Salem Motor Carrier Services Program

The Salem Motor Carrier Services program houses the contact center for the division. Motor carriers from all over the United States and Canada can do business with the Division on line, over the phone, by mail, fax, or in person.

Commercial Vehicle Registration

Oregon-based trucks have two options for registration: Commercial registration, which covers intrastate operations, or Apportioned Registration, which allows both intrastate and international travel. Motor carriers can register with the state in which their business is based as part of the International Registration Plan. They pay fees to their base state based on the number of miles traveled in other states or Canadian provinces. Fees are then transferred to all participating jurisdictions. Oregon has more than 4800 carriers that operate throughout the United States and Canada.

There are 39,000 Oregon based carriers. Over 10% operate in other states and Canada. Many other jurisdictions have a fuel tax. As a courtesy to Oregon's carriers and in the interest of providing one stop shopping, Oregon participates in the International Fuel Tax Agreement, a tax program that compliments the International Registration Program.

MCTD staff:

- Issue or renew more than 46,000 truck license plates to Oregon carriers each year
- Issue almost 202,000 temporary passes and trip permits each year
- Ensure trucking companies pay registration fees, file road-use tax reports, and pay taxes on time
- Annually collect about $307 million in weight-mile taxes and $42 million in Oregon truck registration fees
- Ensure that intrastate truckers have liability insurance and when necessary, cargo insurance
- Help more than 4,800 Oregon interstate carriers operate in other states and Canada under the International Registration Plan and International Fuel Tax Agreement
- Collect and distribute more than $54 million in registration fees and fuel taxes for other jurisdictions
- Manage the risk of non-payment of taxes and fees through a carrier account review process and bond or cash deposit requirements

Highway-Use Tax Collection

MCTD staff process mileage reports and collect highway-use taxes and fees from all motor carriers operating in Oregon, regardless of where they are based. Weight-mile tax collections in 2015 totaled approximately $285 million. Trucks weighing more than 26,000 pounds pay this tax in Oregon. Trucks with non-divisible loads traveling under an overweight permit that weigh 98,000 pounds or more

pay a road use assessment fee for the loaded portion of their movements. Road use assessment fee collections in 2015 totaled approximately $1.8 million. These graduated taxes and fees depend on a truck's weight and the miles traveled on public roads.

Trucking Online

MCTD continues to expand services offered on-line. Our goal is to make sure that we are a full contact center and that motor carriers can conduct transactions through their preferred method, on-line, over the phone, by mail, fax or in person. We currently offer more than 80 different transactions or data searches. More than 27,000 trucking companies now save time and money every day using our on line services.

On-line business was up in 2015 as Trucking Online handled 16.4 percent more transactions and 12.2 percent more records inquiries than the previous year. In the major categories of activity, there has been a steady increase in online weight-mile tax reports and payments resulting in 983,860 transactions and inquiries. Now, nearly half of all such transactions are completed online. The annual renewal of truck registration or tax credentials is another major online activity. In 2013, companies based out of state put the paperwork aside to electronically renew 83 percent of all tax credentials needed for trucks that operated in Oregon in 2013. Since the beginning of Trucking Online, we have processed almost 5 million transactions or inquiries.

Over-Dimension Permits

Staff issue single-trip and continuous-operation (annual) permits for oversize, overweight, or unusual truckloads. The division maintains road and bridge restriction information for the state and provides routing instructions to the trucking industry for their trips. Permits are available at the Salem headquarters office, the Jantzen Beach field office, and at many DMV and Highway Division district offices throughout the state. The permits authorize travel on state highways and may authorize county roads. The Over-Dimension Permit Unit has agreements in place with all 36 counties and received approval from these road authorities by phone, e-mail, or through blanket authorizations. MCTD partners with three counties and with private entities to issue annual permits. These partnerships have allowed us to focus our staff time on more complicated single trip permits which require coordination with highway division maintenance and construction staff, and local public works departments. These partnerships are vital to maintaining our current level of customer service. In 2015, we collectively issued 58,505 annual permits and the division processed 61,876 single-trip permits.

Motor Carrier Transportation Division staff plays a critical role approving highway restriction requests and works with ODOT's Communications Section to keep the trucking industry informed of construction and maintenance project impacts. MCTD's mobility staff also identify key routes and types of truck loads that may be operating in and around projects, provides feedback regarding clearances for freight loads, and helps find detours and alternate routes. We work collaboratively with Highway Division Project Delivery staff and local governments to ensure the safe and efficient travel of the trucking industry through Oregon's work zones. Staff also work with regional planners and provide data and input along key freight corridors to ensure compliance with ORS 366.215.

Motor Carrier Audit Program

Oregon Weight-Mile Tax Audit
MCTD auditors verify the accuracy of weight-mile tax reports and payments by all motor carriers operating in Oregon. In 2015, auditors screened 26,148 accounts to determine which needed further review in the form of an audit. As a result, staff completed 678 weight-mile tax audits and assessed $6.2 million in unreported taxes and fees.

International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA)
Both the International Registration Plan and International Fuel Tax agreement require participating jurisdictions to audit 3% of the motor carriers enrolled. In 2015, MCTD auditors completed 191 IRP audits (3.9%) and 160 IFTA audits (3.3%), exceeding our minimum requirement.

Economic Regulation

Certificated transportation entry and rate regulation (Household goods and regular route passenger carriage)
About 117 moving companies have authority to conduct business in Oregon. They are subject to state regulation, including regulation of the rates charged for service, when moving household goods within the state. Regulation of this part of the industry seeks to ensure Oregon has good, stable service at fair prices. Rate regulation has remained since the passage of HB 2817 in 2009 which eliminated entry regulation. Moving company employees are also required to pass a criminal background check. MCTD continues to perform undercover enforcement operations to detect and prosecute illegitimate providers of household goods moving services. This work activity helps to protect the public. Staff in the Economic Regulation unit are also responsible for auditing household goods movers to ensure they are in compliance with published tariffs and governing laws. In 2015, the Economic Regulation Unit audited 48 household goods movers and found 342 violations.

Legislation passed in 2015 (SB 142 A) eliminated rate regulation and simplified entry requirements for regular route passenger carriers. Regular route passenger carriers are still subject to motor carrier regulations similar to other commercial operations. When the legislation passed there were 11 carriers authorized to provide regular route passenger cartage within Oregon. Today there are 12.

Major Budget Drivers, Budget Risks, and Environmental Factors

The potential for increased revenue means a potential increase in projects and coordination with the motor carrier industry. Staff in the Over-dimension Permit Unit currently work to coordinate the movement of loads through Oregon’s work zones. Additional revenue and projects will put a strain on our ability to timely respond to project teams and the industry.

As the number of trucks on the road increases, our ability to keep up with increased workload related to registration and enforcement will be challenging across all levels. In keeping with past practice, we will work to utilize technology to the full extent practicable to keep up with increased truck traffic. Many facilities are aging and will require investment to keep them in working order to carry out our mission.

Major changes to the agency in the past 6 years

Over the last decade we have reduced staffing by 36 positions (10%). We have utilized technology to maintain our customer service levels. We recently reduced our contact center hours and no longer offer phone service from 12:00 a.m. – 4:30 a.m. This allows time for system updates and also allowed us to reallocate 2 FTE to our busiest time of the day 7 a.m. – 5 p.m.

In response to direction from the 2015 legislature, MCTD implemented a 2.4% credit card service fee.

Specific actions the agency has taken or plans to take to contain costs and improve programs and service

MCTD intends to enhance Trucking Online offerings to allow agents of the motor carriers to do business on their behalf more efficiently, which should assist us in keeping up with a growing number and complexity of phone calls. By enhancing our on-line offerings, we are able to offer carriers a full array of services.

MCTD intends to minimize travel costs by decentralizing our current training program. After achieving certification as trainers, safety investigators located statewide will be able to offer federally required driver and vehicle inspection training locally to law enforcement officers. By having multiple trainers available throughout the state, we build redundancy in our training program and make trainers more accessible to local law enforcement offices.

Major budget information

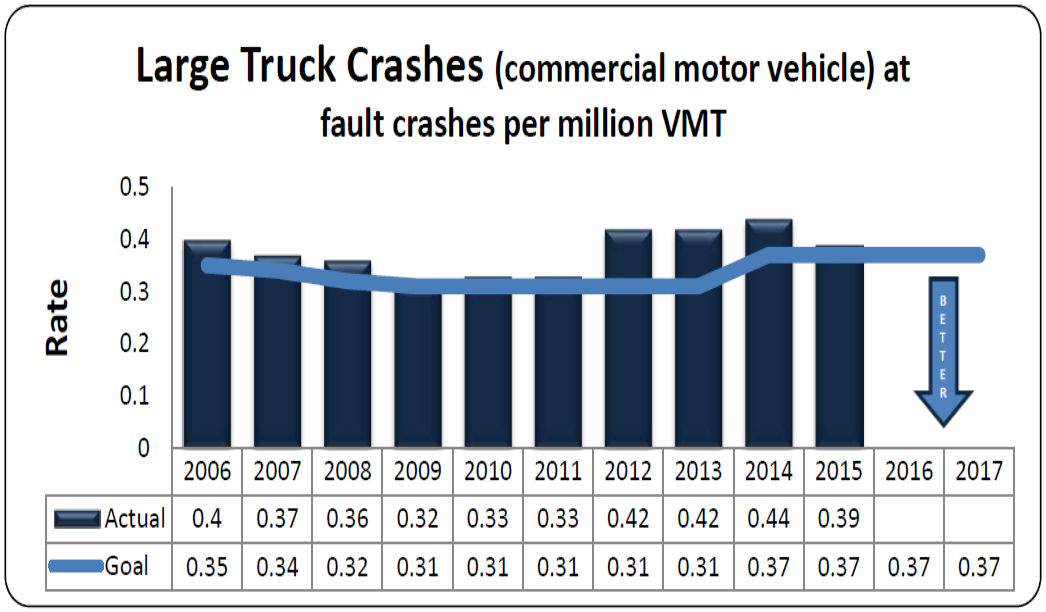
MCTD implemented a 2.4% credit card service fee. This service fee is automatically applied to all credit and debit card transactions including over-the counter, telephone, and Internet as allowed by ORS 825.502. To provide another payment option, Motor Carrier is now processing Direct Payment (ACH) transactions over the phone and at the MCTD registration counters. MCTD did not reapply for federal Motor Carrier Safety Assistance Program (MCSAP) funds for the coming biennium.

Prior to the creation of the MCSAP grant, Oregon had a fully funded state commercial motor vehicle and driver safety regulatory program. Oregon has led the nation in our safety program. The availability of federal funds to perform inspections above and beyond our existing levels was welcomed when it first was created. However, over time the delivery of the program has become administratively burdensome for law enforcement partners. Since 2009, OSP has not accepted the MCSAP funds making it difficult for MCTD to spend the grant dollars. Implementing changes in the recent FAST Act requires resources we don't currently have. If we receive the federal funds we would work with our federal counterparts and local law enforcement on how best to use the funds to improve commercial motor vehicle safety.

Performance Measures

Large Truck-At-Fault Crashes

Truck driver actions cause most truck-at-fault crashes. Finding unsafe drivers and taking them off the road reduces crashes. According to federal statistics, Oregon ranks first nationally in inspector proficiency in detecting and placing deficient drivers out of service. MCTD performance data demonstrates that rigorous examination of truck driver fitness, conducted continuously over several years, results in both an observed reduction in unfit drivers on the road and a corresponding decrease in truck-at-fault accidents. We have been working with local law enforcement to target driver behaviors that lead to truck at fault crashes. We have entered into agreements with 27 city and county law enforcement agencies to address driver behavior with increased emphasis on the corridors that see the most truck-at-fault crashes.



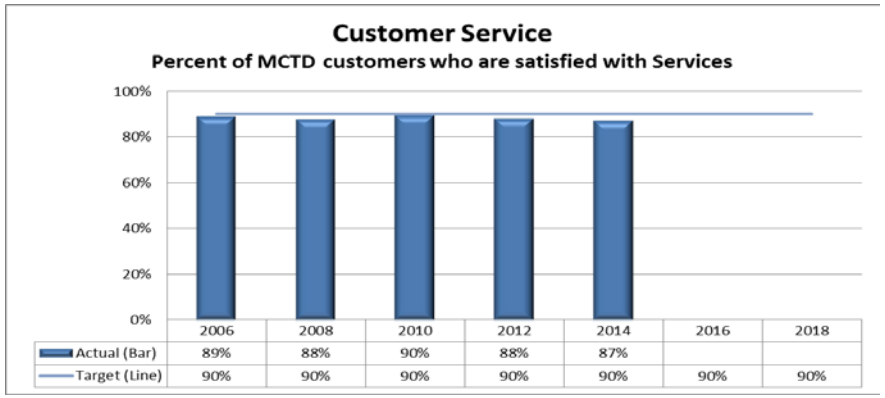
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	0.4	0.37	0.36	0.32	0.33	0.33	0.42	0.42	0.44	0.39		
Goal	0.35	0.34	0.32	0.31	0.31	0.31	0.31	0.31	0.37	0.37	0.37	0.37

There were a total of 1,336 truck crashes in 2015, 81 fewer than in 2014 – a 6 percent decrease. It was determined that the truck was at-fault in 712 of the crashes, 44 fewer than in 2014 – a 6 percent decrease. In 2015, a total of 536 people were injured in truck crashes, 31 fewer than in 2014 – a 5 percent decrease. A total of 55 people were killed.

Based on the analysis of crash data, we place an increased effort on the leading cause of truck-at-fault crashes, driver fitness. More than 96 percent of truck-at-fault accidents are NOT the result of mechanical defect and are attributable to driver error or qualification. We continue to address mechanical issues as well and provide education and outreach to trucking industry mechanics. We have observed a reduction in crashes since we changed our approach. While crash rates climbed from 2012-2014, they went back down in 2015.

Customer Service

MCTD's customer service survey responses continue to hold steady with between 87-90 percent of surveyed customers rating their overall MCTD experience as Good or Excellent. Through the utilization of technology, Trucking On-Line, we have been able to meet service targets in spite of reductions in FTE over the last two biennia. We strive to provide professional, knowledgeable customer service in an effort to encourage voluntary compliance by the industry.



	2006	2008	2010	2012	2014	2016	2018
Actual (Bar)	89%	88%	90%	88%	87%		
Target (Line)	90%	90%	90%	90%	90%	90%	90%

Budget Detail

	2013–2015 Actuals	2015-2017 Approved Budget	2017–2019 Governor's Budget
Program			
Motor Carrier Transportation	$60,595,018	$67,414,593	$65,045,273
Total MCTD	$60,595,018	$67,414,593	$65,045,273
Expenditures by Major Revenue Source			
State (Highway Fund)	$55,903,667	$62,014,940	$65,045,273
Federal Funds (MCSAP)	4,691,351	5,399,653	0
General Fund	0	0	0
Total	$60,595,018	$67,414,593	$65,045,273
Expenditures by Category			
Personal Services	$45,411,114	$47,484,094	$49,642,977
Services and Supplies	14,516,777	19,545,045	15,002,580
Capital Outlay	667,127	385,454	399,716
Total	$60,595,018	$67,414,593	$65,045,273
Positions	283	283	283
Full-Time Equivalent (FTE)	283.00	283.00	283.00

Mission, Goals and Historical Perspective

Mission: Driver and Motor Vehicle Services Division (DMV) supports the agency's mission by promoting driver safety, protecting financial and ownership interests in vehicles, and collecting revenues for Oregon's transportation system. Our services are convenient and responsive to customer needs.

Vision: To be a nimble and easily accessible DMV recognized for serving customers through innovation, efficiency, and dedicated employees.

Service Motto: "Exceeding expectations one customer at time!"
The DMV Strategic Plan (2016-19) aligns with the Mission, Vision, and Service Motto using the Guiding Principles of "PACE":

Public Service - Passionate commitment to our core services, performed with accountability, superior value, ethical and equitable practices.

Amazing Quality – Perform at highest levels of confidence and reliability, including high transaction efficiency and reliability, effective application of technology, security and confidentiality.

Customer Focus – Constant attention to the needs of those who rely upon DMV, ensuring convenience, accessibility, ease of use, responsive and courteous service, support for safety, compliance, and development of the state's transportation system.

Engaging Workplace – Commitment to and respect for DMV's people, skills, and culture that offer recognition of each individuals value and contribution, spirit of openness to innovation, and a desirable place to work.

DMV strives to deliver high quality customer service. Employees work hard to serve everyone equally and make the best use of public resources entrusted to our agency. DMV is the face of state government for most Oregonians, especially for new residents to our state. Impressions about Oregon State Government are formed based upon the experiences that people have in doing business with DMV. We take this responsibility very seriously.

Oregon has over 3.1 million residents with driving privileges, 3.3 million registered passenger vehicles, and nearly 1.3 million other types of registered vehicles (e.g., commercial trucks and trailers, travel trailers, motorcycles and motor homes). About 2,000 dealers are licensed through DMV to sell new and used motor vehicles in Oregon. DMV receives more than 60 million electronic record inquiries each year from law enforcement, and fulfills about 2.5 million record requests annually from individuals, insurance companies, government agencies and other organizations. Annually about 600,000 driver's license and ID cards are issued, about 1.9 million vehicle registrations, and about one million vehicles titles.

DMV set the following goals supporting the overarching mission:

1. Continue becoming a more diverse and inclusive employer with a workforce that reflects the communities that we serve.
2. Supply customers with convenient access to DMV products and services (e.g., Internet).
3. Improve driver safety through effective screening of applicants, timely suspension or restriction of driving privileges, promotion of safe driving practices, and efficient data sharing with enforcement agencies.
4. Record financial and ownership interests in motor vehicles efficiently and accurately.
5. Protect customer information by guarding against entry of fraudulent data into DMV systems, alteration or counterfeiting of DMV documents, and inappropriate release of personally identifiable data.
6. Utilize performance and service level measures to gauge success in meeting customer service targets.
7. Achieve greater operational efficiencies through targeted investments in information technology.
8. Maximize revenues for the Oregon Highway Fund through responsible fiscal and management practices.

DMV implemented many significant changes over the past ten years. For example, the agency converted to central issuance of driver licenses and ID cards in 2007, and started using facial recognition technology in 2008 to help prevent identity theft and fraud. DMV also electronically verifies Social Security numbers for driver license and ID card issuance. The Legislature added proof of lawful presence as an eligibility requirement, and directed the agency to verify immigration documents electronically (2009) and issue cards that expire when immigration documents expire (2010).

Document imaging is used for all vehicle transaction documents as of 2016, which reduces the use of microfilm and allows faster retrieval of information. The next phase of this project is to image all driver related records and stop adding to the supply of microfilmed records.

The Oregon Department of Transportation (ODOT) legislatively approved 2015-17 budget included $30,446,463 Other Funds and 42 positions (29.91 FTE) to advance the first phase of the DMV Service Transformation Program (STP). This decision followed approval by the Oregon Legislature of $500,000 for planning to modernize DMV computer systems in February 2012. Based on a consultant's report in 2013, DMV developed a strategy for business process transformation and systems modernization. The STP is a multi-year program to improve DMV business processes, enhance service capabilities, replace computer systems, and enable DMV to become more flexible and timely in meeting customer expectations and legislative mandates. The program of manageable projects will take approximately nine to ten years and $90 million to implement.

Program Description

DMV supports the following programs: Driver Licensing; Driving Privilege Management; Vehicle Titling and Registration; Fraud Prevention; Business Regulation; Public Records and the Service Transformation Program (STP).

Many businesses, government agencies and individuals depend upon these services. The quality of our work (accuracy, timeliness, and completeness) has an impact on Oregonians in many ways including transportation safety, consumer protection, highway infrastructure, identity fraud, business competitiveness and enforcement of traffic laws.

Driver Licensing – Oregon law requires that residents obtain an Oregon driver license or instruction permit to legally operate a motor vehicle on public roads and highways. Issuance requirements include proof of eligibility, passage of all required tests, compliance with insurance laws and payment of fees. Oregon residents age 15 or older may apply for driving privileges. Driver licenses, instruction/learner permits and endorsements are available for operation of commercial vehicles, regular passenger vehicles and motorcycles. First-time drivers under age 18 are subject to provisional restrictions that include limits designed to reduce crashes. Driver licensing includes original, renewal and replacement issuances.

Driving Privilege Management – The legal right to operate a motor vehicle on public roads and highways is granted in the form of a driving privilege. This driving privilege can be suspended, withdrawn, cancelled or revoked by DMV at the direction of courts, notice from other states and via administrative action by DMV. Traffic citations, court convictions and judicial orders generate updates to driver records that can trigger action by DMV to change the status of driving privileges. Failure to carry liability insurance or report vehicle accidents also can lead to license suspension. Individuals then apply for reinstatement of driving privileges after serving a mandatory suspension period, meeting certain requirements or after suspensions are lifted by the court. Also, some people relinquish their driving privileges in exchange for a state-issued ID card when they are no longer able to operate a motor vehicle safely.

Vehicle Titling and Registration – A title is required for any vehicle, trailer or camper operated on Oregon highways and is issued to reflect ownership, perfect security interests and to record specific information about the vehicle (i.e. odometer and brand information). Titles are issued after a physical inspection of the vehicle identification number (VIN) for any vehicle previously titled in another jurisdiction and checked against law enforcement databases of stolen vehicles. Titling protects ownership rights by providing prima facie evidence of the ownership or financial interest of a vehicle and is a prerequisite to registration and must be obtained (or applied for) prior to the issuance of Oregon registration plates or at the same time. Vehicle registration provides a means to identify vehicles driven on public roads, collect revenue for highway maintenance and construction, and ensure compliance with other vehicle related

legal mandates including mandatory insurance and DEQ emissions testing. License plates and stickers are provided as an indicator of registration status. License plates are also issued as Custom plates, or Specialty and Group plates that raise funds and recognize the vehicle owner's support for qualified organizations.

The certificate of title is required to be surrendered when a vehicle is totaled, wrecked, dismantled, disassembled or substantially altered. A salvage title is issued to provide an ownership document to assign interest and make an odometer disclosure for a vehicle (or vehicle salvage) after the certificate of title is required to be surrendered to DMV. Authority to temporarily operate an unregistered vehicle on state highways or to authorize a vehicle to be used in a manner not allowed under its current registration type is facilitated through the Trip Permit program. Typical uses of trip permits would be to drive an unregistered vehicle to obtain repairs necessary for registration, operate a vehicle at a higher weight for a single trip, or operate a recreational vehicle or snowmobile in Oregon.

Fraud Prevention – Created in 2004, the DMV Fraud Prevention Unit (FPU) supports division efforts to prevent, detect, and investigate incidents of DMV-related fraud. The program focuses on proactive fraud prevention and detection and has a role in planning, policy formation and service delivery to mitigate risks while also balancing impacts to customer service and operational efficiency. A driver license or ID card serves as an important identity document, and is relied upon by law enforcement, retailers, banking institutions and other government agencies. To protect the integrity of these documents, Oregon residents who wish to obtain a driver license or ID card must present proof of legal presence, full legal name, identity, date of birth and current residence address, provide their Social Security number (SSN) for verification with the Social Security Administration (SSA) or provide proof that they are not eligible for a SSN, and submit to the collection of biometric data (facial recognition).
Fraud prevention staff performs internal risk assessments, investigates suspected fraud, and coordinates the exchange of information between DMV managers and law enforcement officials on matters related to the investigation and prosecution of fraud related crimes. The Fraud Emergency Warning System (FEWS) was developed by DMV to serve as the clearinghouse for real-time fraud alerts to rapidly distribute information about suspected fraud statewide including noted bad check presenters, customers with fraudulent identity documents, and others who may seek to defraud additional offices if turned away at one location.

Business Regulation – Oregon vehicle dealers, dismantlers, transporters, vehicle appraisers, commercial driver training school operators and instructors, snowmobile instructors, and RV shows must be licensed by the DMV. Requirements for licensing include insurance and bonding. Regulation of these businesses is a direct benefit for consumers and ensures a level playing field for the regulated industries. Once approved, a business certificate is issued allowing the business to operate within the scope of the statutes and rules.

Inspections of regulated businesses were formally authorized by the Legislature in 1977 as part of revisions to the state's dealer licensing laws. Regulated industries are mandated to keep certain records and the unit is empowered to examine these records. Unlicensed activity and consumer complaints are investigated and violations of ORS and OAR are alleged and civil penalties are assessed. DMV uses inspections and assessments to ensure compliance with licensing law and prompt submission of vehicle related documents. Vehicle dealers may choose to participate in the Electronic Vehicle Registration program, which enables authorized dealers to process title and registration transactions for vehicle purchasers, including issuance of plates and registration stickers. Dealers may be authorized to issue trip permits to vehicle purchasers. DMV seeks guidance from the Oregon Dealer Advisory Committee (ODAC).

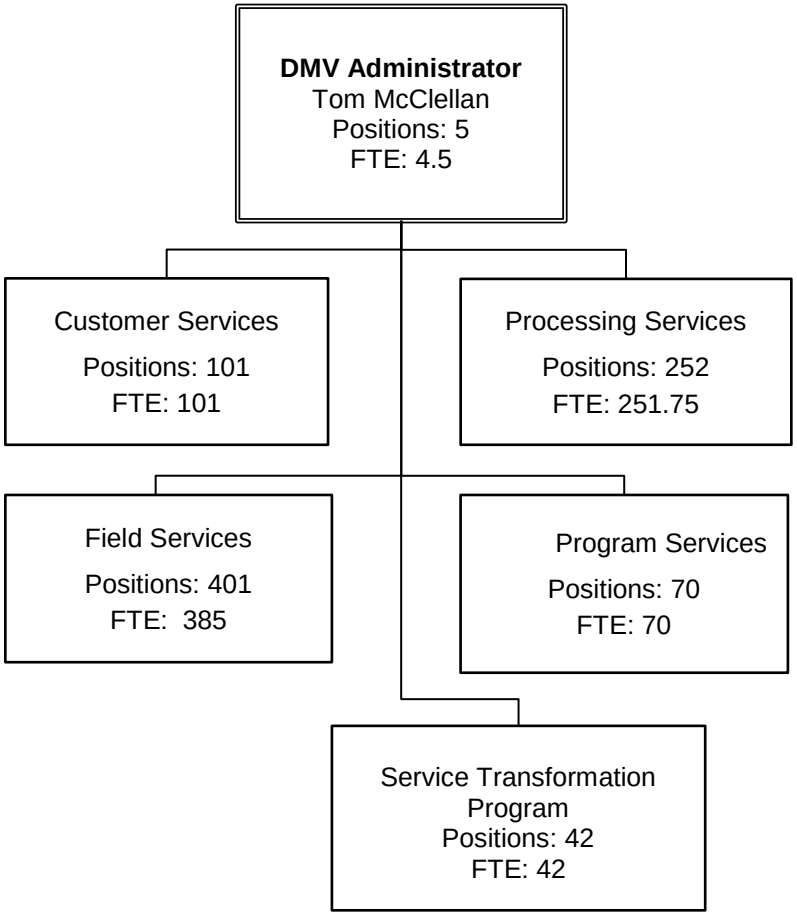
Public Records – DMV is required by Oregon law to maintain vehicle and driver records. A majority of these are considered public records and are available by making a request and paying a fee. Requestors are generally agencies and businesses such as law enforcement agencies, insurance companies, and attorneys. However, there are laws and circumstances that prohibit certain information contained within DMV records from being disclosed. Oregon's Record Privacy Law went into effect in September 1997. The Record Privacy Law protects Oregonians from having personal information in their DMV records given out to individuals not authorized to receive it. Customers can still obtain records even if they do not qualify for personal information, but the records they receive are "sanitized" to remove all personal information other than their own. Social Security Numbers are only disclosed to qualified government agencies for purposes such as child support enforcement and law enforcement investigations. DMV photographs are only provided to law enforcement officials.

Certain organizations and individuals may qualify for Record Inquiry Accounts, which allow access to certain driver and vehicle records via DMV's Interactive Voice Response (IVR) System or online request. Some account holders subscribe to DMV's Automated Reporting Service (ARS) to receive notification when employee driving records are modified.

Service Transformation Program (STP) – DMV has made significant progress with key readiness work for the STP including documenting over 2,200 detailed business requirements; initiating contract negotiations with an IS solution vendor to provide a commercial-off-the-shelf solution; selecting an organizational change leadership (OCL) vendor to support DMV's transformation; getting Stage Gate I and II approval from the Office of the State Chief Information Officer; receiving an initial independent risk assessment of the program from a quality assurance vendor; closing most of the risks identified in the independent risk assessment; developing and testing a conceptual, logical and physical data model to ensure data migration is a success; creating "as-is" process maps for key DMV business processes; updating existing DMV web content to support both a mobile-first web design strategy and prepare for future online service capabilities; developing a robust governance structure to support the program's commitment to accountability and transparency; and filling key program positions.

Organizational Information

Positions: 871 FTE: 854.25



Program Services

This group coordinates major changes to DMV programs and operations resulting from federal/state laws, policy direction, business process improvements and computer system initiatives. Program Services also develops and implements policies, procedures and administrative rules for DMV's driver, vehicle and business licensing services. Employees analyze the policy and fiscal impacts of proposed legislation and other changes, and evaluate the effectiveness of DMV programs. They help design and publish forms and manuals, ensure adequate supplies of license plates and stickers, and manage service contracts. Employees interpret business needs and priorities; lead strategic and tactical IT planning; coordinate DMV involvement in IT projects and other major system changes; and ensure computer systems meet business needs through testing and monitoring. Staff license and inspect vehicle dealers and related businesses, investigate unlicensed vehicle dealer activity and support the Oregon Dealer Advisory Committee. Program Services also provides support for DMV efforts to prevent, detect and investigate fraudulent activity.

Field Services

This group operates DMV's 60 field offices statewide serving approximately 12,000 customers each day. There are two types of offices: full service and limited service. Full service offices administer driver knowledge, skill and vision tests; issue photo driver licenses and identification cards; reinstate driving privileges; register vehicles; issue plates and stickers; handle title applications; and inspect vehicle identification numbers. Limited service offices provide all services except behind-the-wheel skills testing and vehicle identification number inspection.

Field offices also perform work for other ODOT divisions and other agencies:

- Issue motor carrier credentials
- Issue truck oversize/weight permits
- Sell Sno-Park permits
- Support voter registration
- Issue a veterans designation on driver licenses and identification cards
- Verify that vehicles have passed emissions tests, as required
- Issue licenses, permit or identification cards with a “D” for Donor Registry (Donate Life Northwest)

Field Services measures performance against two Customer Service Level Goals and the DMV customer satisfaction rating goal:

- Dealer work processed within five calendar days of receipt
- 70% of customers transactions initiated within 20 minutes of arrival
- At least 80% of recent DMV customers rate DMV customer service as ‘Good’ or ‘Excellent’

Processing Services

This group processes all mail-in business for driver licenses, titles and registrations, and completes the business accepted at field offices around the state. Employees process financial transactions for customers; issue titles, plates and stickers; renew driver licenses; enter data into DMV’s computer systems; and prepare paperwork for imaging or microfilming. DMV produces about one million titles and issues almost two million registrations every year. Employees record traffic violations, convictions, and other driving record information; process accident reports, suspensions, and license reinstatements; manage driver improvement activities and medically at risk driver case reviews; use facial recognition software to review and clear drivers prior to issuance of all drivers’ licenses and ID cards; issue driver licenses with previous photos to eligible military personnel, offenders in state correctional facilities, and others who are temporarily out of the state; and issue hardship permits to eligible suspended drivers. Employees work by mail, telephone and in-person to help customers who have lost or could lose their driving privileges.

Processing Services measures performance against several Customer Service Level Goals:

- Mail-in registration renewals processed within five calendar days of receipt
- Title turn-around within 21 calendar days
- Convictions posted to driving records within 12 calendar days of receipt
- Address changes posted within two calendar days of receipt

Customer Services
This group provides call center services and record services for DMV customers. Three call centers provide telephone assistance for about 1.5 million customers per year. The call centers answer all calls directed to DMV field offices as well as general information calls directed to DMV headquarters. Employees answer questions, schedule drive tests statewide, and help callers conduct business with DMV. Two call centers employ 50-60 inmates at the Oregon Coffee Creek Correctional Facility and the Oregon State Correctional Institution. DMV employees staff the third call center at the DMV headquarters building in Salem. Customer Services also provides driver and vehicle records requested by public and private entities, and administers programs designed to ensure the security of personal information held by DMV.

Law enforcement agencies access about 163,000 records each day on the DMV database, and businesses and individuals make more than 2.5 million DMV record requests each year. Customer Services manages a DMV contract with Oregon State Police for access to DMV records through the Law Enforcement Data System (LEDS) and a contract with the Oregon Employment Department for administrative hearings for people who appeal DMV actions. The majority of hearings involve driver license suspensions under Oregon's implied consent laws for driving while intoxicated. This group also manages the DMV headquarters facility and provides mail services for the facility.

Customer Services measures performance against one Service Level Goal:
- Answer telephone calls within 45 seconds

Office of Transformation (Service Transformation Program)
Approved in a 2015-17 policy package, the Office of Transformation coordinates the Service Transformation Program (STP). STP will modernize DMV's technology and business tools over 9-10 years at a projected total cost of $90 million. Specifically, the office will oversee project and change management; ensure alignment with the organization's strategy; manage governance and procurement processes; and recommend opportunities to optimize cost/benefits and mitigate risks. DMV will work closely with the Office of the State Chief Information Officer and Chief Financial Office staff, legislative staff and other external stakeholders. This office will be responsible for managing and reporting on the progress of the program.

Administrator's Office
This office provides the policy, oversight, and administrative functions of the Division.

Major Budget Drivers, Budget Risks and Environmental Factors

- **Demographic changes –** Oregon is becoming more ethnically diverse and older. Both factors are important to DMV from a customer service and workforce perspective. Language and cultural differences must be bridged to enable people to complete their driver and vehicle transactions, and increasingly we are seeing older drivers referred to the Medically At-Risk Driver Program. From the workforce view, DMV must hire employees who reflect the communities we serve and begin replacing employees with significant experience and knowledge about our programs who are retiring.
- **Eligibility for driver licenses and ID cards –** Eligibility for an Oregon driver license or identification card is becoming more rigorous as standards for proving identity and legal status are tightened. Fewer documents are accepted from applicants, and more electronic systems for verifying the data contained on some documents are now being used. The Oregon Legislature adopted a legal presence standard in February 2008 (SB 1080) with provisions phased in by January 2010. Federal regulations called for full compliance with Real ID driver license issuance standards by January 2013. In December 2012, the Department of Homeland Security granted deferments to states and announced plans for phased-in enforcement. Oregon has received another extension until June 6, 2017. Non-compliance can result in state-issued credentials not being accepted for identification purposes to access federal facilities. The Transportation Safety Administration (TSA) will begin to reject driver licenses and ID cards from non-compliant states and those without a deferral on January 22, 2018.
- **Service delivery –** Field offices will evolve as we change the way we deliver services and what services are available. Driver licenses and ID cards are no longer issued over-the-counter at field offices, and facial recognition software is used to avoid issuing multiple cards under different names to the same person and to check previous photos on file. Fraudulent documents are reported to local law enforcement and people are turned away because of insufficient documents to prove their eligibility. DMV offices will continue to provide professional, timely and courteous service but further changes to issuance requirements could impact the service levels Oregonians have come to expect. DMV now accepts credit/debit cards as a payment option in field offices.
- **Aging infrastructure –** The computer systems and facilities DMV relies upon are aging and expensive to maintain and operate. The large mainframe systems were first developed in the mid-1960s with various features added throughout the years, which means the major applications are old and difficult to support. The supply of COBOL programmers is declining, so finding qualified employees and contractors to support computer system projects is difficult. The ability to respond to statutory changes and to support business partners is severely constrained by these factors. The Service Transformation Program is looking to replace DMV's technology and business processes. In addition, DMV faces numerous facility infrastructure constraints. Field offices are mostly leased from private companies, so facility improvements must be planned and funded many years in advance. Many buildings are not energy efficient and parking lots are frequently inadequate for the number of people served and the space needed

for commercial driver license testing. Overall, many DMV facilities and furnishings are in need of repair and/or replacement due to age or lack of adequate capacity.

- **Efficiency and productivity –** DMV will continue to streamline processes and increase productivity. This is especially important as a counterbalance to new state and federal program requirements that increase the time it takes to serve the public and to process transactions. With an aging computer system, DMV has done all it can to be more efficient and productive. Additional efficiencies and productivity will only be realized through updated technology and business processes.
- **Federal mandates –** Changing regulations from the federal government have a significant impact on the DMV budget needs. Compliance is necessary to remain eligible for federal transportation funding. Federal rules for the Commercial Driver License Information System required DMV to modify systems to interface properly and to continue issuing credentials acceptable for interstate commerce. Additional mandates from the federal government have the potential to be major budget drivers in the future.

Major changes to the agency in the past 6 years

2009–2011: DMV began issuing limited-term driver licenses and ID cards to applicants with limited approved stays in this country. These cards expire at the same time as the authorized length of stay on immigration documents. The facial recognition process was fully implemented and DMV expanded to two satellite contact centers to stabilize telephone wait time. Federal regulation and state statute required additional medical certification requirements for CDL holders. This “medical card” requirement created additional ongoing workload for DMV. Beginning in 2010, counties with a population of over 350,000 can charge their residents a county vehicle registration fee through an intergovernmental agreement with DMV to collect the fees. This County Registration Fee added steps to the registration process and increased workload for DMV.

2011–2013: Additional federal CDL regulations were issued, which required further work to bring DMV information systems and work processes into compliance. DMV began the initial scoping phase of a major System Modernization initiative. In response to customer trends, four limited service field offices were closed in order to consolidate employees and provide better customer service at remaining offices. With installation of new equipment in 2011, the knowledge test portion of driver licensing was simplified and eliminated the need for manual entry of customer scores. DMV began a process to decrease the size of its workforce to meet forecasted revenues.

2013–2015: DMV hired Mathtech, Inc. to complete an analysis and develop a strategy for system modernization. Mathtech analyzed business needs, completed a peer analysis and identified performance gaps. Findings were integrated into a strategic plan for

modernization. This information forms the foundation of the business case submitted along with the 2015-17 Service Transformation Program policy package.

2015–2017: A revised driver's manual was released decreasing the pages from 128 to 80 pages. The savings on printing and audio materials is over $50,000 annually. A pilot program for third party Class C drive testing was extended.

Enabled credit and debit card acceptance at all field offices. This customer convenience is a step in modernizing DMV.

DMV completed work to issue Commercial Learner Permits (CLP) and ceased issuance of commercial instruction permits. A CLP, when carried with a valid Oregon driver license and accompanied by a holder of a valid CDL, authorizes an individual to operate a commercial motor vehicle (CMV) for purposes of behind-the-wheel training. CLPs are valid for one year and cannot be renewed. CLPs must be issued with the class, restrictions and endorsements for the vehicle in which the CLP holder intends to practice and take their skills test.

Service Transformation Program (STP) launched with hiring of program staff; establishing program governance; meeting Stage Gate I and II; contracting for quality assurance vendor; completed work for business requires and process maps; data migration preparation; DMV web content update; and finalizing procurement of an IS solution vendor.

Specific actions the agency has taken or plans to take to contain costs and improve programs and service

Position Management
During the 2011-13 biennium, cost containment efforts focused on major initiatives including ODOT agency rightsizing, management service to employee ratio requirements, and a statewide hiring freeze. DMV saved $575,335 from the statewide hiring freeze due to delayed filling of vacancies from the freeze and a subsequent protracted hiring process.

Statewide manager-to-employee ratio requirements spurred redeployment of employees and restructuring of service group management structures in October 2012, successfully meeting the first target outlined in HB 4131. In total, thirteen DMV positions were removed from management service to date, 17 positions and $2,124,873 (2% of personal services expenditures) were eliminated during the 2011-13 biennium to meet agency “right sizing” targets.

DMV prioritized areas in which staff provide service or where an activity or function is required by law. The long-standing practices of employee cross-training and “emergency” resourcing have helped manage critical workload levels across the division. Transaction processing times continue to increase as demand for DMV services has continued to grow.

Partnerships
As a statewide service delivery organization, DMV is positioned to find opportunities for greater efficiency and effectiveness through partnerships both with other agencies and also outside organizations. Successful partnerships such as those with the Oregon Department of Environmental Quality for simultaneous tailpipe emissions testing and vehicle registration renewal, and Team Oregon for third-party Motorcycle skills testing are instructive for potential future partnerships. Other partnerships currently in place include:

- Department of Corrections – DMV is partnering with the Department of Corrections to enable issuance of driver licenses or identification cards to inmates prior to release from prison. This initiative is designed to improve an inmate’s ability to successfully reintegrate into society as possession of photo identification is essential for obtaining employment or conducting financial transactions.
- Oregon Judicial Department – Each year, DMV captures hundreds of thousands of driving record updates initiated through actions of the courts. DMV has partnered with Justice and Municipal courts to develop an electronic flow of citation information between the courts and DMV. This process automates work processes that otherwise involve manual data entry.
- Driver Education Providers and Drive Tests – DMV and the ODOT Transportation Safety Division are now allowing ODOT-approved driver education providers to administer the behind-the-wheel drive test to teen drivers who complete an approved driver education course. This program results in operational efficiencies for DMV, since it reduces the number of behind-the-

wheel tests conducted by DMV. This process also provides additional options and locations for teens to take a driving test. This program provides an incentive for new drivers to enroll in Driver Education.

- Oregon Secretary of State – The new Motor Voter program automatically registers eligible voters who do not opt out.

Service Transformation Program

The greatest single opportunity for future efficiencies at DMV is replacing its computer system and revamping key business tools. This investment will significantly improve business processes and service delivery options, which will enhance customer and key business partner satisfaction. The Service Transformation Program will meet four goals:

- Service Excellence. Expand services, improve performance, adapt to changes and comply with federal and state requirements.
- Efficiency. Enhance accuracy, responsiveness, convenience and quality, while maximizing available resources.
- Accountability. Invite and use perspectives of customers and business partners, apply strong project management, report on performance including time, cost and quality.
- Modernization. Upgrade outdated methods and technology through an incremental approach to create flexible business systems that can respond to changing customer, stakeholder and employee needs.

Major budget information

Entering 2017, DMV began shifting from readiness and planning work toward the early phases of program execution. In January 2017, STP staff began work with an Organizational Change Leadership (OCL) vendor to conduct change readiness assessments and develop the OCL project schedule. Negotiations began with the top-ranked proposer to provide the commercial-off-the-shelf solution (COTS) needed to increase system efficiencies. Before a contract can be signed, DMV must obtain an approval letter for Stage Gate III from the Office of the State Chief Information Officer and the Legislative Fiscal Office. STP continues to provide program updates to business partners and governance groups.

Looking forward to the 2017-19 biennium, STP plans to begin work with the IS solution vendor to install and begin configuring the new system. After 18-20 months of configuration, DMV expects to complete the first phase of the COTS implementation and launch a second rollout. To get ready for that deployment, significant work will be done to help employees navigate the transition including building change resilience, skill assessments and training. In addition to the implementation, DMV will continue the work of reviewing non-technology enabled pieces of business to find efficiencies.

The contract with the IS solution vendor is deliverables based. The 2017-19 biennium is projected to have the highest-level of spending through the life of the program. In addition to costs for product licenses that must be purchased before configuration can begin, DMV expects to reach at least one major deliverable (Phase 1 implementation) during the biennium. Directly following the first implementation, work will begin on configuring the system for the second phase of the program expected to happen in the 2019-21 biennium.

Federal Commercial Driver License Program Compliance
Compliance with federal Commercial Driver Licensing (CDL) regulations will continue to be an ongoing endeavor. DMV will seek to remain in compliance with federal regulations for both CDL program policy and federal Commercial Driver License Information System (CDLIS) interface requirements. Contingent upon the substance of future changes to federal regulation, DMV may require additional resources to maintain compliance. For example, interfacing to a new Federal Medical Registry is anticipated.

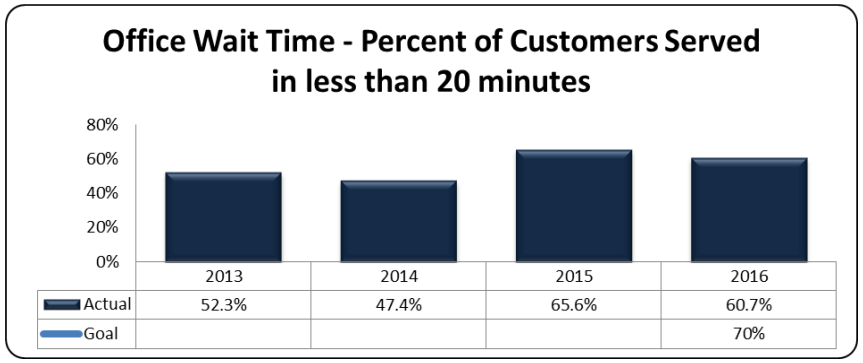
Comprehensive DMV Fee Study
DMV revenues primarily fund highway infrastructure and maintenance, road safety initiatives, agency debt service and DMV operating expenses. A comprehensive study of DMV services examined the costs of each DMV service and the fees charges. The report was issued in 2016.

Performance Measures

KPM #24 DMV CUSTOMER SERVICE: Field Office Wait Time

DMV strives for high quality service in its 60 field offices, and a primary measure of quality is customer wait time. Customer satisfaction surveys include factors such as employee courtesy, efficiency and professionalism as equally important to customer wait time.

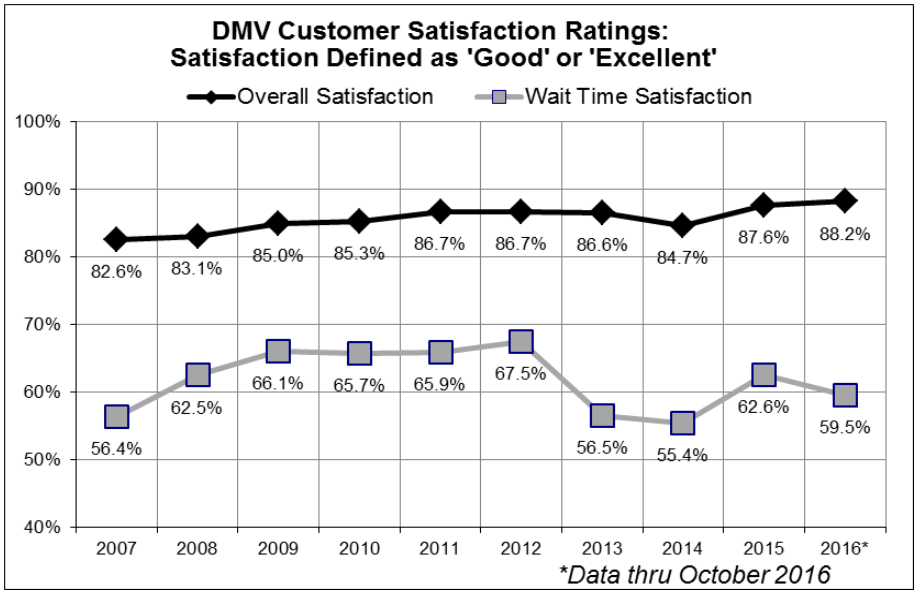
The primary strategy is to reduce in-person visits by completing transactions in the first visit. DMV also encourages use of alternative channels such as online services or the mail. Simple transactions such as vehicle registration renewals, address changes, and notice of vehicle sale can be done online instead of visiting an office. Also, many questions can be answered over the phone or by visiting the DMV website, rather than appearing in person at an office.



Other strategies to reduce wait time include lobby greeters, express counters, information kiosks, relief help between offices, and alternative work schedules. DMV offers third-party driver skills testing services as an option for CDL, teen driver, and regular Class C licensing. Motorcycle driver skills tests are conducted by Team Oregon. This enables DMV staff to assist more lobby customers instead of being outside the office conducting driver skills testing.

The target is to serve at least 70% of field office customers within 20 minutes of entering the facility. Customer surveys indicate that people generally expect to wait 20 minutes or less, and their level of satisfaction decreases with longer delays in receiving service. The Key Performance Measure approved by the Oregon Legislature in 2015 gives a better indicator of actual customer experience in DMV offices. The 70% target is a stretch goal considering forecasted customer visits and existing computer systems, business processes, and staffing levels. The new measure and target were started informally during FY 2013. About half of the customer visits in FY 2013 and 2014 resulted in wait times under 20 minutes, which was below the 70% target. The results improved in FY 2015 to over 65% due to staffing adjustments between offices and other efficiencies. FY 2016 dropped to 60% as the population of Oregon and vehicle transactions continued to increase.

DMV keeps performance metrics on both internal and external indicators of quality and quantity. These are used daily to manage workloads and balance performance levels. Customer wait times in the field offices and call centers are extremely important, but so are turnaround times for vehicle titles, mailing registration stickers, and posting convictions to driver records. A measure of the quality of DMV services is the level of customer satisfaction as determined by a monthly survey of recent customers visiting DMV field offices.



Customer Satisfaction

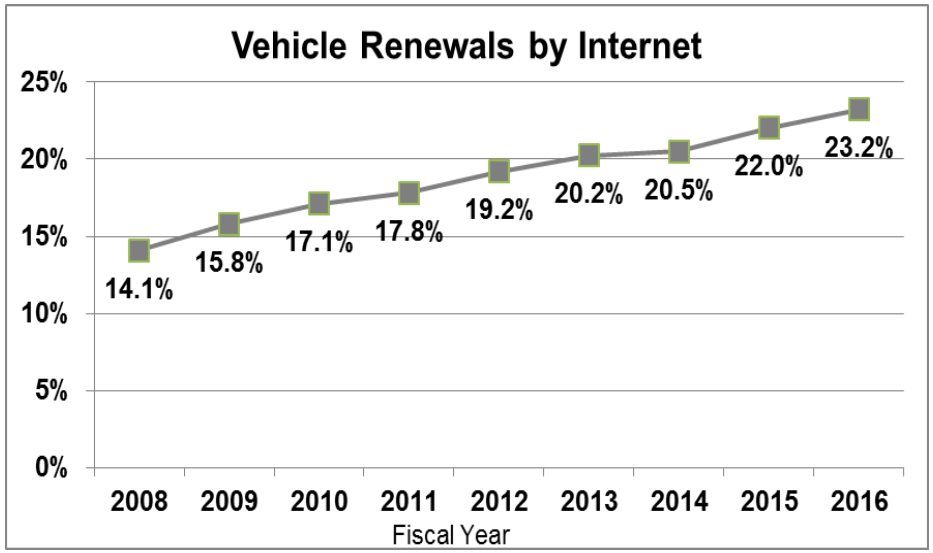
This measure rates employee helpfulness, courtesy, knowledge, efficiency, and wait times. DMV conducts customer satisfaction surveys and sets targets for the percentage of customers rating DMV service delivery as excellent or good. These surveys are conducted monthly by randomly sampling 400 customers who conducted business with DMV the prior month. DMV has set a goal of 85% of customers rating DMV service as good or excellent in relation to helpfulness, courtesy, knowledge and efficiency. DMV also measures satisfaction with the amount of time spent waiting for DMV services. DMV's goal is 65% of customers rating DMV field office wait time as good or excellent. Overall satisfaction exceeded the rating goal during the past few years, despite wait time satisfaction continuing to be short of the goal.

DMV also measures performance by the use of alternative service delivery channels. The highest-volume DMV transaction is vehicle registration. Owners can renew their registration by mail, at DEQ emissions stations, at DMV field offices, or online at the DMV website.

Vehicle Renewals Using the Internet

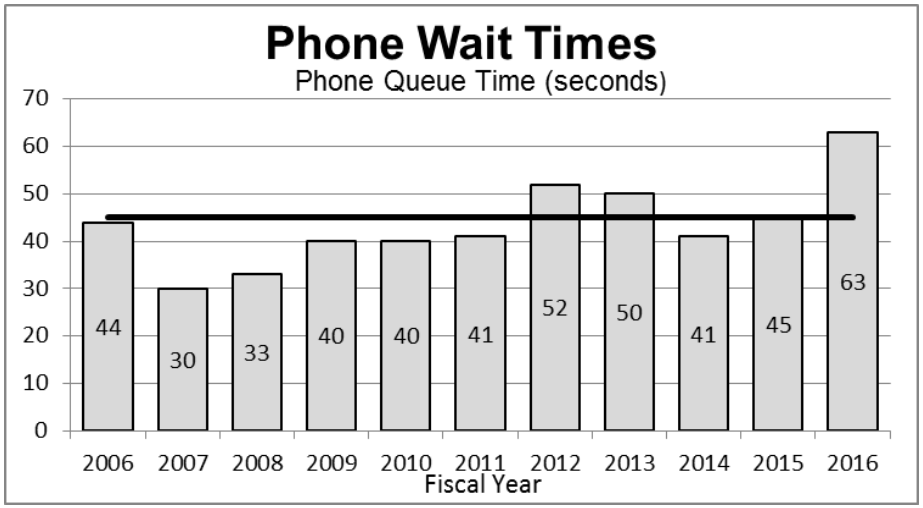
This measure shows the percentage of customers that are using the Internet to renew their vehicle registration. DMV tracks which service channels customers are using to conduct business with DMV. Transactions processed through the Internet are the most cost effective method for DMV to conduct business with the public. Renewal notices mailed to homes encourage people to use the Internet to register their vehicle and pay with a credit card. Customers who renew registration in field offices are reminded that their transaction could have been done over the Internet.

DMV and DEQ have partnered to allow people residing in vehicle emission inspection areas to use the Internet to renew their vehicle registration. This should increase the number of customers using the Internet for vehicle registration renewals. Starting in January 2016 customers are now allowed to keep an image of the receipt on their phone or print a copy to use as proof of registration renewal.



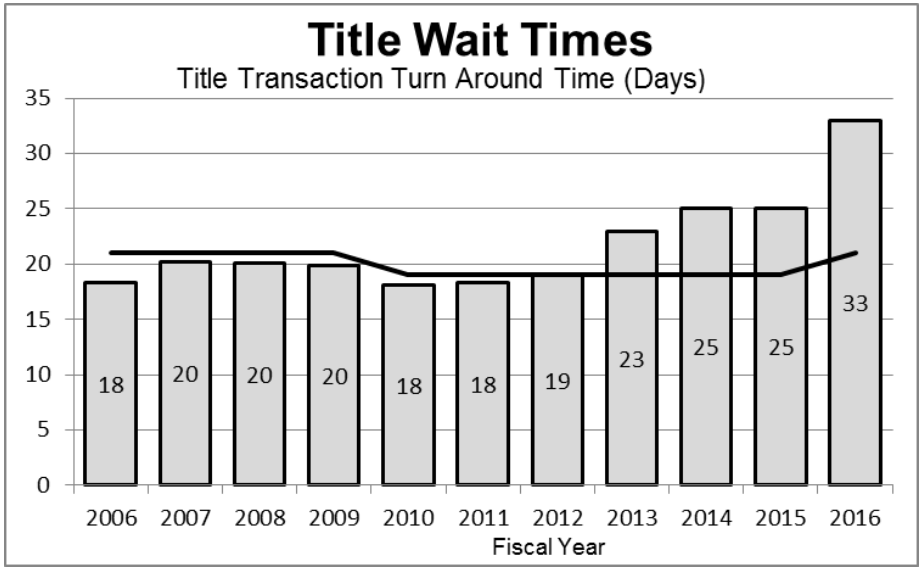
Phone Wait Time

DMV strives to provide consistent phone wait times in order to better meet our customers' needs. The current target of an annual average of 45 seconds meets customer expectations and is maintained over the course of the year by balancing staffing against fluctuating seasonal and daily call volumes. Phone wait time performance has fluctuated from year to year. In fiscal year 2016 average customer wait time was 63 seconds across 1.4 million calls. The average wait time was successfully managed to within the 45 second target for 2014 and 2015. The target level was not reached in 2016, but DMV is making strides to ensure staffing levels are in the right place at the right time to improve phone wait times for future customers.



Title Transaction Wait Time

Title application transactions are a major portion of DMV vehicle processing workload. This measure tracks time from when a title application is received at DMV headquarters to when the title is mailed to the customer. Beginning in fiscal year 2010, the target was decreased from 21 to 19 days and returned to 21 days as the volume of titles continued to increase annually since 2012. With volumes continuing to grow, the next opportunity for improving wait times will be with the DMV Service Transformation Program through updated technology and business processes.



Budget Detail

	2013-2015 Actuals	2015-2017 Approved Budget	2017-2019 Governor's Budget
Program			
Driver and Motor Vehicle	$160,965,212	$214,346,674	$233,933,112
Total DMV	**$160,965,212**	**$214,346,674**	**$233,933,112**
Expenditures by Revenue Source			
State (Other)	$159,880,488	$210,744,164	$231,919,165
Federal (FF and FF as OF)	1,014,650	3,598,632	2,013,947
State (General)	70,074	3,878	0
Total	**$160,965,212**	**$214,346,674**	**$233,933,112**
Expenditures by Category			
Personal Services	$110,673,754	$128,749,290	$136,776,090
Services and Supplies	$48,773,777	$65,244,319	$65,589,357
Capital Outlay	$549,021	$20,353,065	$31,567,665
Special Payments	$968,660	0	0
Debt Service	0	0	0
Total	**$160,965,212**	**$214,346,674**	**$233,933,112**
Positions	848	890	871
Full-Time Equivalent (FTE)	825.75	857.16	854.25

Summary of proposed legislation affecting agency operations

Policy Package

Driver and Motor Vehicle Services Division: 2017–19 Governor's Budget includes the following Policy Option Package:

#110	**Service Transformation Program II**	**$27,057,537**	**0 Positions**	**0 FTE**

This package continues implementation of a "program of manageable projects" which will enable DMV to significantly improve business processes and service delivery options for its customers.

Mission, Goals and Historical Perspective

The Rail program supports ODOT's mission by representing and advocating for customers of railroads, both passenger and freight, and by helping ensure a safe, efficient and reliable rail transportation system. We carry out our support through a number of programs that address the safety of railroads operating in the state, the safety of public highway-rail crossings, the safety of rail fixed guideway public transportation systems and the development of passenger and freight rail transportation opportunities.

Program Description

Crossing Safety

"At-grade crossings" occur when rails and roadways intersect at ground level. These situations can present significant safety issues. The Crossing Safety program enforces state and federal laws and rules related to crossing safety, with a goal of minimizing negative impacts at these potential points of conflict. This encompasses, by statute, regulatory authority over all public highway-rail crossings in the state, along with limited authority over private crossings. In this program, we authorize the construction, alteration or elimination of public highway-rail crossings in Oregon. Through annual inspection of approximately 2,400 public crossings and approximately 2,400 private crossings statewide, we enforce numerous state and federal safety requirements. We also manage safety improvement projects through administration of federal highway funds and state funds provided by the Grade Crossing Protection Account.

Injuries and fatalities at Oregon highway-rail grade crossings have been significantly reduced through projects such as construction of grade-separated crossings, upgrades to signals and elimination of public highway-rail at-grade crossings. In addition to our regulatory role, our staff works cooperatively with railroad companies, state, federal and local government agencies and citizens to address crossing safety concerns and participate in transportation planning activities that improve the mobility of highway and rail traffic. Crossing safety functions are funded 50 percent from the Rail Fund (Gross Revenue Fee on railroads) and 50 percent from the Grade Crossing Protection Account (State Highway funds).

Road authorities and railroads apply to the Crossing Safety program for permission to construct, alter or close public crossings. We authorize such action through a "Crossing Order" which outlines the responsibilities of a road authority and a railroad in respect to the activity approved for a specific crossing. Road authorities, railroads and the division may request a hearing if agreement cannot be reached. Very few hearings are held, which is a testament to the effective collaborative efforts between the Crossing Safety program, road authorities and railroads.

Rail Safety
The Rail Safety program ensures compliance with state and federal regulations related to track, locomotives, rail cars, hazardous material transport, signal and train control and railroad operating practices. This program is critical in reducing the potential for railroad derailments and the release of hazardous materials. In cooperation with the federal government, we use inspections, enforcement actions and industry education to improve statewide railroad safety. Under a separate statutory program, we inspect railroad sidings, yards and loading docks to ensure the safety of railroad workers. In this program, our jurisdiction covers not only the 32 operating railroads, but also 533 rail-served industries. Additionally, Rail Safety inspects over 2,377 miles of heavy rail track every year. This program is funded through an assessment on all railroads based on total annual gross operating revenues (Gross Revenue Fee).

Rail Fixed Guideway Public Transportation Systems Safety Oversight
The State Safety Oversight (SSO) program is responsible for safety oversight of 82.5 miles of rail fixed guideway public transportation systems (light rail, streetcars and trolleys). We work with rail fixed guideway public transportation systems to develop safety and security policies and procedures in compliance with Federal Transit Administration (FTA) laws and guidelines. We perform inspections, audits, and accident/incident investigations and make recommendations for improvement. We inspect crossings of rail fixed guideway public transportation systems to ensure compliance with federal and state regulations.

The majority of funding comes from the FTA through the SSO program created under the most recent surface transportation authorization act – Fixing America's Surface Transportation Act (FAST Act). This program is partially funded from an assessment on rail fixed guideway operations for the Astoria Trolley and the Willamette Shore Trolley. The remainder comes from the Transportation Operating Fund.

Operations and Planning
While public transportation often services people within communities, links between communities are often missing. Closing these gaps with regional and intercity passenger rail service benefits the many Oregonians who must travel long distances for work, for services or recreation. Passenger rail service is part of the state's multi-modal transportation system that provides options for residents and visitors alike.

Our Rail Operations and Planning staff collaborates with the Washington State Department of Transportation to administer the state-supported Amtrak Cascades inter-city passenger rail service. Passenger rail ridership in Oregon has steadily increased since its beginning in 1994, setting record numbers of riders in 2013. Rail Operations also manages the equipment acquisition and maintenance of two trainsets running in the federally designated Pacific Northwest Rail Corridor (PNWRC).

We are currently in the midst of passenger rail planning efforts that include a study to improve service between the Portland urban area and the Eugene-Springfield urban area, part of the PNWRC. The Corridor Investment Plan, Tier 1, Environmental Impact Statement project is funded by a combination of state and federal funds. It is required in order for us to compete for future federal funding for the high-speed passenger rail corridor. Estimated completion date of the plan is June 30, 2018.

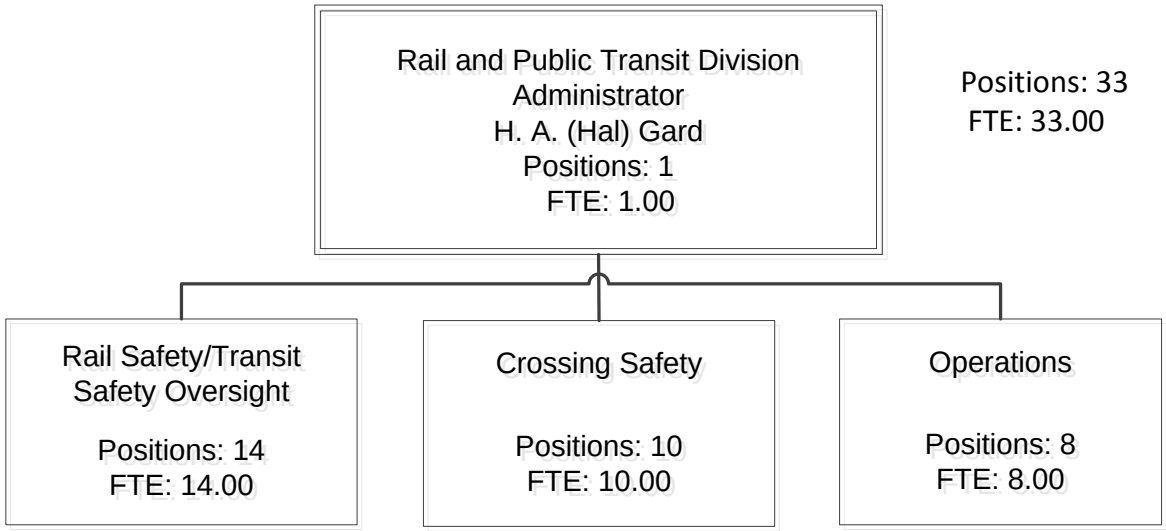
With support from ODOT's Transportation Development Division, the State Rail Plan (SRP) was updated in late 2014. The SRP was coordinated with other state transportation planning programs to clarify long-term service and investment needs and requirements. The SRP is required for Oregon to compete for federal funding.

Rail Operations works with advisory groups, the rail industry, private sector transportation partners, and federal, state and local agencies to help develop freight and passenger rail plans and manage railroad improvement projects for both freight and passenger rail operations. We provide technical expertise to communities interested in developing rail opportunities and we participate in federal proceedings related to railroad mergers and line abandonments.

The Lease Fee Program requires our staff to manage 155 miles of railroad right of way (ROW). We negotiate ROW leases and permits and ensure private crossing agreements exist between Oregon's landowners and the Rail program. We also manage the maintenance of the Salem railroad station. In addition, we manage the budget, multiple funding sources, proper use of funds, cash management, financial reporting and other fiscal activities.

Administration
Rail administration supports the work of the Rail programs, including rail safety, crossing safety and passenger rail operations.

Organizational Information



Major Budget Drivers, Budget Risks and Environmental Factors

The Rail program's priorities and resource allocation strategies are driven by three primary goals: public safety, mobility and livability.

Public Safety
Under Oregon law, the Rail program is responsible for ensuring the safe operations of railroads in the state. This mandate covers various components of the railroad system including public highway-rail crossings, infrastructure (tracks, signals), locomotives and cars, railroad operations, transport of hazardous materials and rail fixed guideway public transportation systems. We focus our efforts on

ensuring operating practices, maintenance activities and highway-rail crossing construction projects maximize safety for citizens, railroad employees and customers of the rail system, such as shippers and passengers. In late 2014 based on the Governor's Rail Safety report, ODOT responded to an identified need and hired four additional inspectors to ensure coverage and address safety concerns posed by the rapid increase in movement of hazardous materials by rail.

Mobility

The rail industry provides an efficient and economical movement of freight and passengers in Oregon. Trains avoid highway congestion and conditions, which is shown to be effective, as the trucking industry is rail's largest customer. Rail shipments remove trucks from the highways while providing for efficient and cost-effective movement of people and goods. This directly benefits local and regional economies. Rail positively affects Oregon's national and international trade via ports (such as the Port of Portland) by moving large numbers of freight tons into and out of port facilities. Rail access enables Oregon's ports to compete in national and international markets.

Each of our transportation modes, including rail, is challenged by the growing need for movement that is often constrained within and beyond the state's boundaries. We manage the public funds invested in rail infrastructure projects, such as smaller railroads upgrading their infrastructure to accommodate heavier freight cars, and enhance rail access to ports and other intermodal facilities.

The program also facilitates the expansion of passenger rail service and encourages partnerships in developing public/private agreements to help address significant infrastructure challenges. We realize it is imperative for the modes to work cooperatively to address the state's mobility needs, because we know no one mode can satisfy current and future demands in isolation.

Livability

Rail programs contribute to the state's livability through development of efficient, safe and comprehensive rail service that minimizes environmental impacts, contributes to effective land use, sustains jobs and supports a favorable business climate. The ability of Oregon's railroads to help divert road traffic (for both freight and passenger trips) helps congestion management efforts and extends the usable life of road investments. The program's regulation of public highway-rail crossings aids local access, emergency response times and overall livability (for example, reduced noise and air pollution from idling). The state-sponsored intercity passenger rail service and related bus service offer citizens and visitors alternative travel modes.

Major Agency Changes in the Past Six Years

2015-2017 Biennium
Crossing Safety's Federal Highway Administration (FHWA) Section 130 cash allotment increased from $2.8 million per year to $4.5 million in 2016. This was a one-time increase only and will decrease to $3.0 million in 2017 and forward.

FTA published a final rule on March 16, 2016 to establish an enhanced rail transit SSO program. The SSO final rule was issued under the Public Transportation Safety program, authorized by the FAST Act. The rule significantly strengthens an SSO's authority to investigate accidents and oversee rail fixed guideway public transportation systems.

2013-2015 Biennium
In 2014, Rail Safety hired three additional FRA inspectors and three FTA SSO staff and Crossing Safety hired one additional FRA inspector. The increased staffing ensures compliance with Oregon's Legislative mandate to increase inspectors, inspections and additional responsibilities mandated by FTA under the FAST Act.

In 2014, MAP-21 no longer allowed the SSO programs to charge the rail fixed-guideway public transportation systems for their oversight. Instead FTA provided a grant of 80 percent requiring a 20 percent match, which is funded by TOF. The SSO program received approximately $700,000 and will continue to receive similar amounts each federal fiscal year into the foreseeable future. ODOT Rail SSO staff attended required trainings and seminars necessary for FTA certification and began performing inspections on all rail fixed guideway public transportation systems in Oregon.

2011-2013 Biennium
The Passenger Rail program put two Talgo trainsets into service. The Passenger Rail Investment and Improvement Act eliminated consistent federal funding for passenger rail operations and equipment. Both increased the need for state funding of the Passenger Rail program from approximately $4.2 million per fiscal year in FY 10 and FY 11 to approximately $14.5 million per fiscal year in FY 16 and FY 17. Since 2010, ridership has continued to increase with the exception of a downturn in 2014 and 2015.

Specific Agency Actions and Planned Actions to Contain Costs and Improve Programs and Service

Sustainable funding sources working in tandem with one-time funding sources, such as Oregon's multimodal *Connect*Oregon program, are required to maximize the utility of the rail system. Once a funding source is in place, it can be used to leverage additional private

and federal funding for rail projects. For example, over the past few years, the U.S. DOT has authorized multimodal grants from the Transportation Investment Generating Economic Recovery (TIGER) and the High-Speed Intercity Passenger Rail (HSIPR) programs. Across the nation, more than $12 billion in grants had been given. Oregon's rail system has received some grants from these programs, but participation has been limited by lack of required state matching funds.

The Environmental Impact Statement project we currently have underway will pave the way for future federal investment in the passenger rail corridor, but readily available matching funds will remain an issue. In 2010, the federal government provided the states of California and Washington with $3.5 billion and $800 million respectively because of those states' ability to provide matching funds. In comparison, Oregon received only $19 million due to the lack of matching funds.

Using ODOT dollars, such as *Connect*Oregon, Grade Crossing Protection Account, or Lottery Bond proceeds in conjunction with federal or private dollars can help improve rail infrastructure and, as a result, freight and passenger rail service. A Union Pacific Railroad bridge improvement in Harrisburg provides an example of what matching funds can accomplish. ODOT combined $4 million in *Connect*Oregon funds with Union Pacific's $12.4 million to improve an area of track that, due to the physical configuration, required all trains to slow to 30 mph. This slow-down occurred in the middle of adjacent track areas that allowed trains to reach 79 mph. The track improvement eliminates the slow area and allows trains to continue at 79 mph, reducing travel time for passenger rail and improving fuel efficiency for both freight and passenger trains.

The federal Passenger Rail Investment and Improvement Act shifted 100 percent of the costs for the Amtrak Cascades rail service from Amtrak to the states. This requires Oregon and Washington to share in more of the operating and capital costs. Oregon purchased two trainsets and uses them cooperatively in the Cascades passenger rail corridor. By owning trains, Oregon has a stronger role as a partner in the corridor. The two new Talgo trainsets join the five Talgo trains owned by the state of Washington in helping preserve options for Oregonians. Washington and Oregon are jointly managing the operations of the Amtrak Cascades Corridor. The states work together to contract services for operations and maintenance of the fleet of trains. Also, both states are coordinating their state rail plans to take advantage of efficiencies such as data collection, planning and stakeholder outreach.

Major Budget Information

The SSO Program included in the FAST Act comes with new requirements for states, including higher levels of safety oversight. While the federal government will cover 80 percent of the cost of the new program, states are required to contribute a 20 percent match, and they are prohibited from assessing transit providers for this cost. ODOT Rail will use the TOF to cover this match.

Fees from Oregon's custom vehicle license plates are the primary source of revenue for the Passenger Rail Program. Under ODOT's current revenue forecast, the custom vehicle license plate revenues will be insufficient to cover the cost of the Cascades trains through the 2017-2019 biennium. Revenues in 2017-2019 from custom vehicle plate sales are projected to be $6.5 million while projected expenses are approximately $29.8 million, resulting in a $23.3 million shortfall. ODOT has identified the following resources to close this gap:

- The TOF (unclaimed refunds for off-road vehicle gasoline tax) will provide $4.4 million as a carryforward amount from the 15-17 biennium;
- TOF will provide $3.1 million for the 17-19 biennium;
- Federal funds from the FHWA Congestion Mitigation and Air Quality Improvement Program will provide $2.9 million and a $1.0 million carryforward amount from the 15-17 biennium;
- The Passenger Rail Fund will provide a $3.0 million carryforward from custom license plates for the 15-17 biennium.

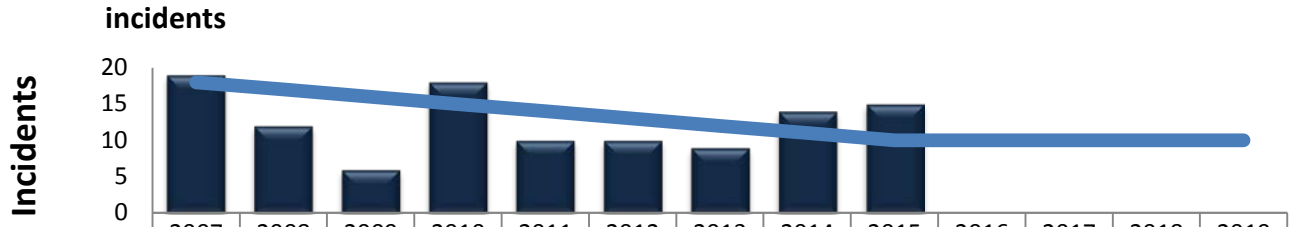
The Governor's Budget includes $8.7 million General Fund to provide the balance of the funding needed. Oregon's lack of dedicated, sustainable funding for rail investments is the number one challenge facing a viable rail system for both passenger and freight in Oregon. Without such funding, Oregon does not have revenue available for the required match for federal or private funds to improve rail service, nor the substantial revenue needed to maintain current infrastructure or to operate services already in place. Additionally, funds are needed to improve the rail systems that are vital to Oregon businesses and the economy, and to reduce congestion, greenhouse gas emissions and highway maintenance costs.

Performance Measures

KPM #6 RAIL CROSSING INCIDENTS: Number of highway-railroad at-grade incidents

How the measure is used

ODOT's top priority is to have the safest infrastructure possible. Safe infrastructure is promoted by implementing design practices that mitigate structural safety risks on Oregon's transportation system. The Crossing Safety Unit manages crossing improvement projects and inspects crossings to ensure they are appropriately maintained. The Crossing Safety Unit works with public and private entities, including the railroad companies, public road authorities and law enforcement to address crossing safety concerns and participate in transportation planning activities to improve the mobility of highway and rail traffic.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Actual	19	12	6	18	10	10	9	14	15				
Goal	18	17	16	15	14	13	12	11	10	10	10	10	10

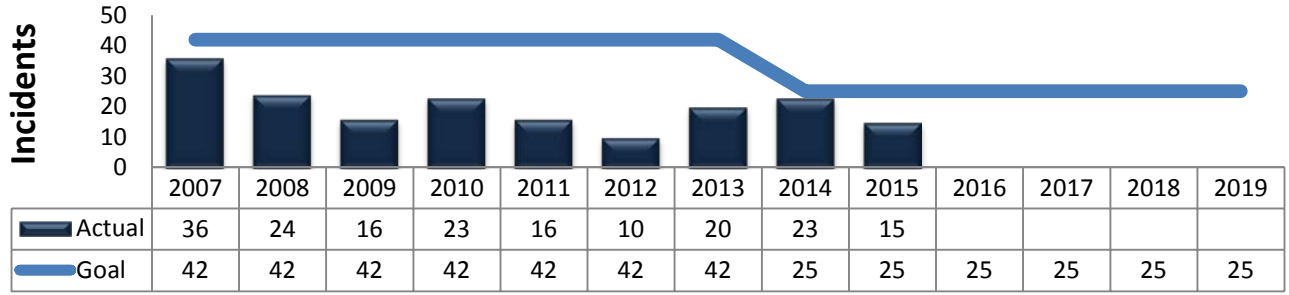
Progress towards achieving performance goals

Over time our program strives for zero incidents; however our current goal is 10 incidents. Since 2007, rail crossing incidents have decreased by 21.1 percent. This trend indicates significant improvement.

In 2015, 15 rail crossing incidents occurred, which under-performed our goal of 10. The data in the table above shows that in 2015, 11 incidents involved motor vehicles and four incidents involved pedestrians. There were six fatalities and two injuries. The Federal Railroad Administration (FRA) reports that, in recent years, Oregon has been in or near the top 20 states for the fewest number of motor vehicle incidents at public highway-rail crossings. Strategies to continue reducing incidents include maintaining inspection efforts, increasing funding for crossing investments and increasing education outreach on crossing safety to the driving public and pedestrians.

KPM #7 DERAILMENT INCIDENTS: Number of train derailments caused by human error, track or equipment

How the measure is used
Working with the FRA, we use a combination of inspections, enforcement actions and industry education to improve railroad safety and reduce the incidence of derailments and the potential release of hazardous materials.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Actual	36	24	16	23	16	10	20	23	15				
Goal	42	42	42	42	42	42	42	25	25	25	25	25	25

Progress towards achieving performance goals
The number of derailments has steadily decreased to a level below the target, as reflected in the table above. Even as rail traffic increases, this trend indicates significant improvement. In 2015, there were 15 derailment incidents, a decrease from 23 derailments in 2014. From 2007 to 2015, derailments have decreased 58.3 percent, from 36 to 15. In 2014, we lowered the target to 25. The number of inspections, which is proportional to the number of qualified inspectors on staff, is a factor in the number of derailments. In 2015, ODOT completed 746 inspections and had 15 derailments, compared with 2014's 448 inspections and 23 derailments.

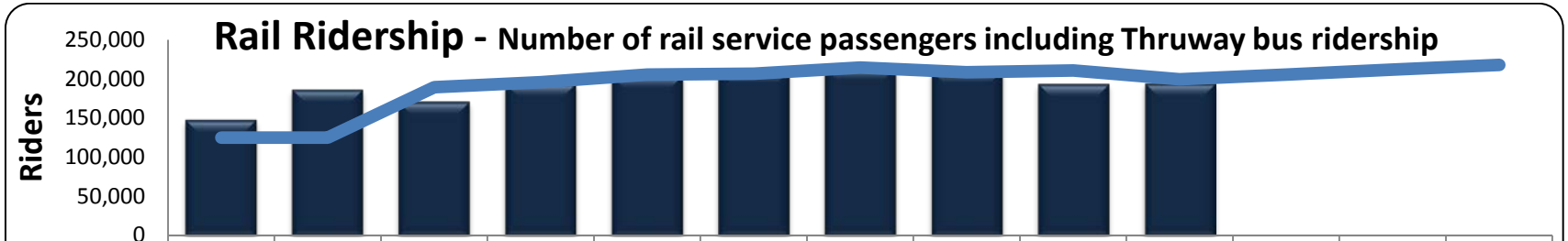
Over the last decade, the Rail Safety Unit has hired, trained and certified new inspectors needed due to staff turnover. Recruitment and retention of qualified compliance personnel is vital as new hires require approximately one year of training to become federally certified to conduct inspections. Staff turnover combined with the required training period limits the division's effectiveness in identifying non-compliant, potential derailment conditions. Analysis of data (e.g., track conditions, operating issues) from previous inspections helps us to identify where to focus resources and inspections.

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

KPM #11 PASSENGER RAIL RIDERSHIP: Number of state-supported rail service passengers, including Thruway bus ridership

How the measure is used

ODOT promotes multi-modal transportation options in order to reduce travel delays and highway congestion and offer travel options. This performance measure tracks ridership on passenger rail and related Thruway buses. This data informs service and other improvements to better meet user needs.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Actual	147,988	186,410	171,353	193,971	204,480	211,036	215,096	210,864	193,743	194,453			
Goal	124,995	124,995	189,289	195,635	205,574	206,525	214,616	208,590	210,676	199,555	205,542	211,708	218,059

Progress towards achieving performance goals

Historical increases in Cascades train and Thruway bus ridership determine target projections. Since 2007, ridership has generally increased, reaching its highest level of 215,096 rides in 2013. In 2014 and 2015, ridership decreased likely due to rail-line construction and lower gas prices resulting in poor on-time performance and a modified schedule. 2016 ridership shows a slight .36 percent increase over 2015.

Ridership increases result from reduced travel time, increased train speed and frequency, on-time reliability, increased range of service, connectivity with other transportation modes and improved schedules. These conditions depend upon sufficient capital and operational investment.

Oregon's passenger rail program modestly compares to Washington's and California's, both of which aggressively invest in passenger rail resulting in passenger and freight rail benefits. To improve rail ridership, ODOT must seek permanent, dedicated, sustainable funding sources for operations, maintenance, capital investments and state match to leverage federal funds. ODOT also must continue

improving public awareness and implement the Cascades Rail Corridor Management Plan which includes agreements, contracts and strategies to jointly manage the service and provide for strategic long range planning.

Union Pacific Railroad (UPRR) owns rail track that the passenger trains travel on and received $7 million in 1994 in capacity improvements for ODOT to operate one train. In 2000, ODOT paid UPRR $15 million to add a second train. If the Passenger Rail program stops operation and later wishes to resume the program on the UPRR tracks, the estimated capacity improvement charges could be tens of millions.

Budget Detail

	2013–2015 Actuals	2015–2017 Approved Budget	2017–2019 Governor's Budget
Program			
Rail Program	$51,415,608	$78,300,744	$69,643,332
Total Rail	$51,415,608	$78,300,744	$69,643,332
Expenditures by Revenue Source			
State (Other)	$26,057,574	$34,345,667	$31,286,714
Federal (FF and FF as OF)	25,358,034	33,546,367	29,620,669
State (General)	0	10,408,710	8,735,949
Total	$51,415,608	$78,300,744	$69,643,332
Expenditures by Category			
Personal Services	$ 7,162,041	$ 6,527,165	$ 8,160,887
Services and Supplies	19,797,179	28,015,520	20,978,197
Capital Outlay	4,701,744	0	0
Special Payments	19,754,644	43,758,059	40,504,248
Debt Service	0	0	0
Total	$51,415,608	$78,300,744	$69,643,332
Positions	30	30	33
Full-Time Equivalent (FTE)	30.00	30.00	33.00

Program or Service Reduction Discussion

The Rail Operations Program supports passenger rail, which has grown tremendously since its inception in Oregon. Having a viable passenger rail option gives travelers choices. It provides intercity transportation for people without access to cars, and supports the trend of younger people delaying vehicle ownership. The reduction of approximately $1.20 million included in the Governor's Budget, applies to the General Fund request for passenger rail and will result in elimination of marketing and advertising for the *Cascades* Passenger Rail Program. This reduction would most likely have an adverse effect on ridership - the level of which is currently unknown. A ridership reduction conflicts directly with an Oregon Legislative directive originating during the 15-17 legislative session that directed ODOT Rail to increase passenger rail ridership.

Mission, Goals and Historical Perspective

In the interest of providing a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians, Public Transit works to implement the state's Public Transportation Advisory Committee's (PTAC) vision for public transportation, which states:

> "As an integral part of the greater state transportation system, public transportation resources provide users with seamless access, mobility and connectivity. Citizens and visitors benefit economically through access to services, employment and recreation which in turn promotes healthy thriving communities. PTAC's priority is to promote innovation by investing in Oregon's intermodal solutions and cost-effective strategies that create economic growth. We must be flexible, adaptable and solution-oriented to meet future opportunities. To this end, PTAC is committed to bold leadership and innovation to achieve our vision."

Public Transit engages regional and local partners to leverage resources and more efficiently deliver public transportation services so they remain affordable to Oregonians who most depend on them. Public Transit is migrating to a more multimodal and regional model to serve the communities of Oregon by integrating transit planning and development with other divisions and state agencies, and involving a wide range of regional interests. This model makes better use of available resources, promotes greater coordination among all levels of government and creates positive public and private partnerships.

Program Description

Each year, Oregonians take roughly 131 million rides on public transportation. ODOT provides funding, oversight and technical assistance to public transportation providers across the state.

Our programs support over 150 public transportation providers in transit districts, more than 200 cities and towns, all 36 counties, and nine federally recognized Indian tribal areas. We help ensure that transportation providers receiving state or federal funds are implementing projects in accordance with various fiscal and legal requirements.

General Public Transit
The General Public Transit program funds transit services benefitting the general public in rural areas as well as bus and bus facilities to providers across the state. General public transportation providers are the primary system of transit service delivery in Oregon. Since 2000, general public transportation ridership in Oregon has grown steadily at about six percent per year, in both urban and rural areas.

Intercity
While public transportation often serves people within communities, links between communities are often missing. Closing these gaps through a combination of passenger rail and bus service benefits many Oregonians who must travel long distances for their jobs, or for seniors who wish to age in place and who rely on regional and intercity transit connections as critical lifelines to medial services, groceries and other essential services. The Intercity program provides service options for statewide travel connecting regions, towns and rural communities with major transportation hubs and urban centers. Transit works with private intercity operators to create regional connections that use private investment to leverage federal funding. Intercity buses make scheduled connections with Amtrak and other intercity carriers to make traveling accessible, reliable and convenient. The program continues to fill gaps in our statewide transit system by bringing new bus routes to rural communities and other parts of the state that have been underserved.

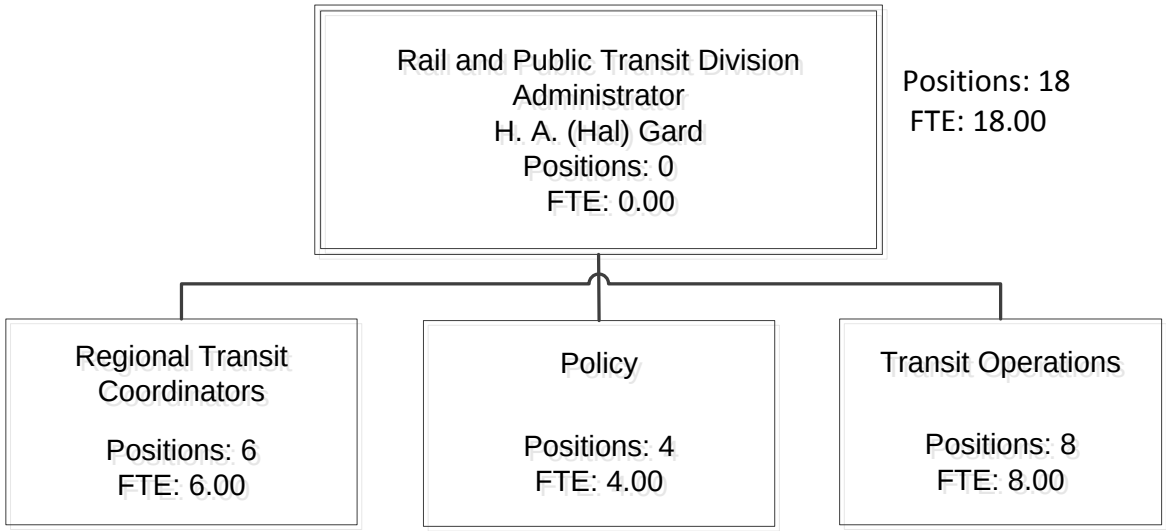
Enhanced Mobility / Special Transportation Program
The Enhanced Mobility / Special Transportation program removes barriers, coordinates services and expands options for seniors and individuals with special transportation needs in every area of the state. Public transit services for seniors and persons with disabilities are frequently provided thorough paratransit and dial-a-ride services that pick people up and drop them off door-to-door.
More than 18 million trips on fixed route or demand response service are taken each year by seniors and individuals with disabilities. Dependable funding is extremely important for providers to perform long-term planning leading to increased service levels.

Public Transit Planning and Research
The Planning program supports public transportation-related planning at statewide, regional, local and corridor levels. Transit Program staff assists in the development of policies resulting in long-range plans and short-range programs based on transportation investment priorities. Activities also include research and development of enhanced trip-making information to improve customer service and to provide information for system analysis and program improvements.

Transportation Options
The Transportation Options program works through local governments and the private sector to promote alternatives to driving alone such as bicycling, walking, taking public transit, ridesharing (carpooling and vanpooling), teleworking and compressing work weeks. The

program helps Public Transit achieve national and state goals for land use, air quality, congestion management and energy conservation. Public Transit is working with the Transportation Development Division Planning Section to implement the recently adopted Transportation Options Plan. The goal is to encourage travelers to choose alternative travel modes to reduce auto trips, congestion and pollution, and to enhance livability, physical health and activity levels.

Organizational Information



How Services Are Delivered

The Transit Section provides grants, policy leadership, oversight, training and technical assistance to communities and local transportation providers. Public Transit's goal is to provide the leadership to develop a public transportation system that is integrated as a strategic complement to transportation solutions for Oregon.

Transit program funds are primarily distributed to local service providers in three ways: (1) through a formula based primarily on service-area population; (2) through a formula based on the number of rides given and miles traveled; and (3) through discretionary grant solicitations.

Transit also manages agreements with private transit operators to provide intercity and longer distance service where there are jurisdictional gaps and no local service provider able to provide the service.
Transit has implemented a strategic approach to maximize the return on public transportation funding investment. ODOT recognizes that state and federal transportation resources are limited and we must use them wisely. Our approach to funding focuses on maintaining existing services, innovations and expanding services, after service preservation priorities are addressed. More specifically, we:

1. Preserve the existing public transportation system where it is productive and providing appropriate service. This includes focusing on the basics, such as preventive maintenance, operations, fleet replacement, information technology and traveler information;
2. Innovate where the investment could advance sustainability, preservation and enhancement goals. This could include investments such as compressed natural gas and electric buses, IT applications, real time information and intermodal partnerships; and
3. Enhance the existing system where high priority service or connections can be achieved to improve transportation for underserved populations. This includes adding service hours, filling service gaps by adding new routes and creating or improving connections to transportation hubs. It also includes fostering public-private partnerships.

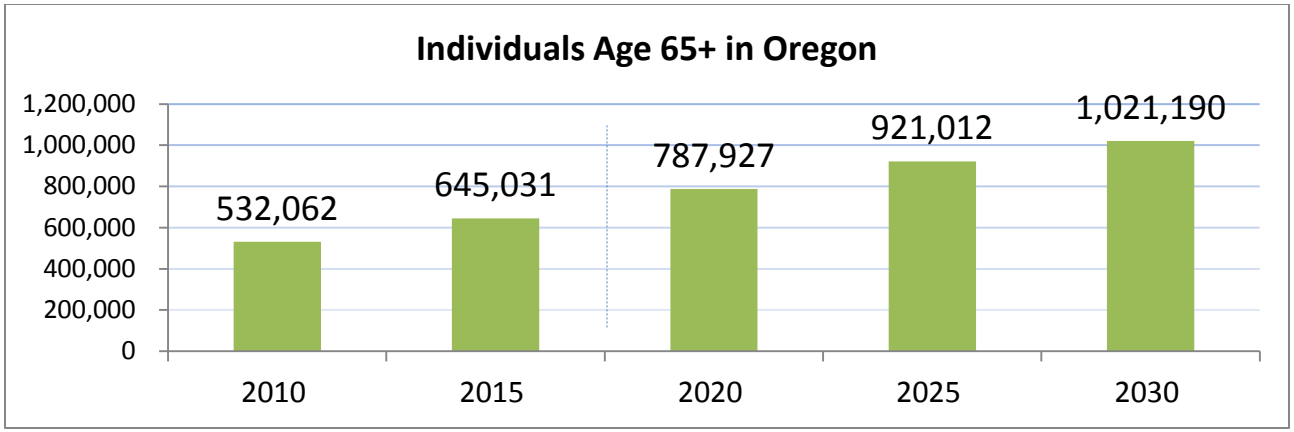
Major Budget Drivers, Budget Risks and Environmental Factors

Budget drivers

Rapidly growing senior population is increasing demand for transportation services

The number of adults age 65 and over in Oregon is expected to double between 2010 and 2030 (see table below).[5] These seniors will depend on public transportation to maintain their independence and to access healthcare and social opportunities. Providers in Oregon are already feeling the impact of this growth in senior population.

[5] U.S. Department of Health and Human Services Administration for Community Living webpage. *Oregon's population aged 65 and over is expected to grow from approximately 532,062 in 2010 to over 1,021,190 in 2030.* Accessed at http://www.aoa.acl.gov/Aging_Statistics/index.aspx, December 2015.



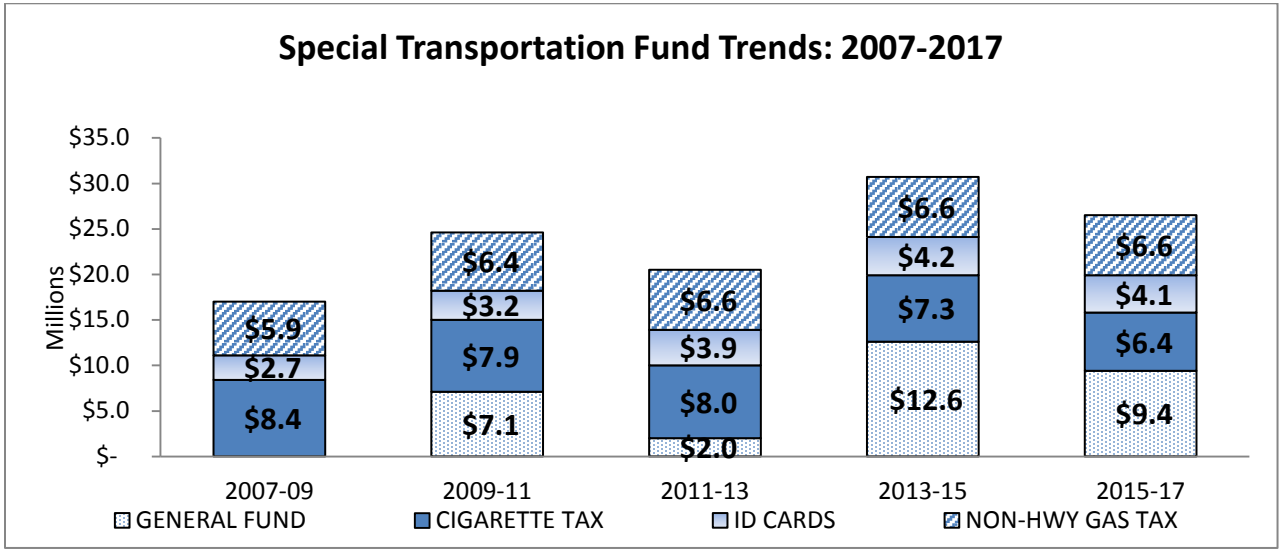
Other budget drivers

- ODOT is currently working with transit providers to implement the FTA's Transit Asset Management Rule that went into effect on October 1, 2016. This rule establishes vehicle condition performance targets and prioritizes vehicle funding based on vehicle condition. ODOT will develop a group asset management plan for the state's rural transit providers that includes the statewide performance target for the percentage of vehicles that have exceeded their useful life, as determined by vehicle age.
- While public transportation often serves people within communities, links between communities in urban and rural areas are often missing. Closing these gaps with intercity service would benefit the many Oregonians who do not live in the same location as their work, often because they cannot afford to do so. It could also serve the growing share of older adults who are choosing to age in place and who rely on intercity transit connections as critical lifelines to medical services, groceries and other essential services.
- Given today's funding, many public transportation providers operate limited routes, with infrequent service, mostly on weekdays. Because of these constraints, public transportation is available only to a small section of a community's population. In rural areas, long distances further restrict the total number of routes that can be provided and the frequency in which they operate.
- The revision of the Oregon Public Transportation Plan (OPTP) (scheduled for completion in 2018) will guide future investment priorities.
- Using federal planning funding for the required update to the OPTP and to implement the Transit Asset Management rule over the next biennium results in this fund source being unavailable for local public transportation providers.

Budget risks

General Fund dollars are crucial for the preservation of programs because they provide critical match to leverage federal dollars. However, recent decreases in funding have led to service reductions for senior and disabled transit passengers. General Fund investment in the Transit Program declined from $12.6 million in the 2013-2015 biennium to $9.4 million in the 2015-2017 biennium and the Governor's Budget includes $8.6 million for the 2017-2019 biennium.

The figure below shows Special Transportation Fund revenue over time and illustrates how the cigarette tax, ID card funding and the non-highway use gas tax have been relatively reliable in recent years while the General Fund portion has been less stable.



Environmental factors

- Competition for General Fund dollars is high and this funding source is increasingly stretched thin.
- New federally-mandated programs, such as the Transit Asset Management Rule consume resources to implement and maintain, but do not come with additional federal funding.

- A large number of American Recover and Reinvestment Act-funded vehicles purchased around 2009 will begin to exceed their useful life in 2018, requiring replacement or significantly increased maintenance costs. This will create a substantial funding gap in the state's vehicle fleet that will need to be addressed.
- The rising cost of housing is pushing low-income families away from the jobs and services of urban centers, increasing the need for reliable public transportation connections. For these communities, public transportation is a necessary mode of travel, not a discretionary option.

Future challenges and opportunities

As demand for public transportation service increases, public transportation providers are faced with the challenge to:

- Maintain existing services as the demand for service continues to increase
- Add more hours and days of service on high demand routes
- Modernize aging facilities and buses
- Optimize travel information and upgrade communications and security equipment through technological advances
- Continue to transition to more cost effective, energy efficient and lower environmental impact equipment and practices

The opportunity exists to leverage federal dollars to address these challenges. With more sustainable state funding, transit providers could plan ahead and develop optimal investment strategies.

Major Agency Changes in the Past Six Years

2015-2017

- Revising the Capital Program to address the FTA Transportation Asset Management rule which uses the condition of assets to guide the prioritization of funding at transit agencies to keep buses and facilities in a State of Good Repair.
- Created the first transit network grant opportunity emphasizing key transit hub connections and first mile/last mile connectivity.

2013-2015

- Merged Rail Division and Transit Division into a single Rail and Public Transit Division under unified leadership.
- Led the nation in creation and maintenance of first web-based General Transit Feed Specification (GTFS) analysis tool in partnership with Oregon State University. GTFS defines a common format to describe schedule, route, stop and fare data for fixed-route transit services. It makes transit information more readily available to the public on websites and smart phone applications.

2011-2013

- Established a statewide transit compliance review program with independent onsite review of sub-recipients. The reviews ensure that providers have adequate internal controls and management procedures to meet the terms and conditions of their grant awards. The scope of the reviews includes vehicle maintenance, fiscal administration, operations, program management and procurement, as well as civil rights and ADA compliance. All sub-recipients are reviewed every three to five years, and all have received at least one review since inception.
- Reorganized program analyst staff into Regional Transit Coordinator positions aligned with ODOT's transportation regions. The geographic alignment promotes the development of internal and external partnerships with transit agencies, stakeholders and public transportation advocacy groups. It has resulted in more coordinated and integrated transportation solutions, allowing for the more effective use of state and federal funds.

Specific Agency Actions and Planned Actions to Contain Costs and Improve Programs and Service

- Improved the compliance program for grant sub-recipients by contracting with independent third party reviewers. Each sub-recipient is reviewed every three to five years. ODOT and consultant staff provide education and technical assistance in support of effective resolution and closure of findings. Findings are categorized and used as input in creating training opportunities for our sub-recipients to eliminate future deficiencies and reduce risk.
- Reduced the number of outstanding sub-grant agreements working toward a goal of one per agency per program. Transit reduced the number of agreements by 45 percent compared to the previous biennium. This saved considerable staff time by reducing workload for accounting, monitoring, reporting and processing payments.
- Implemented a second phase of the comprehensive grant management system resulting in more efficient budgeting, accounting and reconciliation processes, which reduced errors and improved efficiency. This phase added direct reporting and invoicing by sub-recipients in the system. Over 95 percent of sub-recipients are currently using the system. The system has saved the cost of one FTE.

Major Budget Information

Funding Streams

Funding sources for Public Transit are Federal Funds, Other Funds, and General Funds. The majority of the Transit Program's funding is from FTA and Federal Highway Administration. State funding for the Transit Program is limited to the STF composed of cigarette gas

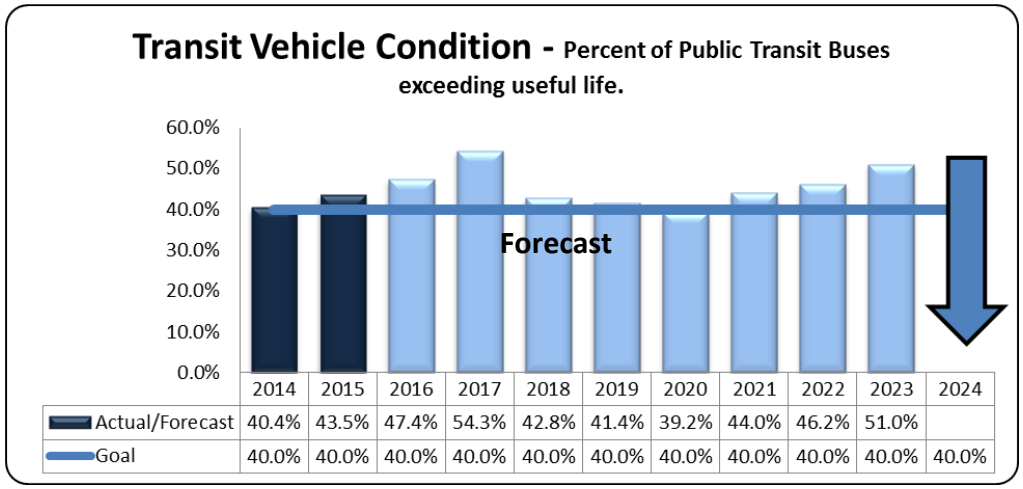
tax, non-highway use gas tax, ID card revenues and general fund. State funding generally provides a lesser share for most of the larger transit agencies' revenues as compared to federal funding; however, smaller agencies are generally more dependent on state funds than are larger agencies.

Performance Measures

KPM #8 PUBLIC TRANSIT VEHICLE CONDITION: Percent of Public Transit buses that meet replacement standards

How the measure is used

There are approximately 1,000 active transit buses purchased with ODOT investment[6] currently operating in Oregon communities. Our goal is to maintain these vehicles in a "State of Good Repair" (based on age and condition) in order to keep buses safe and make smart decisions about funding priorities. In October 2016, the FTA published its Transit Asset Management Rule which uses the condition of assets to guide the prioritization of funding at transit agencies. ODOT's performance goal is to have less than 40 percent of buses in its fleet exceeding their useful lives, based on the federal State of Good Repair definition.



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Actual/Forecast	40.4%	43.5%	47.4%	54.3%	42.8%	41.4%	39.2%	44.0%	46.2%	51.0%	
Goal	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

[6] An additional 1,000 buses in Portland, Eugene, Medford and Salem are not included in this inventory since large transit districts receive direct federal funding for large buses and use no state investment.

Progress towards achieving performance goals

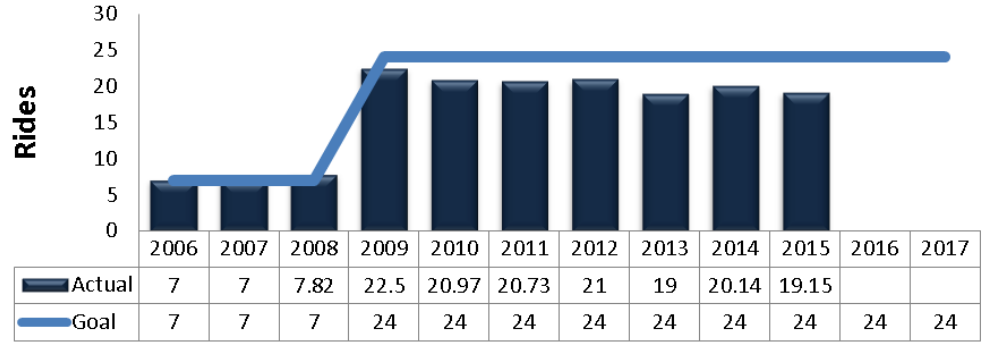
Approximately half of the buses purchased with state investment are nearing replacement age. Currently, ODOT annually spends approximately $6 million in federal revenues to replace vehicles. This is about $5 million short of what is needed to improve the current fleet condition. However, the Oregon Transportation Commission has planned to add $5 million each year for 2019, 2020 and 2021, which would bring the fleet to the desired goal of less than 40 percent exceeding useful life through 2020. Additional funding will be needed to maintain this level in 2021 and beyond due to an increasing number of vehicles projected to exceed useful life by 2021.

Local governments and providers own and operate the buses that ODOT holds security interest in. They decide when to replace vehicles based upon vehicle condition and their ability to meet requirements for local match. Oregon transit providers often have difficulty raising the required local funds on optimum replacement schedules, and rely on state Special Transportation funds for local match. The STF has been declining since 2015, making it increasingly difficult for local providers to meet local match requirements. Ongoing STF funding stability will be essential in meeting this goal.

KPM #9 SPECIAL TRANSIT RIDES: Average number of special transit rides per each elderly and disabled Oregonian annually

How the measure is used

ODOT invests in and promotes the use of accessible transportation service for seniors and individuals with disabilities. Our goal is to attain an average of 24 annual trips per senior or individual with a disability by 2022.[7] An assessment by Portland State University in 2008 determined that this population group needs an average of 26 percent more transit trips than were available at that time. Current trends show this service gap to be increasing due to an increase in the number of seniors in the state. We use this performance measure to assess our progress towards closing that gap.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	7	7	7.82	22.5	20.97	20.73	21	19	20.14	19.15		
Goal	7	7	7	24	24	24	24	24	24	24	24	24

[7] Includes both demand response and fixed route trips for seniors and people with disabilities.

Progress towards achieving performance goals

Transit's goal is to improve the number of trips provided by 2.5 percent annually. This goal is reasonable, but financially challenging, since Oregon's population growth is outpacing fund availability. The number of adults age 65 and over in Oregon is expected to double between 2010 and 2030, from approximately 532,062 in 2010 to over 1,021,190 in 2030.[8] Already, many transit providers in Oregon are unable to meet the current demand for dial-a-ride service in both urban and rural areas. For example, in FY 2015, Ride Connection, Inc. in Portland provided 559,000 rides and turned down 35,000 ride requests. With increased funding, local transit providers could better meet demand by reducing the number of turned down ride requests and decreasing wait times for dial-a-ride service. Providers could improve access to critical medical and human services by increasing frequency of service and adding new destinations in rural and urban areas.

[8] U.S. Department of Health and Human Services Administration for Community Living webpage

Budget Detail

	2013–2015 Actuals	2015–2017 Approved Budget	2017–2019 Governor's Budget
Program			
Public Transit Program	$91,852,408	$95,738,741	$98,155,167
Total Public Transit	$91,852,408	$95,738,741	$98,155,167
Expenditures by Revenue Source			
State (Other)	$25,198,250	$24,909,252	$24,228,155
Federal (FF and FF as OF)	54,014,158	61,429,489	65,348,948
State (General)	12,640,000	9,400,000	8,578,064
Total	$91,852,408	$95,738,741	$98,155,167
Expenditure by Category			
Personal Services	$ 4,488,201	$ 3,747,556	$ 3,956,371
Services and Supplies	2,025,100	6,679,269	6,900,076
Capital Outlay	44,838	0	0
Special Payments	85,294,269	85,311,916	87,298,720
Debt Service	0	0	0
Total	$91,852,408	$95,738,741	$98,155,167
Positions	19	19	18
Full-Time Equivalent (FTE)	19.00	19.00	18.00

Program or Service Reduction Discussion

12 percent reductions included in the Governor's Budget

The Governor's Recommended Budget includes a reduction of 12 percent in General Funds allocated to the STF relative to current service level figures. This General Fund reduction directly impacts a legislatively established and directed program targeted at local community transportation, with local decision authority determining the best use of funds to benefit seniors and individuals with disabilities. A General Fund reduction of 12 percent or $1,169,736 will reduce services to senior and disabled passengers by approximately 4.1 percent and could eliminate services in some areas. This will also reduce funds available for transit vehicle fleet maintenance. Additionally, since these funds are often used to match federal funds, as much as $11.4 million in federal funds may be unusable by local providers due to lack of matching funds.

Mission, Goals and Historical Perspective

"Transportation Program Development" incorporates work led by both Transportation Development Division and Highway Division staff. This program helps develop an efficient, safe transportation system that enhances Oregon's economic competitiveness and community visions. The Transportation Program Development, or TPD, budget provides the foundation for decision making to address transportation needs through the research, data collection and analysis of information, financial management and planning. It also provides grant opportunities in support of state and community visions for a multimodal transportation system. These key functions assist in identifying new projects and investment scenarios and help monitor performance to track the effectiveness of the system.

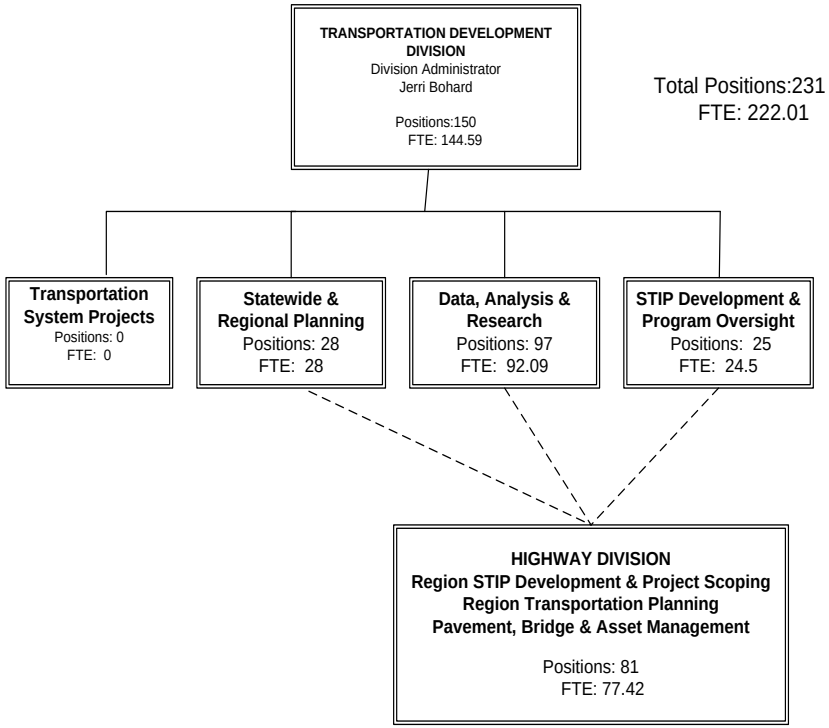
Program

There are two different components to the TPD budget limitation: the funding of projects and the funding of program development.

Funding of Transportation System Projects

TPD supports the legislatively mandated *Connect*Oregon program, a multimodal program that invests in rail, marine, ports, transit, bicycle, pedestrian and aviation. The funding of projects is 53 percent of the proposed budget for this biennium.

In 2005, the Oregon Legislature created the Multimodal Transportation Fund to invest in air, marine, rail, and public transit infrastructure improvements. The fund is part of the *Connect*Oregon program providing grants and loans to non-highway transportation projects that promote economic development in Oregon.



The Oregon Legislature approved a sixth round of the *Connect*Oregon program in 2015, for a total of $427 million. Aimed at improving transportation connections around the state, and with the inclusion of bicycle and pedestrian in *Connect*Oregon V, all non-highway modes are represented. The overall investment in *Connect*Oregon leverages nearly $611 million in other funds and supports multimodal connections and better-integrated transportation system components. This has led to a total of 279 projects with 65 remaining to be delivered primarily from the most recent *Connect*Oregon V and VI programs.

Transportation Program Development

Program development is the first stage of a transportation project occurring before the start of a project and beginning with transportation planning at the state and local levels. During this stage, stakeholders such as citizens, elected officials, local and regional governments, metropolitan planning organizations (MPOs) and ODOT begin the process of identifying the direction and management of the transportation system and in doing so identify needs, concerns and ultimately potential projects. The program development stage ends when the Oregon Transportation Commission and the Federal Highway Administration and Federal Transit Administration approve the Statewide Transportation Improvement Program (STIP), but also includes program oversight and fiscal responsibilities during the delivery of the STIP. These stages of program development coincide with the work responsibilities found within this budget limitation.

This stage has five major components:

- Transportation Planning
- Management Systems Analyses
- Identify Potential Projects
- Scope of Projects
- STIP Development and Implementation Oversight

The majority of this work is the responsibility of staff within Transportation Development Division (TDD). Approximately 35 percent of the positions within this budget are managed by the Highway Division in support of these activities; primarily in the area of region planning and asset management support. There are four key areas of responsibility within TDD: Planning, Transportation Data, Active Transportation and Research and their work responsibilities, highlighted below.

Transportation Planning

There are three major programs in the TDD Planning Section: Integrated Multi-Modal Planning, Transportation Analysis and Modeling and Freight. There are also planning support positions throughout the state within each of the agency's regions. Many of the region planning positions also provide direct project support through more detailed scoping or with the Local Government program.

The Integrated Multi-Modal Planning program is responsible for statewide long-range planning and policy development, including creation and implementation of the Oregon Transportation Plan and other modal plans, such as the Oregon Highway Plan and Oregon Freight Plan. ODOT is required to develop a 20-year multimodal plan (23 CFR and State statute ORS 184.618, OTC requirement). In 2006, the Oregon Transportation Commission adopted the Oregon Transportation Plan (OTP). This is the state's long range, multimodal transportation plan. The OTP is also a federal requirement in order for the state to receive and expend federal transportation funds. The implementation of the policies and actions within this plan provide the framework for TPD work efforts, as the plan provides a vision for the future of Oregon's Transportation System. In the past biennium, the Planning Section has led the development of a Transportation Options topic plan, Transportation Safety Action Plan, and the Bicycle and Pedestrian modal plan. All three of these policy plans have been adopted by the Oregon Transportation Commission. An updated Public Transportation modal plan is also under development with completion anticipated approximately a year from now. The Transportation Planning Section coordinates and integrates transportation policy and planning guidance for all modes of travel, including freight mobility.

Planning Analysis and Modeling - Analyzes the long-range effects of transportation and land use decisions on travel behavior, transportation system performance, land use and the economy. FHWA, the Federal Transit Administration, and the Environmental Protection Agency require that project modeling be carried out using techniques and modeling tools that meet their guidelines. In addition, staff from this program are responsible for ensuring that Metropolitan Planning Organizations have tools that meet federal requirements. The Transportation Analysis and Modeling program is critical in taking transportation data and providing information to inform policy and project level choices and options to help ensure the outcomes meet federal and state regulations and expectations.

Within the Planning Section, the Freight Unit coordinates public-private, state-local and state-federal freight transportation investment efforts and activities on a statewide and state-to-state basis to support goods movement and the Oregon economy. Additional work includes responsibility for implementing the Oregon Freight Plan and supporting the Oregon Freight Advisory Committee, which provides a forum for freight stakeholders from throughout the state to guide and inform the Transportation Commission and other decision makers regarding freight system investment needs and priorities.

Transportation planning at the regional, county, and city level typically includes working with local jurisdictions in the development of their Transportation System Plans, which are required by the state's planning goals. ODOT funds many of these plans using federal planning funds provided to the state and the ODOT Region Planners actively collaborates with local jurisdictions in their development. ODOT Regions also develop a variety of facility plans, such as Interchange Area or Safety Corridor Plans. In all cases, these plans identify needed investments looking ahead 20 years, and ensure that the general solutions provide value added outcomes while considering limited and constrained funding levels. The intent is to develop solutions that best meet the desired system performance expectations for a reasonable cost as determined by the local jurisdiction in coordination with ODOT.

The Transportation and Growth Management Program is a joint effort of ODOT and the Department of Land Conservation and Development to integrate transportation and other local planning needs to create a community's vision of being connected by an efficient transportation network that provides convenient options for travel and commerce. The program provides funding and planning guidance to local jurisdictions though a competitive process.

Transportation Program Development also funds a number of specific efforts that are managed by others such as the required Highway Cost Allocation Study, funded by ODOT but under the management of Department of Administrative Services. The Flat Fee Study for Motor Carrier and the Disparity Study, a requirement by FHWA and managed by ODOT's Office of Civil Rights is funded out of this program.

Transportation Data

The data services provided by the Transportation Data Section are critical for successfully managing Oregon's transportation system. Transportation Data's products and services are provided to local, regional, state and national government agencies and the private sector. This program also supports every division in the agency and essentially any public agency that manages the transportation system. Data is used for transportation development, safety, project delivery, design, construction, operations, maintenance, funding apportionment and regulatory issues.

There are four major components to Transportation Data: Road Inventory, Crash Analysis, Traffic Monitoring and Geographic Information Services (GIS). Most of the programs under Transportation Data are federally mandated and are in direct support of federal and state mandates. For example, Roadway Inventory is responsible for Oregon's Highway Performance Monitoring System (HPMS) and Certified Mileage submittals, as well as coordinating the continual update of Oregon's Federal Functional Classification (FC) and National Highway System (NHS) data. This data is used to support FHWA programs, determine funding allocations and report to Congress on the state of the Nation's roads. The responsibilities within Crash Analysis are to assimilate, analyze and

distribute motor vehicle crash information on Oregon's public roadway system. Traffic Monitoring work efforts are to obtain data for accurate estimates of traffic volume on all state highways and collect compositions of traffic by vehicle type for use in planning, design, and operations. Details such as asset information, road designations and much more are geo-located using GIS. Over 150 layers of data are developed, maintained and used throughout the agency and by local governments and others through the data portal.

This work is supported and augmented by data collection that occurs with assistance from Technical Services and Asset Management Program staff funded through this program, primarily in the areas of bridge, pavement preservation and safety. The data needs within these programs increased with the new performance management regulations established by FHWA. Collection and management of this data informs decision making on funding investments, project prioritization and supports on-going management of diverse assets.

For example, this program funds the National Bridge Inspection Standards (NBIS) and National Tunnel Inspection Standards (NTIS) work as required by Federal law in Title 23 and FHWA in the Code of Federal Regulations (CFR). The NBIS requires bi-annual inspections for ODOT's 2,738 NBI classified structures and 11 tunnels to assess conditions and verify public safety. Funding also covers costs associated with underwater inspections and bridge load rating to ensure our bridges are structurally capable of supporting current truck weights. Data collected to meet the intent of the NBIS and NTIS is compiled and submitted to FHWA on an annual basis. The data is also used by ODOT to identify bridge/tunnel maintenance needs, select STIP projects and prepare long-range plans by projecting bridge performance as described in Oregon Transportation Performance Indicator and the Federal National Performance Measures.

This program also supports pavement preservation data collection and test procedures. ODOT's Project Safety Management System (SPMS) which is designed to improve decision-making and improve safety on Oregon's highways is also one of the systems supported financially by this budget. The PSMS includes processes, procedures and tools needed to address critical safety issues for safety projects such as projects scoping counter measure selection, design and construction.

Active Transportation

This section develops and supports sustainable, multimodal transportation options based on community and user needs by strategically integrating funding sources, statewide multimodal transportation programs, and economic and financial analyses. ODOT has evolved the Active Transportation Section, which includes Statewide Programs, Program and Funding, and Program Implementation and Analysis units, as part of its continuing transformation to an agency that manages a multimodal, community-focused, statewide transportation system. Highway Division staff supports this work in part by providing the technical expertise needed to scope projects, deliver the projects and programs that are funded, and implement the various elements of the approved transportation policy plans.

The Active Transportation Section brings many related programs together to deliver more broad-based, solution-oriented projects and investments. This is accomplished in part by co-locating federally mandated funding programs such as Transportation Alternatives and Congestion Mitigation Air Quality Improvement programs. Also included in Statewide Programs are the state's Bicycle and Pedestrian program in support of ORS 366.514 and 366.112 and the Local Certification Program, which oversees many projects on local systems.

The Program Implementation and Analysis Unit has two main responsibilities: 1) provides Highway Fund revenue forecasts, feasibility studies, cash flow forecasting, revenue impact analysis and DMV transaction forecasting, and 2) leads the implementation activities of various modal and topic policy plans in coordination with other areas of ODOT and with external stakeholders. In addition, the unit develops economic, financial and policy studies. These include the coordination of Highway Cost Allocation Study, comparisons of state automobile taxes, motor carrier fee and tax comparisons, transportation finance studies, benefit-cost analyses, estimates of value of travel time and costs of delay, and estimates of job and income generation from construction projects, among others.

The Program and Funding Services Unit within Active Transportation is responsible for the development of the Statewide Transportation Improvement Program (STIP), Project Funding, Financial Plan and Project Accounting:

STIP development includes providing information, oversight and guidance to ODOT regions for STIP development processes and activities. The STIP is Oregon's four-year transportation capital improvement program. It identifies the scheduling of and funding for transportation projects and programs and is required in order to use or obligate federal funds. Funding within the TPD budget also supports the efforts of the Highway Division staff to scope potential projects, working with internal technical experts and local agencies to confirm project elements and costs before approval.

Project Funding requires interaction with ODOT staff, other state agencies, and numerous local public agencies to establish the correct funding for projects. This involves securing federal authorization for projects and creating billing and expenditure accounts for projects based on that funding.

The Financial Plan monitors the financial position of both state and local agency funding programs by capturing the current funding obligations and showing the planned future project positions.

Project Accounting and Oversight includes analyzing and interpreting accounting records to ensure compliance with state and federal regulations and local/interagency agreements. Financial documents are prepared for both the FHWA and local governments.

Research

The goal of the Research Section is to foster innovation within Oregon Department of Transportation by researching, developing, testing and evaluating new and innovative transportation products, materials, methods and processes. While there is an emphasis on research about highway materials and construction, research projects come from these general categories and provide a service to all divisions within the agency:

- Maintenance and Operations
- Hydraulics, Geotechnical, and Environmental
- Planning and Economic Analysis
- Construction, Pavements, and Materials
- Traffic, Safety, and Human Factors
- Structures
- Active and Sustainable Transportation

The Research Program manages federally funded research projects primarily working with our university partners. Technology Transfer (T2) Center within the Research Program provides transportation-related information to local agencies throughout Oregon. The T2 Center strives to make local road agencies aware of the latest and most effective transportation technologies. T2 does this by acting as an information resource and by encouraging communication between government agencies at all levels and through the delivery of low cost seminars, training classes and workshops to local road agency employees.

Budget Drivers and Environmental Factors

Key drivers in the upcoming years are the numerous federal regulations that have been issued to implement performance provisions established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The rules span from an update to Statewide and Metropolitan Transportation Planning, developing a Transportation Asset Management Plan, to establishing performance measures in the areas of safety, bridge and pavement preservation, and possibly system performance. The establishment of performance measures and targets as part of these new regulations also require working very closely with the 10 Metropolitan Planning Organizations (MPOs); such as providing data and technical support. These new regulations will affect the overall work efforts within TPD. The full impact of this additional work from data collection to report development is still being assessed.

The work within TPD can be categorized into five major areas: managing transportation system performance; ensuring a balance between economic development opportunities for the state and local communities; working collaboratively with our partners; continuing to ensure transparency of actions and decisions; and addressing the various federal and state mandates and reporting requirements.

Managing the Transportation System

With limited revenues, it is essential to continue maximizing the efficiency of the existing transportation system. This is more evident with new federal regulations requiring the establishment of performance targets for safety, pavement and bridge. Much of this information will be combined into a Transportation Asset Management Plan that will include how to maximize the lifecycle of the transportation assets. While the agency's existing management system and asset management program provides much of the information needed to address these new requirements, there are also many new data collection and work procedure requirements. The agency's research program is a venue in which cost savings are identified and implemented. Examples include Improved Safety Performance Functions for Signalized Intersections, and Bridge Seismic Retrofit Measures. The Oregon Rail Plan, the new Oregon Transportation Options Plan, and the updated Oregon Bicycle and Pedestrian and Oregon Transportation Safety Action plans provide state and local decision makers policies and strategies that help frame efficient investment strategies.

Ensuring Economic Balance

The design and management of the transportation system is closely linked to supporting economic development throughout the state. ODOT works with communities and stakeholders across the state to better align transportation performance expectations with funding realities and project design changes given the condition of transportation investment funding. For example, the *Rough Roads Ahead* 2 report was developed using a transportation model that integrates transportation investment, economic activity and land use activities to look at the impact to the state's economy depending on the condition of the system. The study evaluated potential impacts of transportation disinvestment through a high level, strategic assessment associated with today's investment decisions. Another effort assessing the critical role that freight mobility in Oregon's economy led to the Freight Advisory Committee with the assistance of ODOT to embark on a study using data from the trucks using the state highways, identifying where along the system they experience significant delay and where the system is most unreliable for trip planning.

Working with Partners

Continuing to expand our partnerships is essential to using limited resources effectively. As ODOT evolves into an intermodal agency, partnerships with cities, counties, MPOs, transit providers, rail operators and others become even more important. Efforts such as *Connect*Oregon and the ongoing work of the Active Transportation Section continue to improve these partnerships. Other partnerships that promote efficiencies include sharing our crash data with police agencies and our traffic count data with local governments. Additional cost-sharing opportunities with state and regional universities help deliver applied research that develops innovative solutions to transportation problems.

Continuing Transparency

The Federal Highway Administration finalized 23 CFR Parts 450 and 771 with updating the planning regulations which establishes that statewide planning processes provide for the use of a performance based approach to decision-making in support of the national goals and requires the establishment of targets in key national performance areas.

Connecting all these components is transparency. Providing access to information and decisions via the internet continues to be a vital tool to increase the efficiency of the work and the amount of information available to stakeholders. For example, TPD's Data Portal provides a range of data tools and reports, such as traffic counts and crash statistics, allowing the public, local and federal agencies to quickly access information. Providing staff support to key modal committees such as Freight Advisory, Bicycle and Pedestrian Advisory and the STIP Stakeholder Committee all help to inform everything from policy formation to project selection.

Addressing Legislation

The majority of the work performed by TPD is mandated at both the federal and state level. Federal regulations require each state to carry out a continuing, comprehensive, cooperative and intermodal statewide transportation planning process. Titles 23 and 49 of the Code of Federal Regulations (CFR) and United States Code (USC) govern the implementation of federal transportation law (23 CFR Part 450, 23 USC 134 and 135,450, 490, 771 49 USC 5303 and 5304), and include the transportation planning requirements and development of the Statewide Transportation Improvement Program. Other federal regulations that apply to work performed by TPD include Highway Performance Monitoring System, 23 USC 3007, 23 CFR 1.5; Certified Mileage submittal, 23 USC 402(c); Functional Classification/National Highway System reporting, 23 USC 103; and Motor Carrier and State Crash reporting, 49 USC 113.

At the state level, Oregon Revised Statute (ORS) 184.618 and 184.630 guide much of TPD's work. This includes the planning and policy work to support the responsibilities of the Oregon Transportation Commission and the Transportation Planning Rule (Oregon Administrative Rule (OAR) 660 Division 12), which requires ODOT to identify a system of transportation facilities and services adequate to meet identified state transportation needs and to prepare a transportation system plan. Other state regulations that apply to work performed by TPD include Motor Carrier and State Crash reporting, ORS 802.050 and 220 and ORS 825.248.

In addition, federal legislation also places an emphasis on performance measures and in some cases ties the outcome of performance measures to federal funding. TPD plays a crucial role in providing data in support of these national performance measures, especially in the areas of safety, congestion, bridge and pavement.

Significant proposed program changes from 2015-2017

The 2017-2019 budget includes the *Connect*Oregon VII policy package to fund non-highway projects. The proposed package is for $71.1 million and will be funded with lottery-backed bonds.

Policy Packages

Transportation Program Development: 2017-2019 Governor's Budget includes the following Policy Option Package:

130	***Connect*Oregon VII**	**$$71,961,509**	**0 Positions**	**0.00 FTE**

The *Connect*Oregon policy package forms the basis to further advance a multi-modal transportation agenda to improve the freight, rail, marine, aviation, bicycle and pedestrian, and transit systems to support and improve Oregon's economy.

Summary

The efforts we undertake in TPD, including planning, data collection and research, are the critical first steps in informing project selection. With our programs, we build the foundation for strategic investments in support of enhanced safety, smart economic development and varied active transportation opportunities that support the people and communities of Oregon.

Budget Detail

	2013–2015 Actuals	2015–2017 Approved Budget	2017–2019 Governor's Budget
Programs			
Transportation Program Development	$ 92,955,243	$100,302,667	$100,907,680
*Connect*Oregon	55,499,369	79,630,460	114,794,736
Total TPD	$148,454,611	$179,933,127	$215,702,417
Expenditures by Revenue Source			
State (Other)	$ 90,088,194	$ 120,707,137	$158,905,269
Federal (FF and FF as OF)	58,366,417	59,225,990	56,797,148
State (General)	0	0	0
Total	$148,454,611	$179,933,127	$215,702,417
Expenditures by Category			
Personal Services	$ 50,709,629	$ 49,286,330	$ 52,596,101
Services and Supplies	39,906,629	43,636,519	47,828,913
Capital Outlay	360,895	406,750	421,800
Special Payments	57,477,458	86,603,528	114,855,603
Total	$148,454,611	$179,933,127	$215,702,417
Positions	235	229	231
Full-Time Equivalent (FTE)	225.43	219.85	222.01

TPD REVENUE TYPES and SOURCES
2017-2019 GRB
$215,702,416

				Biennial Amounts		
Source	***Fund Type***	***Program***	***Fund Limits/Restrictions***	***Biennium Estimate***	***Federal Share***	***State Match***
OTHER	State Bonds	*Connect*Oregon (Appn131)	Limited to *Connect*Oregon	$114,794,736	0	$114,794,736
FHWA	STP Funds	Non-Hwy Flex Fund Projects	Limited to projects previously selected and under construction	$2,687,155	$2,411,184	$275,971
FHWA	HBP	Hwy Bridge Inspection Program	Limited to Bridge related work; federal requirements on inspection/asset inventory and condition ratings	$14,939,000	$13,404,765	$1,534,235
NHTSA	FARS	Fatality Analysis Reporting System (FARS)	Limited to FARS	$197,148	$197,148	$0
FHWA	SPR Part 1	Statewide Planning and Research Program (SPR Part 1)	Limited to Planning Type Work	$16,937,000	$13,549,600.00	$3,387,400
FHWA	SPR Part 2	Research (SPR Part 2)	Limited to Research Type Work	$5,931,878	$4,745,502.40	$1,186,376
FHWA	STP Funds	Transportation Growth Management (TGM)		$8,900,000	$7,985,970	$914,030
FHWA	STP Funds	Supplements TPD Programs		$29,419,285	$26,397,924	$3,021,361
STATE	*Gas Tax*	Indirect, Admin Costs, State Funded Planning, and Research Projects		$21,896,214	$0	$21,896,214
			TOTAL REVENUE	**$215,702,416**	**$68,692,094**	**$147,010,322**

Mission, Goals and Historical Perspective

ODOT operates and maintains approximately 8,000 miles of highways throughout Oregon. The highway system is as diverse as the state itself. It ranges from six-lane, limited-access freeways with metered entrances in the Portland area and Eugene, to a graveled state highway in central Oregon. Oregon's economy and industries—including agriculture, timber, tourism and technology—all depend on a sound highway system.

Oregon has almost 74,000 miles of roads owned by federal, state, county and city governments. State highways comprise a little more than 11 percent of total road miles, but carry 58 percent of the traffic and more than 20.7 billion vehicle miles a year. A strong economy needs good highways. State highways link producers, shippers, markets and transportation facilities. The most recent federal surface transportation act, Fixing America's Surface Transportation Act (FAST Act) maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

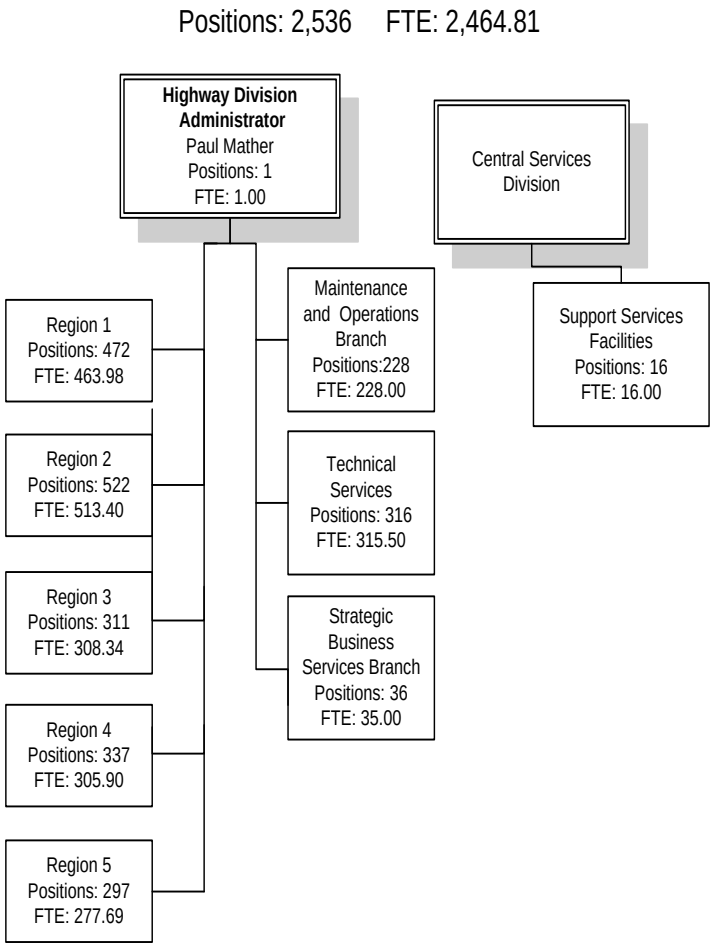
Commercial trucks rely on state highways for both short- and long-haul freight movements. Annually, trucks travel more than two billion miles on Oregon Highways. According to a Federal Highway Administration (FHWA) report, trucks moved an estimated 196 million tons of goods to, from and within Oregon in 2015. This same report estimates that by 2045 trucks will move some 352 million tons of freight on Oregon roads. (Source: http://faf.ornl.gov/fafweb/FUT.aspx)

The highway system continues to evolve to serve its many users. Many state highways, especially heavily traveled routes and urban-area highways, are built to support a variety of travel modes. Many highway improvement projects typically contain features such as bicycle and walking paths, transit stops, and park-and-ride lots. Intercity buses, transit buses and vans, car pools, motorcycles, bicycles and pedestrians also use highways. Highway right of way is also used by vital services such as electric, gas, telephone, and other utility lines.

Figure 1: Sign showing miles from Newport, OR to Boston, MA.

Program Description

The Highway Division consists of two major program areas: the Maintenance and Operations program and the Construction program. The statutory limitations are shown within these program areas.



Maintenance and Operations Program

Highway Maintenance and Operations includes the daily activities of maintaining and operating the highway system to keep them safe and usable for travelers. Highway maintenance may include replacing what is necessary to keep highways safe (such as signs, pavement markings and traffic signals), but generally does not include road reconstruction. Maintenance activities include: surface and shoulder repair, drainage, roadside vegetation control, snow and ice removal, bridge maintenance, traffic services, and emergency repairs.

There are two types of general highway maintenance functions: reactive and proactive.

- **Reactive** – if it breaks, fix it. These activities usually fix an existing problem or concern—such as patching a pothole. This type of highway maintenance is incident-driven, such as patching a pothole or replacing a blocked culvert.
- **Proactive** – Spend now to save later. These activities include inspection, upkeep or restoration to prevent problems or damage to highways or other highway-related infrastructure and to reduce life cycle costs. This type of highway maintenance considers cost versus benefit. A proactive activity may be to apply a chip-seal over a pavement in fair condition, extending the life of the pavement for a few more years.

Highway Maintenance also includes responding to catastrophic events by reopening roadways impacted by natural events. Keeping roads open for travel is a key objective. From relatively common weather events that impact travel over mountain passes during the winter to major

wind and rain events that close entire highways, the Highway Division responds quickly to restore options for travelers and ensure that businesses can remain open.

The primary purpose of the Highway Operations program is to improve the safety and efficiency of the transportation system. The key components of the Highway Operations Program include traffic signals, signs, roadway lighting, and landslide and rockfall mitigation. In addition to these project areas, the Highway Operations Program funds Transportation Operations Centers; ODOT's dedicated incident response staff; management and operations of intelligent transportation systems infrastructure; and services such as the TripCheck.com traveler information system.

Construction Programs

The Construction programs include transportation projects that are approved within the Statewide Transportation Improvement Program (STIP). These program areas include:

- Preservation Program which preserves the pavement surface, maintains safety and reduces maintenance costs of the approximately 8,000 miles of the State Highway system.
- Bridge Program which has the responsibility for inspection, preservation, design standards, load capacity evaluation, and asset management for more than 2,700 bridge structures including tunnels and railroad undercrossings.
- Modernization Program which looks to enhance or expand the transportation system to facilitate economic development, reduce congestion, and improve safety.
- Highway Safety and Operations Program which has the goal to reduce the number of fatal and serious injury crashes and to improve the efficiency of the transportation system.

Local Government Program which includes all federally funded transportation projects within local jurisdictions.

Special Programs which include: transportation projects that don't fall under the above programs but are associated with special rules or program areas; and indirect, technical and program support.

Please reference the separate budget narratives for detailed program information on all the above listed areas except the Statewide Transportation Improvement Program (STIP), which is included here.

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is the state's transportation preservation and capital improvement program. It identifies transportation projects funded from federal, state and local government transportation funds. It includes all federally-funded projects, projects of regional significance (projects with high public interest or air quality impacts) regardless of funding source, and projects in the National Parks, National Forests and Indian Reservations. The STIP encompasses a four-year construction period based on a federal fiscal year. The currently approved program covers the period 2015–2018.

STIP projects are developed in accordance with state statutes as well as the goals, policies and guidance set forth in the Oregon Transportation Plan, ODOT's overall policy document directing transportation investments.

Project selection process

Projects in the STIP are identified and prioritized using planning processes described in the 2016 federal transportation funding act, Fixing America's Surface Transportation Act (FAST Act). ODOT created two broad categories for project selection: **Fix-It** and **Enhance**.

The Fix-It project selection process picks projects that are developed mainly from management systems that help identify needs based on technical information for things such as pavement and bridges.

The Enhance program merged a number of separate programs into a single funding stream to fund projects across modes. This approach makes investment decisions based on the system as a whole, not for each mode or project type separately. This process has a variety of benefits:

- Local governments and ODOT Regions can submit one type of proposal for a variety of Enhance projects.
- Area Commissions on Transportation (ACTs) and others can more fully participate in the STIP development process by helping to select all Enhance projects.
- The same information is now available for all kinds of Enhance projects, including anticipated benefits.
- Different investments and modes can be compared and considered all together.

The Fix-It and Enhance process is helping the agency and its partners to better look across the system and across modes and individual needs to better support an integrated statewide transportation system. This process reflects Oregon Transportation Plan policy and helps to better meet direction from the OTC, the Governor and the Legislature, and from federal agencies and legislation.

Project delivery

Highway construction involves detailed planning and engineering before construction begins. Each project in the STIP passes through several phases, which are defined below. These phases are shown as elements under the four highway construction programs: Preservation, Bridge, Modernization and Highway Safety and Operations.

Preliminary Engineering Phase

Preliminary Engineering includes all work necessary to prepare a project for contract bidding. Initial work may include environmental research and analysis, surveying of physical features, geotechnical exploration, pavement analysis and traffic analysis, and design work to develop a set of construction plans. Typically about 50% of this work is outsourced to private consultants. Community outreach is an important part of preliminary engineering. Working with local and statewide stakeholders, ODOT asks for input from citizens directly affected by projects.

Right of Way Phase

Right of way includes all work necessary to secure property for road construction. These steps include value determination, formal offers and settlement negotiations.

Construction Phase has two different parts – Construction Engineering and Contract Payments.

Construction Engineering

Construction Engineering includes all oversight work necessary to construct or build the project to its designed specifications, using appropriate construction methods and practices, while providing a safe environment for both the traveling public and workers throughout the duration of the project. During construction, it is the responsibility of the ODOT project manager to ensure that the work that occurred in the development phase meets the expectations of the stakeholders.

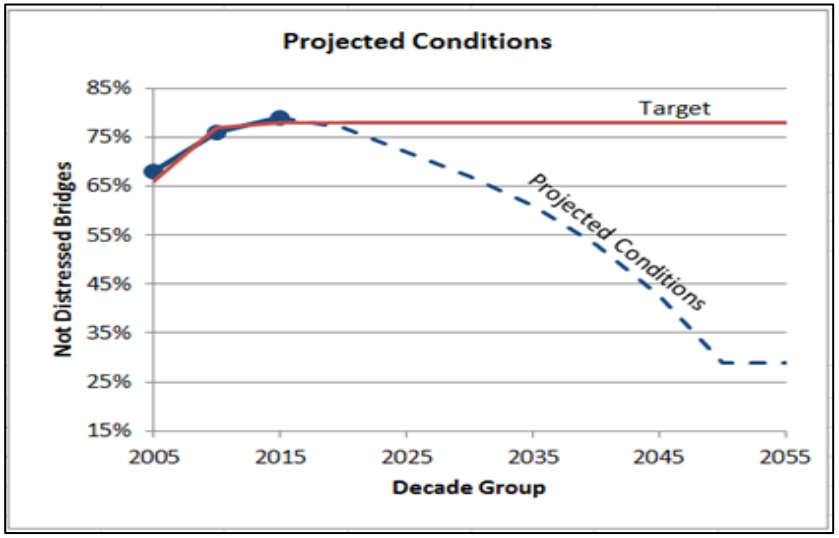
Contract Payments

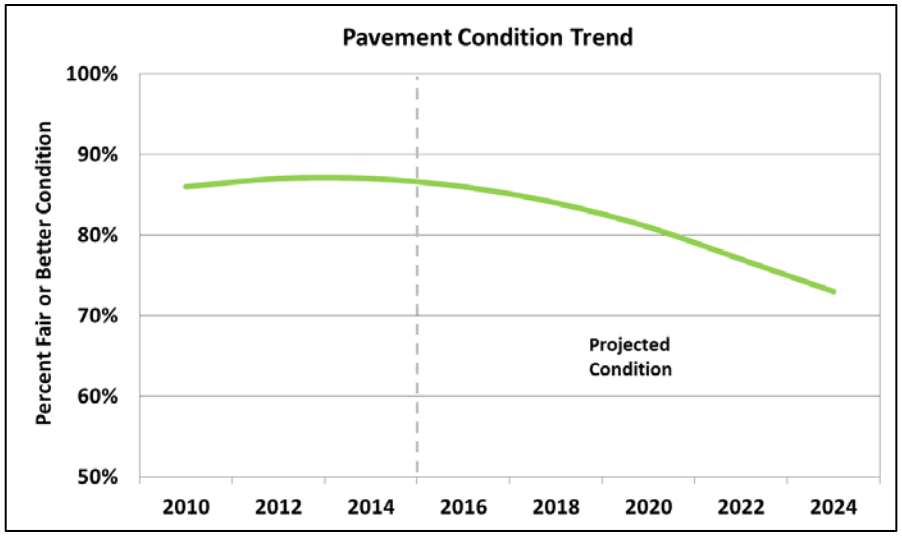
Contract Payments are payments to contractors for work performed on ODOT construction projects. Generally, all state highway projects are built by private contractors and are awarded by ODOT through a competitive bidding process.

Major Budget Drivers, Budget Risks and Environmental Factors

- The highway infrastructure, including pavements, bridges, and traffic control systems, continues to age, and as it does, it requires more maintenance and a larger share of ODOT's revenue each year. With an aging infrastructure, it becomes more difficult to keep pace with growing costs through efficiency gains. A recent report on pavement and bridge conditions entitled *Rough Roads Ahead* details that Oregon is falling behind on the fundamental need to preserve and maintain highways and bridges. The current budget forecast for the state highway system will not sustain the system in its current condition and performance.
  The report is online at http://www.oregon.gov/ODOT/COMM/Documents/RoughRoads2014.pdf.

  Below are two graphs that show the projected bridge and pavement conditions:

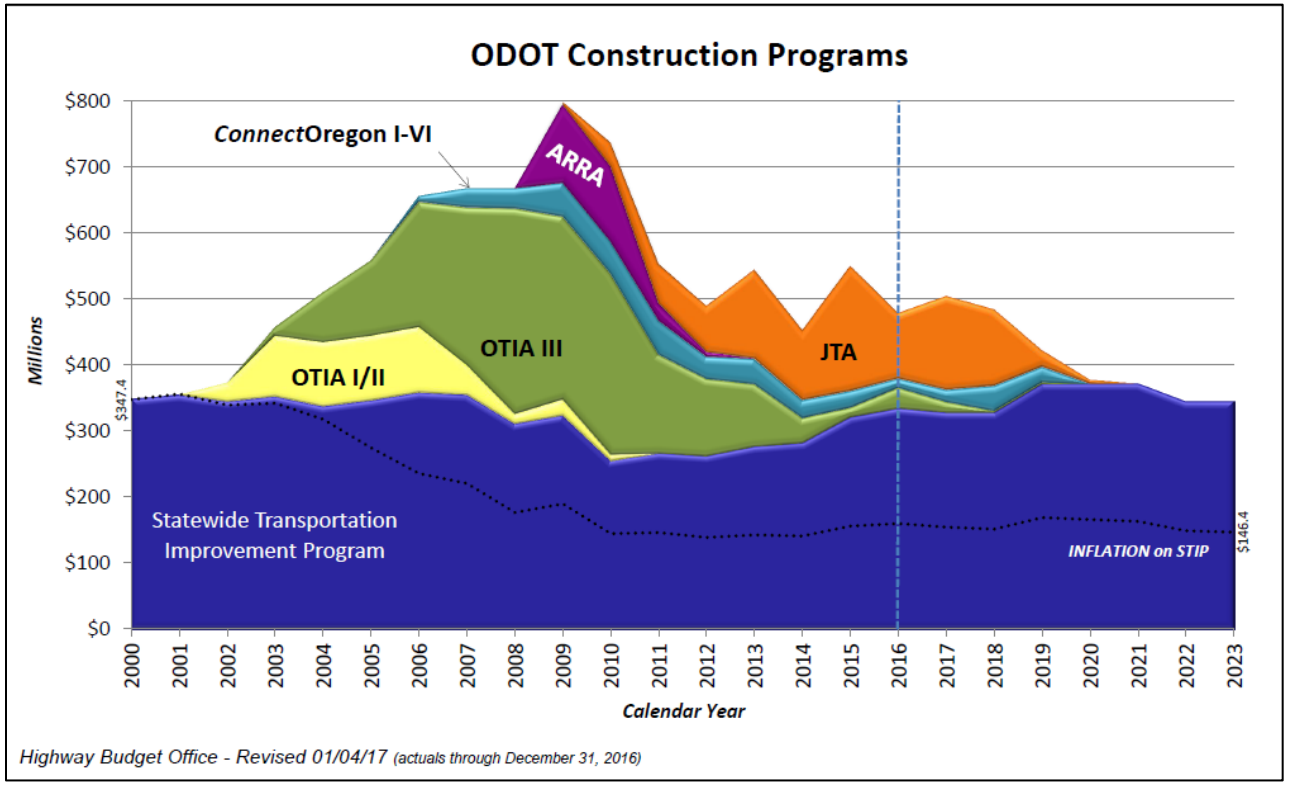




- Another recent report, *Oregon Highways Seismic Plus Report*, details the need for retrofitting many of our bridges to prepare for future earthquakes, especially a Cascadia Subduction Zone earthquake. The report is online at http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/2014_Seismic_Plus_Report.pdf.
- ODOT continues to work on improvements to construction work zones to protect workers and motorists. We also are retooling our project selection process for safety projects. The new data-driven process looks at funding safety needs on all roads, not just state highways, and it focuses on systemic solutions that are proactive in implementing proven safety measures. Oregon's

population is aging. Ensuring mobility for older citizens requires creative solutions such as innovative traffic control devices (e.g., more visible pavement markings, traffic signal displays, signing, etc.).

- ODOT's workforce is also aging. A recent Secretary of State audit highlighted the need for ODOT to work on better workforce planning to address core competencies and succession planning.
- Of the 51 original projects funded under Section 64 of the Jobs and Transportation Act (JTA) only nine projects will still be under construction after this year.
- ODOT continues to strengthen our commitment to meeting the requirements set forth within the Americans with Disability Act (ADA) and is currently standing up a new program area to focus on this. This program area will continue to set standards for designing and constructing curb ramps to meet the requirements of ADA.
- Continued work on identifying, maintaining, repairing and replacing ODOT's aging culverts is also a main focus area.



Major Changes in the Last 6 years

Over the past 6 years, the Highway Division has successfully delivered major programs – the Oregon Transportation Investment Act (OTIA) III enacted in 2003 and the Jobs and Transportation Act (JTA) enacted in 2009. OTIA III directed ODOT to bond for $1.3 billion in bridge investments and $300 million in Modernization investments. JTA authorized ODOT to complete $960 million in projects specified in the bill. Of the 51 original projects funded under JTA only nine projects will still be under construction after this year. These one-time revenue authorizations have allowed the Highway Division to replace and repair a number of bridges and modernize the transportation system on both the state and local levels. However, over the next 20 years, ODOT will be making debt service payments on these investments and return to pre-2003 funding levels for the Statewide Transportation Improvement Program.

The ODOT Construction Programs graph shows the annual expenditures for construction projects including the various special funding programs acts: OTIA, JTA, the federal American Recovery and Reinvestment Act (ARRA) and the *Connect*Oregon program.

Containing Costs and Improving Program Delivery

The Highway Division has also embarked on a series of self-imposed reduction exercises in order to both reduce the footprint of the division to align with revenues and to gain efficiencies. These reductions include eliminating more than 130 FTE in Highway Division, more than 250 pieces of equipment and some planned closures of facilities. Most of these actions are being accomplished by attrition, surplusing older fleet equipment and consolidating facilities where possible. Other streamlining efforts are being made on the environmental front by working with our federal, state and local partners to gain efficiencies, and by partnering with cities and counties through cooperative agreements to address on-going road maintenance efforts. Additionally, the Highway Division is working with Regional Solutions Centers to determine the best way to coordinate efforts at the local level.

Some highlights include 3-D design, e-construction, maintenance innovations, solid salt usage and programmatic agreement with Oregon Department of Fish and Wildlife (ODFW) on culvert practices.

- Using the latest advances in technologies from GPS to LiDAR to robotics, new intelligent construction systems can create 3-D designs that allow operators using GPS or robotic survey instruments to monitor the exact location of the machine in the work zone.
- E-Construction is the collection, review, approval and distribution of highway construction contract documents in a secure, paperless environment. Significant benefits in terms of cost and time savings are anticipated for ODOT, FHWA, design consultants, construction consultants, construction contractors, local agencies and auditors, and eventually suppliers, fabricators, manufacturers and producers.

- The Maintenance Innovation Program helps encourage sharing of maintenance practices, ideas and innovations across the state that focuses on efficiency, cost savings, sustainability and safety.
- Introduction of Salt through a five-year pilot project to help evaluate the use of solid salt in improving winter road conditions. The pilot is currently focused on I-5 over the Siskiyou Pass in southern Oregon and US 95 in southeastern Oregon. ODOT is moving forward with expanding the pilot areas to include I-5 from the California border to Canyonville and I-84 from the Idaho border to Boardman. So far ODOT has found that the use of solid salt has helped with reduced crashes and traffic delays and the cost of using solid salt is less per ton and per lane mile than liquid magnesium chloride. Continual monitoring for both environmental and infrastructure impacts, such as bridge deck and concrete deterioration, are on-going.
- ODOT and ODFW have implemented a Culvert Repair Programmatic Agreement (CRPA) that allows ODOT to make specific short-term repairs to culverts without having to meet full fish passage criteria. This allows ODOT to make critical repairs to aging culverts in a cost effective manner, while improving fish passage. As part of the agreement, ODOT is contributing $1.8 million into an ODFW managed account that will fund five of the highest priority fish passage projects that will allow ODFW to make strategic improvements to the watershed.

- Made improvements to the Local Certification Program to ensure greater accountability and provide a better mechanism for local project delivery. Also increased the use of state funds for local projects, mainly in the rural areas, instead of relying solely on federal funds which have considerable requirements that must be met. Both of these changes support giving cities and counties more local control and ownership of their projects, regardless of funding source.
- Evaluated the use of Adaptive Signal Timing on 7 signalized intersections in Lincoln City on US 101 during the summer of 2016. Results show that travel time improved by 5% in the northbound direction and 23% in the southbound direction. ODOT will continue to refine for future implementations.
- Continued to increase the use of Categorical Exclusions and Programmatic Environmental Permits which has streamlined project timelines and allowed ODOT to save resources.

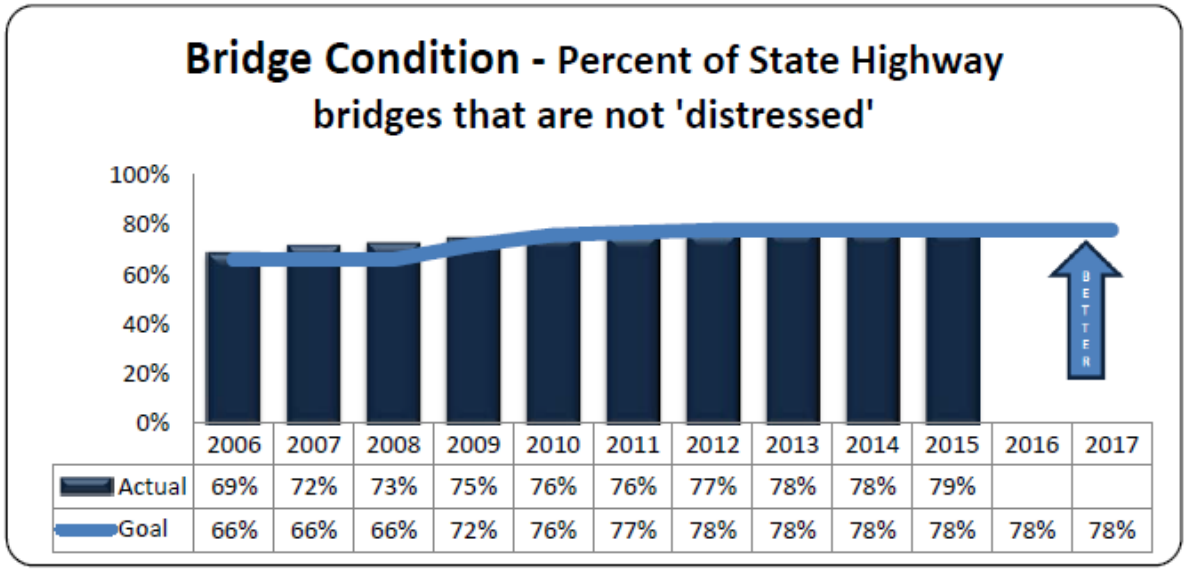
Additional information about the Highway Division programs is available at http://cms.oregon.gov/ODOT/HWY/pages/index.aspx.

Performance Measures

KPM #2 – Bridge Condition: Percent of state highway bridges that are not "distressed"

Our strategy

The current ODOT bridge preservation strategy was developed when the Bridge Program began repaying OTIA III bonds in response to reduced funding, but also in recognition of the significant number of bridges reaching the end of their service life over the next several decades. ODOT developed a unique measure only used in Oregon to reflect our aging bridge population and the specific types of bridges constructed here over time. Bridges "not distressed" means the bridges have not been identified by the Oregon Bridge Management System as having freight mobility, deterioration, safety or serviceability needs and have not been rated as Structurally Deficient based on the Federal Highway Administration criteria. The Bridge Program adopted seven strategies which include: protecting high-value coastal, historic, major river crossings and border structures; using practical design and funding only basic bridge rehabilitation projects and rare replacements; giving priority to maintaining the highest priority freight corridors; developing a bridge preventive maintenance program; continuing to raise awareness to the lack of seismic preparation; addressing significant structural problems on all bridges to protect public safety; and monitoring the health of bridges.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	69%	72%	73%	75%	76%	76%	77%	78%	78%	79%		
Goal	66%	66%	66%	72%	76%	77%	78%	78%	78%	78%	78%	78%

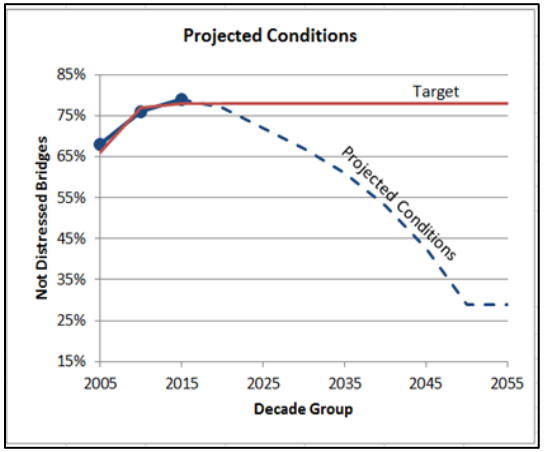
About the target

The target for "not distressed" bridges is established by assessing the impact of program funding targets approved by the Oregon Transportation Commission, deterioration rates of our aging structures and considering the historic performance of the Bridge Program in addressing needs in twelve categories.

How we are doing and how we compare

The improvement in the percent "not distressed" measure since 2007 is largely due to the OTIA III State Bridge Delivery Program which included

the repair of 122 bridges and replacement of 149 While we have been able to meet and maintain the bridge performance measure for the last three years at the State Bridge Program funding level, we expect to see a decline in the near future due to the age and deteriorated condition of Oregon bridges.



Current federal measures are Structurally Deficient and Functionally Obsolete. Oregon ranks near the bottom at 43 (based on square feet of deck) for National Highway System bridges, while neighboring Idaho ranks 16 and Washington state ranks 46. Oregon's low ranking is primarily due to the number of Functionally Obsolete bridges. Idaho and Washington rankings can be expected to improve due to revenue generated from their 2015 State transportation funding initiatives.

Federal measures require Percentage of NHS bridges in "poor" condition and percentage of NHS bridges in "good" condition. For these measures, Oregon ranks high with a low number of NHS "poor" bridges, but also ranks low with a relatively low number of NHS "good" bridges.

Factors affecting results and what needs to be done

Oregon has moved quickly in getting bridge repair and replacement projects under way on high priority freight corridors. As a result of planned bridge construction through 2018, including OTIA III and special federal funding over the past decade, fewer distressed bridges are expected through 2020. After a relatively flat period, bridge conditions are expected to decline gradually and then at an increasing rate. Reductions in Bridge Program funding will hinder the effort to keep pace with the rate of deterioration of Oregon's bridges, especially the large group of bridges that are one point away, on a ten point scale, from becoming structurally deficient. A sustainable bridge program includes bridges in various conditions with planned maintenance, preservation, and replacements for bridges that have reached the end of their service life. Based on ODOT Bridge Preservation Strategy and funding levels, an average of three state highway bridges are replaced each year. At that replacement rate — about 0.1 percent of our system per year — a bridge designed to last 75 to 100 years will have to last more than 900 years on average.

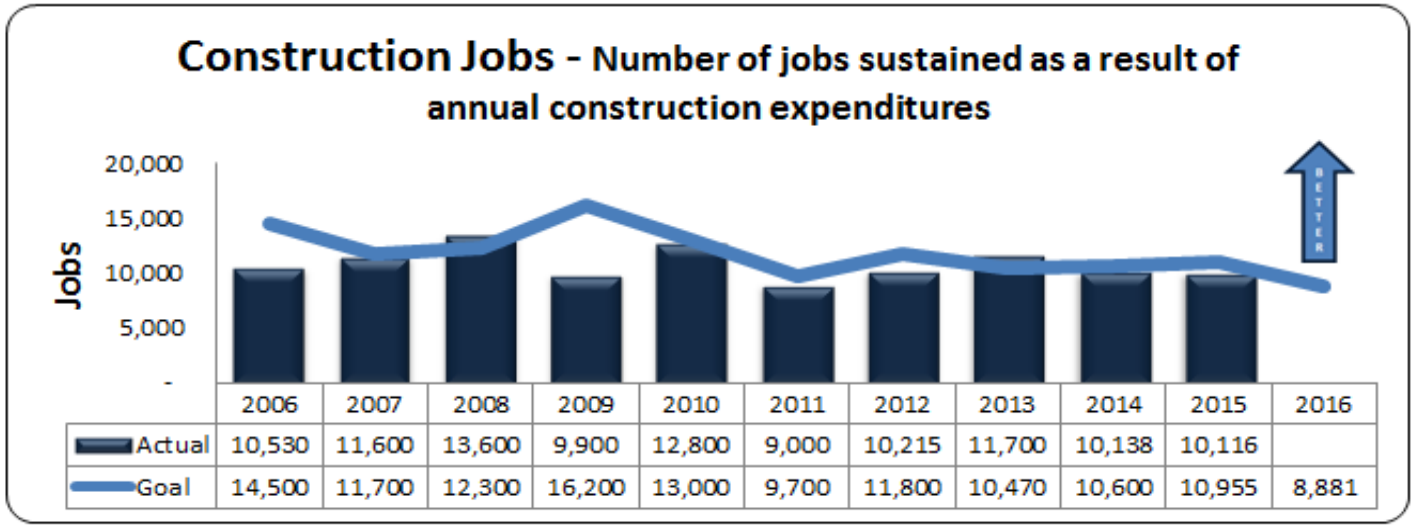
About the data

Each state reports bridge condition for bridges included in the National Bridge Inventory, using standard criteria which are established by FHWA. The FHWA does not report data based on ownership, but does report deficient bridge data for all National Highway System bridges within states.

KPM# 10 - Jobs from construction spending: Number of jobs sustained as a result of annual construction expenditures

Our strategy

Improve Oregon's livability and economic prosperity by stimulating the economy in the near-term and supporting long-term economic growth through investment in highway and bridge infrastructure. This measure estimates the number of jobs sustained in the short-term (during construction) by annual construction project expenditures. Job impacts in the short-term are: Direct - preliminary engineering, right-of-way and construction activity; Indirect - purchases of supplies, materials, and services; and Induced - the spending by workers and small business owners. Direct, indirect, and induced jobs are summed to calculate the total short-term job estimation.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Actual	10,530	11,600	13,600	9,900	12,800	9,000	10,215	11,700	10,138	10,116	
Goal	14,500	11,700	12,300	16,200	13,000	9,700	11,800	10,470	10,600	10,955	8,881

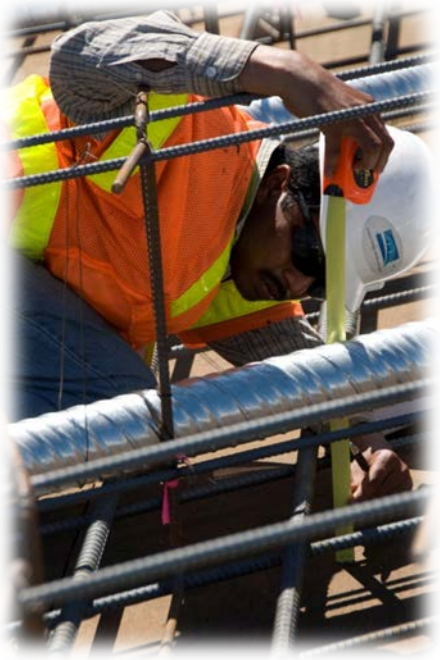
About the target

Beginning with the 2006 report and for state fiscal year 2007 and beyond, the goals are short-term job estimates based on projects currently in the State Transportation Improvement Program. "Actual" figures are the result of the programmatic spending that occurred during the state fiscal year. Labor multipliers, representing the number of jobs created per million spent, change with each biannual model update to reflect the current economic patterns of trading goods and services. The 2015 fiscal year jobs impact factor was 10.1

jobs per $1M. The current model update calculated the fiscal year 2016 jobs impact factor at 9.15 jobs per $1M. The forecasted targets reflect legislatively approved planned construction spending and change as the job multiplier changes with each model update.

How we are doing and how we compare

The total number of actual FTE jobs supported by agency project spending in fiscal year 2015 was approximately 10,116. This measure is not currently used by other states.



Factors affecting results and what needs to be done

The two largest factors affecting the number of jobs from construction spending are the number and size of construction projects funded and the rate of inflation; therefore jobs created, are largely out of the control of ODOT. Additionally, difficulty in accurately predicting future federal funding of projects makes goal setting for this measure difficult. Internal job projections are revised more frequently than the biannual key performance measure target setting legislative cycle.

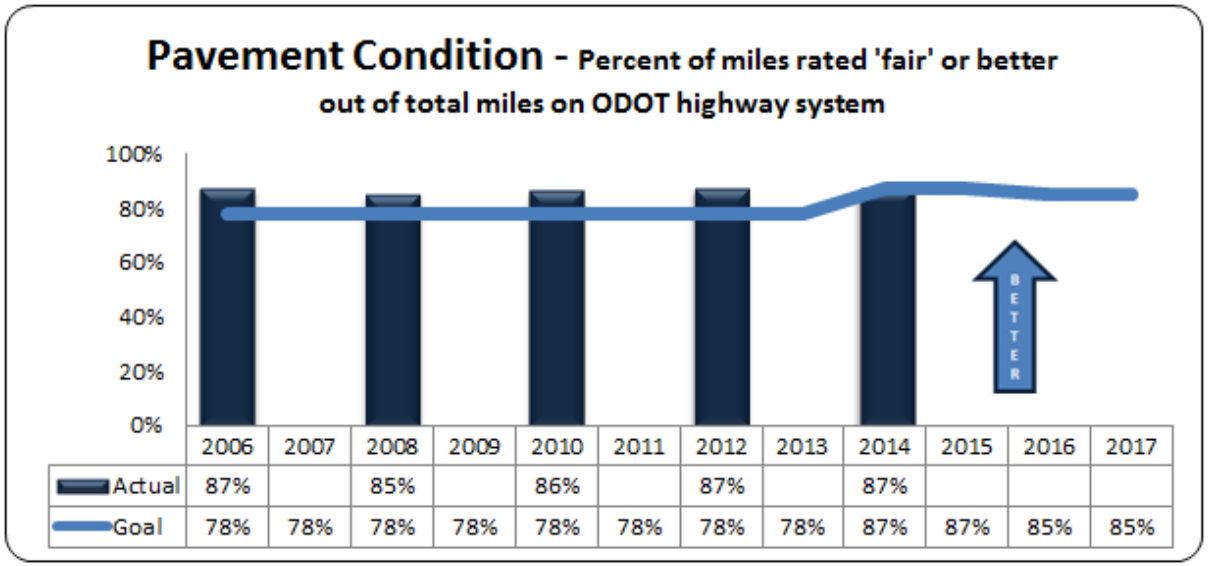
About the data

The measure always presents estimated and projected jobs impacts. The measure identifies jobs sustained by state level contractor payments occurring within specific Oregon fiscal years. This differs from total budgets for current projects under contract. ODOT uses IMPLAN, a widely recognized regional economic impact modeling tool to estimate a jobs impact factor. The results are expressed in combined full-time and part-time jobs supported. We convert full-time and part-time jobs to estimated full-time equivalents through analysis of covered employment data on hours of work statewide by employment sector provided by the Oregon Employment Department. ODOT Highway Budget Office and Highway Division provide actual (and for targets - projected) construction-related spending data. The current jobs impact factor is about 9.15 jobs per $1 million of construction-related spending. Annual construction-related spending (actual or projected) is multiplied by the jobs impact factor to project the total number of short-term jobs sustained. Adjustments are made for inflation in projected jobs numbers.

KPM #11 - Pavement condition: Percent of pavement centerline miles rated "fair" or better out of total centerline miles in the state highway system

Our strategy

The goal of the ODOT pavement preservation program is to keep highways in the best condition possible, at the lowest cost, by taking a preventive approach to maintenance. The most cost-effective strategy is to resurface highways while they are still in "fair" or better condition, which extends pavement life at a reduced resurfacing cost.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	87%		85%		86%		87%		87%			
Goal	78%	78%	78%	78%	78%	78%	78%	78%	87%	87%	85%	85%

About the target

A higher percentage of miles in good condition translates to smoother roads and lower pavement and vehicle repair costs. Funding allocations to the pavement program are set to maintain pavement conditions at a target of 78 percent "fair" or better over the long term. The legislature set the target to 85 percent for 2016 and 2017. Currently, pavement conditions are above target but are forecast to drop in the future.

How we are doing and how we compare

The last few years, pavement condition has ranged between 85 and 87 percent "fair" or better. Given uncertain federal funding over the last few years, pavement program allocations were reduced which would have caused pavement conditions to drop below target. However as federal revenues have become more certain, recent additions have been made to the pavement program which will hold pavement conditions relatively flat over the next two to four years. Still, long term, our pavement programs resurface less than one-half the need, and higher cost projects can't be completed with available funds.

Even with the recent funding additions, pavement program funding levels are lower than they were a decade ago, while costs have increased due to inflation. Pavement resurfacing treatments typically last 10 to 20 years but pavement funding in the next few years provides for an average resurfacing interval in excess of 30 years. Over time, pavement conditions will drop below the target, impacting safety and mobility. As road conditions deteriorate, thicker paving and/or complete replacement (e.g. reconstruction) will become necessary at a higher cost than what would be required to simply maintain them in fair or better condition.

No standardized system exists for classifying the pavement condition of all highways nationwide. Each state uses a unique procedure for classifying pavement defects and assessing structural and functional pavement conditions. However, pavement smoothness, which is one indicator of pavement condition, is collected by all states using standardized procedures. A smoothness comparison between Oregon and our neighboring states of California, Idaho, Washington, and Nevada based on 2013 Highway Statistics data shows that Oregon's interstate pavements are in better condition than the surrounding states, while Oregon's remaining arterial and primary highways are mid-pack compared with the neighboring states but better than the nationwide average.
http://www.fhwa.dot.gov/policyinformation/statistics/2013/

Factors affecting results and what needs to be done
Lower than anticipated federal revenues resulted in major funding reductions to the Preservation program, which is the primary program for resurfacing work. With the passage of the FAST Act, Preservation program funding was increased through 2018 which will stabilize pavement conditions over the short term. Funding after 2018 has not yet been established and may be substantially less. Other factors impacting the program are standards, mobility, and access management requirements. Often, paving work is conducted in conjunction with other enhancements which can impact project costs and timelines. The funding shortfall is most acute in urban areas. Where possible, we have implemented more low-cost chip seal treatments, and a 1R paving (pave only) program which focuses preservation investments in the pavement surface when only minor deterioration exists to help offset declining pavement conditions.

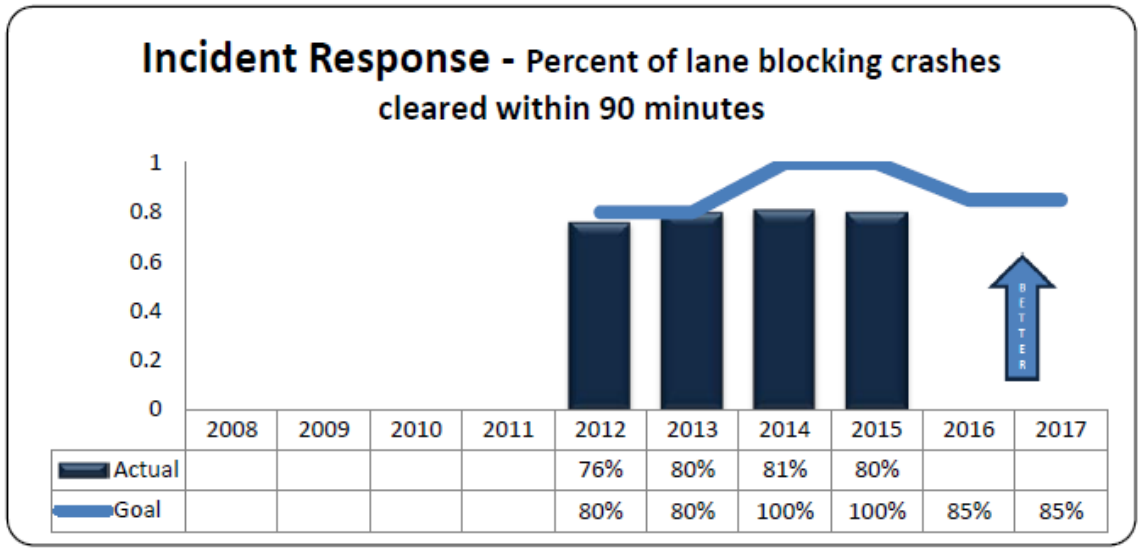
About the data
Pavement conditions are measured via a combination of automated equipment and visual assessment. Rigorous checks are made on the data to ensure integrity. Conditions are measured and reported every two years in even numbered years. Our Pavement Condition Report provides detailed pavement condition data and statistical summaries across various parts of the highway system and is available online:

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/pages/pms_reports.aspx

KPM #12 - Incident response: Percent of lane blocking crashes cleared within 90 minutes

Our strategy

A focused strategy to quickly clear traffic incidents reduces travel delay. It is an important component for improving operations and management of the state highway system. Traffic incidents account for approximately 25 percent of the congestion on the highway system, according to research from the Federal Highway Administration.



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual					76%	80%	81%	80%		
Goal					80%	80%	100%	100%	85%	85%

About the target

Our target for this measure is to clear 100 percent of lane blocking crashes in 90 minutes or less, as established in the Oregon Department of Transportation / Oregon State Police Mutual Assistance Agreement. Roadway clearance is defined as the time we are first aware of a lane blocking crash to the time all lanes are re-opened to traffic. Based on a legislative change in 2013, ODOT's target for this measure was increased from 80 to 100 percent of lane-blocking crashes cleared within 90 minutes or less. The target has since been adjusted to 85%, recognizing that in may not even be possible to reach crash locations in some parts of the state within 90 minutes.

How we are doing and how we compare

In 2015, we cleared 80 percent of lane blocking crashes in under 90 minutes. Our neighboring states of California and Washington have incident response clearance goals; however, the performance measure definitions vary significantly between the states making direct comparison difficult. California's target is to clear 50 percent of major incidents in less than 90 minutes. Major incidents are defined as those to which both the California Highway Patrol and Caltrans respond. Their actual performance, for the quarter ending September 30, 2015, is 33 percent with an average clearance time of 3 hours 19 minutes. (http://www.dot.ca.gov/MileMarker/2015-3/index.html)

Currently, Washington's measure also focuses on major incidents. Major incidents are defined as incidents on nine corridors in the Puget Sound area for which Washington State Patrol is the primary responder and for which clearance times are between 90 minutes and 6 hours.

Roadway clearance time is defined as the time between the IR team's first awareness of an incident and when all lanes are available for traffic flow.

Washington's target for major incidents is 155 minutes. For the quarter ending Dec. 31, 2015, Washington's average incident clearance time on these nine key corridors was 182 minutes. (http://www.wsdot.wa.gov/accountability/)

Factors affecting results and what needs to be done

Actions to clear travel lanes after a crash can range from simple to complex. More complex incident clearance activities often involve multiple public and private responders. The complexity of the response effort impacts the results of this measure. For example, whether or not an incident involves a police investigation, hazardous material spill, cargo recovery effort, or fatality are all factors that influence the roadway clearance time for the incident. While the initial on-scene focus must be on responder and public safety, collaborating with other responders on a secondary focus to reestablish traffic flow can result in opening the lanes more quickly. Oregon is implementing the federal Traffic Incident Management Responder Training program. Oregon's group of TIM trainers has grown to 86, representing every discipline involved in TIM and more than 35 different response agencies across the state. As a whole, over the last year Oregon has one of the most active groups of trainers in the nation. Together they've delivered the training to more than 3,000 of Oregon's responders in just two short years, facilitating a common vision for safe and quick clearance of traffic incidents.

About the data

Data obtained from the dispatch system is used by our four Transportation Operations Centers.

KPM #13 - Fish passage: Stream miles of access restored or improved to blocked fish habitat

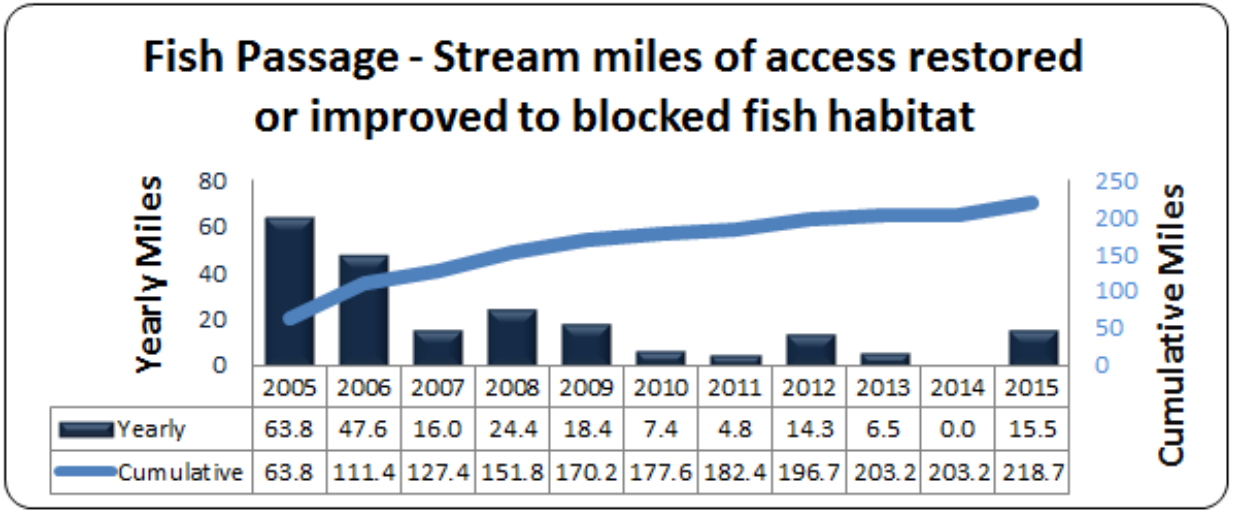
Our strategy

We are committed to backing *The Oregon Plan for Salmon and Watersheds*, which includes supporting the recovery of threatened and endangered fish as well as native migratory fish by removing fish passage barriers on the state highway system. The program uses limited transportation funds to retrofit and replace culverts in the most cost effective way. ODOT partners with government agencies, watershed councils and other stakeholders to improve fish passage.

About the target

We have used different program targets to evaluate performance for this KPM. From 2005 to 2014 we reported the remaining balance of high priority culverts (e.g. actuals) The actuals represented the total number of statewide high priority culverts owned and managed by ODOT that still need to be replaced or retrofitted.

Starting in 2015 we will be reporting improved or restored access to stream miles of fish habitat. Stream miles of habitat will provide a more useful measurement of the benefit and contribution of the program to the recovery of listed salmon and native migratory fish.



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Yearly	63.8	47.6	16.0	24.4	18.4	7.4	4.8	14.3	6.5	0.0	15.5
Cumulative	63.8	111.4	127.4	151.8	170.2	177.6	182.4	196.7	203.2	203.2	218.7

Feb 2016

We have good data on the amount of habitat access ODOT is restoring on an annual basis with culvert replacements and retrofits (see below table). We are still developing information on the total amount of habitat blocked by barriers on the state highway system. Our current information on miles of habitat blocked above the state highway system is based on dated and incomplete barrier information. According to this data, in 2005 there were 1,403 identified barriers on the state highway system blocking access to 1,712 miles of native migratory fish habitat. We believe the actual number is significantly higher.

In the last 10 years (2005 to 2015) we have improved or restored access to 218.7 miles of habitat for native migratory fish. In the future we will be able to report the amount of access restored relative to the amount of habitat blocked.

How we are doing and how we compare
During fiscal year 2015 we are constructing three fish passage projects that will restore access to 15.5 miles of habitat. From 1997-2015 this program repaired or replaced a total of 145 culverts and opened or improved access to 476.5 miles of stream habitat.

For fiscal years 2011-2015, Salmon Program funds were divided between fish passage and storm water projects, under an agreement with the Northwest Environmental Defense Council. Because of this, the rate of retrofitting or replacing culverts slowed. However, these funds did address water quality improvements that will benefit salmon.

Unlike other states, our program is discretionary and independent of other Statewide Transportation Improvement Program (STIP) and maintenance projects. Our projected fish passage target is to complete the number of projects program funds will allow, currently two to three projects each year. Current fish passage design criteria generally require larger, more expensive structures to replace existing infrastructure. Our Fish Passage Program has the ability to target high value streams that bring the greatest benefit to native migratory fish. This is unique among western states.

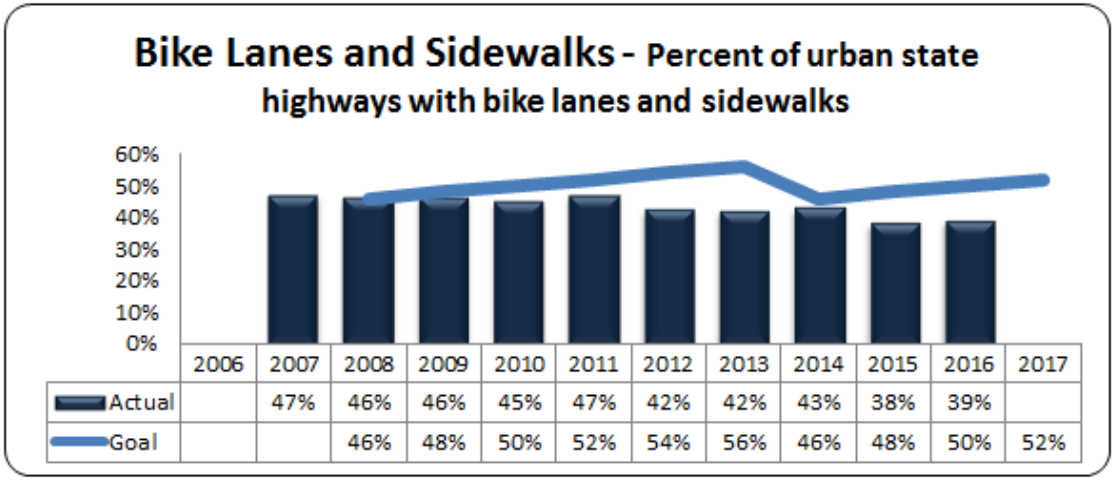
Factors affecting results and what needs to be done
The rate of project delivery diminished since the start of the program. Factors contributing to this include increased costs for construction, right of way and project development. In addition, much of the high benefit, low cost fish passage improvements are already finished. The remaining fish passage barriers are typically more costly projects. Many of the early program projects were culvert retrofits that provided a higher benefit per cost than full culvert replacement projects. To continue improving fish passage we need more funding. We are exploring processes to streamline project permits and plan review timelines. We are also evaluating fish passage ‘banking’ that would provide mitigation options while targeting high value streams.

About the data
Oregon Department of Fish and Wildlife manages the statewide fish passage culvert inventory list at highway-stream crossings. This list is updated based on projects completed, changes in habitat condition, and new culvert survey data.

KPM # 14 - Bike lanes and sidewalks: Percent of urban state highway miles with bike lanes and pedestrian facilities in "fair" or better condition

Our strategy

With our local partners, ODOT is working to create safe, walkable and bikeable communities in Oregon. To further that goal, Oregon law requires walkways and bikeways be provided when roads in urban areas are constructed or rebuilt, and mandates that at least one percent of the state highway fund be used for walking and biking facilities. This performance measure reports our progress in adding walkways and bikeways to the state system.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual		47%	46%	46%	45%	47%	42%	42%	43%	38%	39%	
Goal			46%	48%	50%	52%	54%	56%	46%	48%	50%	52%

About the target

This target addresses the percentage of total highway roadside miles in urban areas that have complete walkways and bikeways. Urban areas are defined as those areas with populations over 5,000 where the population density meets federal definitions in the area bordering the highway. Small incorporated cities with populations under 5,000 are also included. Walkways must be present, five feet or more in width, and in fair or better physical condition. Bikeways are defined as a marked and striped bike lane five or more feet in width, a paved shoulder five feet or more in width, a travel lane shared by people biking and people driving where the posted speed is 25 MPH or less, or a multi-use path within the highway right-of-way. As walkways and bikeways are not needed in undeveloped urban fringe areas, ODOT has set the target of providing walkways and bikeways on 65% of highway roadside mileage in urban areas. The Oregon Transportation Plan seeks to meet this target by 2030, in order to provide Oregonians with good transportation options that include biking and walking.

Factors affecting results

Between 2015 and 2016, ODOT built 40 new miles of walkways and bikeways on our urban highways. However, our progress in meeting this target isn't just determined by how many miles we build each year. As the chart shows, the percent of urban highways with complete walkways and bikeways has trended down in recent years. Why is this happening? Recent adjustments to the federally defined urban areas brought many new roadway miles into Oregon's expanding urban areas. As former rural roads, these highways are

unlikely to have walkways and bikeways. We also see occasional declines due to jurisdictional transfers, where a local government assumes ownership of a state highway. When such transfers take place, they are typically preceded by significant improvements to the highway, including adding walkways and bikeways, because it is less burdensome for a local government to take responsibility for a road if it is already complete and in good repair. So ODOT may build walkways and bikeways on a highway one year, increasing our progress toward our goals, only to transfer the road into local ownership the next year, causing our percent completed to drop.

How we are doing and how we compare

ODOT is making strategic investments in walking and biking improvements where Oregon communities have identified the greatest need. We collaborate with local governments to fund programs and improvements that support biking and walking, and provide them with technical assistance so that they can ensure local systems are bikeable and walkable as well. As a result, the number of people who walk and bike in Oregon continues to increase. On an average weekday, Oregonians make 8% of their trips on foot and 2% by bicycle. One in five households meets a daily travel need by walking and one in twenty does so by biking.[3] When it comes to commuting by active modes of travel, Oregon is one of the top-ranked states in the nation. We're #1 for biking to work (2.3% of commute trips), and #8 for walking to work (3.9%).[4]

Next steps to reach our goals

ODOT has an updated Oregon Bicycle and Pedestrian Mode Plan, which defines new policies and strategies meant to make biking and walking safe, comfortable options that provide good connections for Oregonians. The plan identifies multiple ways to measure our progress in meeting that goal. Now that the plan has been adopted, ODOT will review this performance measure and may recommend changes based on the direction set by the plan.

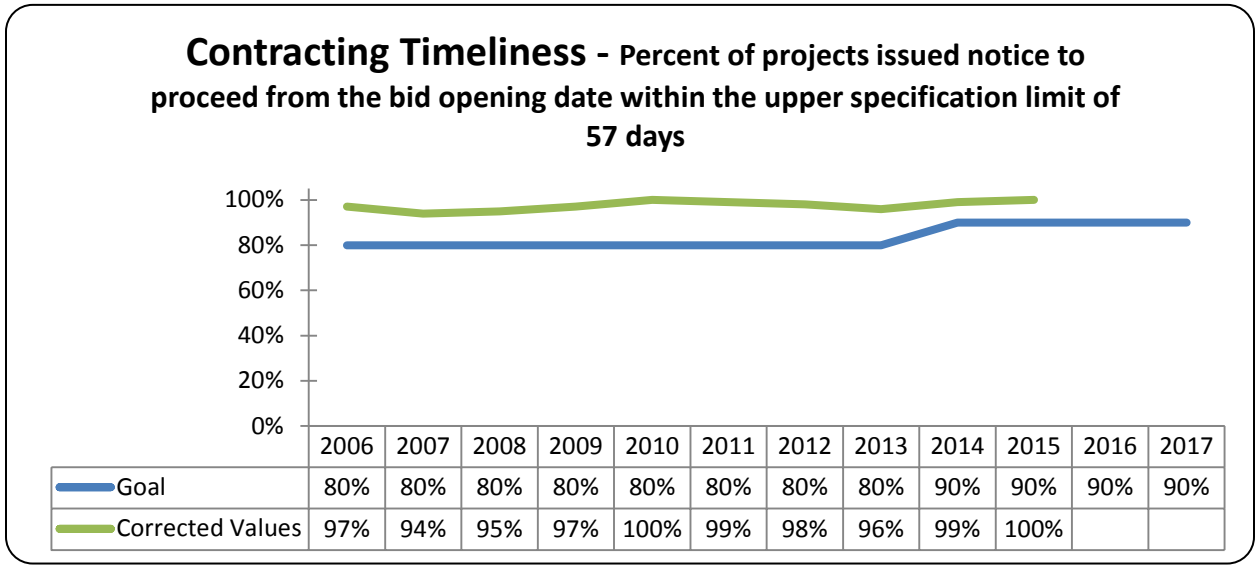
About the data

This performance measure was revised in 2006 to better reflect the goals of the program and to establish clear targets. In 2008, ODOT completed a two year effort to physically inventory and assess all highways in urban areas and small cities across the state. Since then, the inventory has been updated each federal fiscal year, based on site visits, construction contract review, and highway video logs.

[3] K. Clifton & P. Singleton (2013). Quantitative analysis of 2008-2011 Oregon Travel Activity Survey, produced for ODOT.
[4] Alliance for Biking & Walking (2014). Bicycling & Walking in the United States: 2014 Benchmarking Report.

KPM #15 - Construction Contracting Timeliness: Percent of projects issued notice to proceed within 57 days of bid opening

Our strategy
Develop efficient, complete and attainable project development schedules, and then aggressively manage all milestones, ensuring all deliverables are complete and on time.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Goal	80%	80%	80%	80%	80%	80%	80%	80%	90%	90%	90%	90%
Corrected Values	97%	94%	95%	97%	100%	99%	98%	96%	99%	100%		

The Process
There are specified timelines for milestones starting at bid opening and ending at Notice to Proceed. ODOT's Procurement Office (OPO) opens bids and reviews for bidder responsiveness and responsibility, and when applicable, they coordinate the responsiveness review for projects with Disadvantaged Business Enterprise (DBE) goals. OPO identifies the low, responsive bidder and requests costs analysis and award recommendation from the Office of Project Letting. When the award recommendation is communicated to OPO, Notice of Intent to Award is posted on OPO's website when the three day protest period starts.

OPO obtains all appropriate approvals (Highway Division Administrator, Chief Engineer, FHWA) and assembles the contract, award letter, and requests the project construction engineering budget. The timeframe from bid opening to contract award is specified to occur within 30 days. (00130.10 Award of Contract)

OPO sends the award letter and three copies of the bound contract to the awarded bidder. Upon receipt of the award letter, the bidder has 15 days to return signed contracts and bonds. (000130.50(a) Execution of Contract and Bonds)

Upon receipt of the signed contract and correct insurance and bonds, OPO has seven days to execute the contract. (00130.50(b) Execution of Contract and Bonds) OPO has five days after executing the contract to issue a Notice to Proceed. (00130.90 Notice to Proceed). These specifications add up to 57 days from bid opening to Notice to Proceed.

How we are doing and how we compare

After conducting an internal assessment of this measure, we determined that it had been incorrectly defined and calculated. ODOT used to measure from the estimated bid let date but has subsequently changed this to the actual bid opening date. The graph now represents corrected results from 2006 through 2014. Data is for both state and locally administered projects.

Process performance is actually much better than had been the case under the incorrect measure definition. For 2015, OPO awarded contracts on average in 12 days; OPO issued Notice to Proceed, on average, in 26 days.

Factors affecting results and what needs to be done

Items that make projects late in the award phase of project delivery include: valid bid protests and approval of additional funding from local agencies. If OPO denies the bid protest, the protesting bidder has the option to seek judicial remedy. Most bid protests are denied and do not affect the timelines. Since 2009, OPO has been to court on four projects, and the courts upheld OPO's decisions in three of those cases.

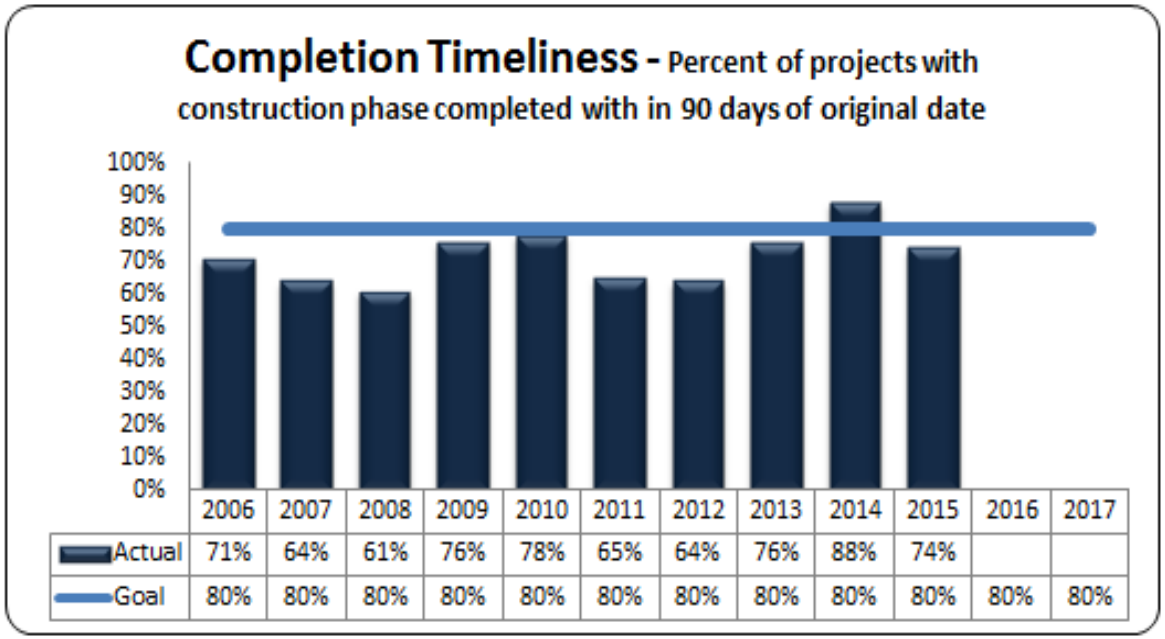
For projects with local funding, if the bids are higher than project estimates and awarding is recommended with local agency concurrence, OPO must wait for local agency governing bodies to approve additional funding. Most frequently, these are the types of projects that end up exceeding the 57 day time frame.

In 2014, three projects exceeded 57 days. Two of those projects were local agency funding issues. The third project was an unusual issue regarding the bidder's TERO certification in which the Grand Ronde TERO incorrectly reported to OPO that the low bidder was not TERO certified. OPO rejected the low bid based on this information, and subsequently had to rescind the rejection. OPO has reached out to the Office of Civil Rights to address concerns regarding TERO certification information from the Umatilla and Grand Ronde TEROs. In 2015, out of 91 awarded projects, no projects exceeded 57 days—100% were on time.

KPM #16 - Construction Project Completion: Percent of projects with the construction phase completed within 90 days of original contract completion date

Our strategy

The goal is to ensure development of viable and efficient construction schedules which minimize freight and traveler impact and then aggressively manage adherence to the final construction schedule. Project construction schedules are created during development of the project prior to bidding. This information becomes the basis for the project special provisions which contractually define completion, either by specific ending dates, or allowable construction days. All contracts require the contractor to develop project construction schedules. Contracts have financial consequences, via liquidated damages, for failure to complete on time. Some contracts have financial incentives for the contractor to finish early. These are contracts where there is a significant quantifiable cost benefit to the public to minimize road closure time.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	71%	64%	61%	76%	78%	65%	64%	76%	88%	74%		
Goal	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%

About the target

A goal of 80 percent on-time was set for this measure. While this percentage needs to remain relatively high (70–80 percent range), having it approach 100 percent would likely cause other issues to arise. For example, by keeping the original construction completion date, we could not make changes to the project in the best interest of the investment and/or the public.

How we are doing and how we compare

In 2009 and 2010, we hovered just below the goal of 80 percent, an improvement from prior years when it ranged between 60 and 64 percent. For 2011 and 2012, we dropped to 65 percent. An examination of each delayed project reveals a variety of valid reasons to

extend the contract completion date. Forcing these projects to finish on their originally estimated completion dates would not have been in the best interest of the public's investment.

While the 2015 result (74%) is a decrease from 2014, the change is within the routine variation of this measure's performance since 2005.

Accurate comparisons between Oregon's on-time delivery to other state's on time delivery may not be possible due to differences in contracting methods, the types of projects compared, and differences in measurement methodologies and definitions. Metrics from some states with similar, though not identical, metrics include: Washington with 91 percent on time average for the 2003 – 2006 time period, and Virginia with 27 percent on time for 2003, 35 percent for 2004, and 75 percent for 2005. We are currently looking at five comparable other state DOTs to determine how they are calculating this measure so that we can more easily compare with them.

Factors affecting results and what needs to be done

Data entry and processing times can delay reporting by a month in some cases. In other instances the construction completion notice may be rescinded if a problem is found or if additional work is needed. Justified reasons for moving the contract completion date also affect the results. Justified reasons include: added work from local agencies; unanticipated site conditions; efficiencies in project delivery by combining work being done by the same contractor on adjacent projects; weather delays that can push a project into the next construction season; and, delays in obtaining additional right-of-way.

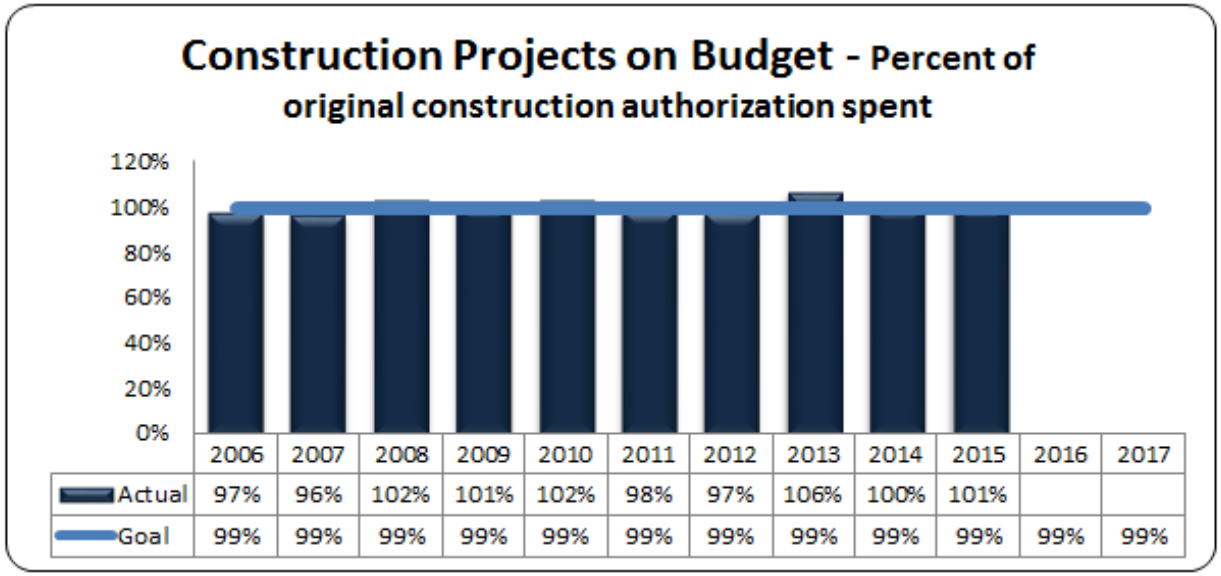
About the data

The data is for state administered projects only. When projects are awarded to a contractor, the construction contract specifies a date for construction to be completed (there may be multiple completion dates). This measure reports on time delivery by examining the projects which reached 2nd note (when contractors are paid) in a given year, and calculating percent of projects reaching 2nd note no greater than 90 days after the last contract specified completion date. We are currently looking into either modifying the measure to consider the date when the project is open for public use or finding a proxy measure for this public-oriented milestone.

KPM #17 - Construction projects on budget: Percent of construction authorization spent

Our strategy

Our goal is for construction costs to be 99 percent of original construction authorization or lower and to more accurately estimate costs early in project development and then manage costs (paying special attention to the tendency of complex projects to increase in scope) throughout the life of the project. In support of this goal, we ensure that any changes to the programmed construction cost are approved by program managers, (e.g. Bridge or Area Manager). We strive to continuously improve our estimating skills – both scoping estimating (parametric estimating for different project types and elements, accounting for inflation and commodity issues) and final engineering estimating. We also use a robust construction quality control / quality assurance program coupled with a very structured statewide contract administration program to ensure effective project management.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Actual	97%	96%	102%	101%	102%	98%	97%	106%	100%	101%		
Goal	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%

About the target

Our goal is to spend 99 percent or less of the amount authorized to stay within budget.

How we are doing and how we compare

In an environment of double digit inflation, previous years showed slightly higher construction costs than originally authorized, by about 1-2 percent. Many of the recent project cost increases were caused by adding federal American Recovery Response Act work to existing projects to ensure jobs were created as soon as possible. On average, project construction expenses have come in within 99.9 percent of their original authorization over the last 13 years. For 2011 and 2012, we once again dropped back down under 99 percent, coming in at a healthy 98 percent and 97 percent respectively. For 2013 ODOT reversed the positive trend, with projects coming in at 106 percent of the original authorization primarily due to overruns on a single project (Highway 20 - Pioneer Mountain /Eddyville).

For 2015, we came in at 101% but well within the routine variation of this measure.

Due to differing methodologies and definitions, there are no direct comparisons with other states' measures.

Factors affecting results and what needs to be done

All factors are examined when project budgets are established, but world trends such as higher than expected inflation and rises in steel, oil, and asphalt prices contribute to cost increases. Unanticipated geological features, archeological finds, or environmental impacts may also contribute to cost increases. We must continually monitor to ensure ODOT's construction expenses remain under the authorized amount.

About the data

For projects where final payment has been issued in the given year, the amount spent is divided by the original contract authorization. The reporting cycle is the Oregon state fiscal year. In the past, we reported data for this measure (not as a KPM) using calendar year. Projects included in this metric only include the major work types of BRIDGE, PRESERVATION, MODERNIZATION, SAFETY, and OPERATIONS. Locally administered projects and projects let through Central Services Division are not included.

Budget Detail

	2013–2015 Actuals	2015–2017 Approved Budget	2017-2019 Governor's Budget
Programs			
Maintenance	$ 437,682,724	$ 486,560,811	$ 515,719,561
Construction:			
STIP:			
Preservation	234,800,179	266,666,888	254,424,372
Bridge	248,543,009	205,101,610	269,842,593
Modernization	404,269,772	306,159,509	325,353,416
Highway Operations	133,844,375	136,209,098	223,286,869
STIP subtotal	*$1,021,457,335*	*$914,137,105*	*$1,072,907,250*
Special Programs	225,919,667	264,364,980	355,043,067
Local Government Program	311,025,740	400,168,268	391,748,576
Total Construction	$1,558,402,742	$1,578,670,353	$1,819,698,893
Total Highway	**$1,996,085,466**	**$2,065,231,164**	**$2,335,418,454**
Expenditures by Revenue Source			
State (Other)	$1,192,271,227	$1,396,214,591	$1,320,580,201
Federal	803,814,239	669,016,573	1,014,838,253
Total	**$1,996,085,466**	**$2,065,231,164**	**$2,335,418,454**
Expenditure by Category			
Personal Services	$ 475,201,008	$ 496,219,459	$ 528,063,269
Services and Supplies	1,460,049,026	1,475,212,638	1,710,606,090
Capital Outlay	39,704,640	27,497,604	27,994,479
Special Payments	21,130,792	66,301,463	68,754,616
Debt Service	0	0	0
Total	**$1,996,085,466**	**$2,065,231,164**	**$2,335,418,454**
Positions	2,631	2,532	2,536
Full-Time Equivalent (FTE)	2,561.26	2,469.38	2,464.81

Program or Service Reductions

The Highway Division continually looks at prioritizing our work to maximize our resources and meet the many needs of the transportation system.

If the Highway Division has to enact any reductions, then the following actions would need to be taken:

- For Maintenance, the level of service for all road activities would decrease. Examples of these include: maintenance paving treatments will occur at a reduced level meaning pavement conditions would deteriorate more quickly, reduced winter maintenance efforts would increase response time to crashes and removal of snow and ice, vegetation control would occur less frequently which may cause safety issues for the traveling public.
- For Construction projects: the Highway Division would delay or cancel future projects. For existing construction projects that are already under contract, we would need to work with the contracting community to cancel them. This may cause litigation and lawsuits to occur.
- Fleet equipment would not be replaced causing the age of the fleet to increase. This would drive up costs of repairs and end up having the Highway Division depend on older, unreliable equipment that would cause safety concerns for both ODOT workers and the traveling public.
- Facilities upkeep would be deferred and as they age, facilities would incur increased costs for repairs and replacements.
- Overall, the condition of pavements, bridges and other transportation features would deteriorate at a faster rate causing the transportation network to become less safe for the traveling public, cause delays in getting goods to markets and increasing the future cost to bring the network back up to good condition.

Central Services supports the mission of ODOT through two overarching administrative support areas: Agency Support and ODOT Headquarters. The Division seeks to provide highly responsive, quality services that support all operations within the department, the Oregon Transportation Commission, external partners and stakeholders. Central Services provides subject matter expertise and assistance through consultation, policy review, training and provision of services in a variety of administrative functions.

Program Description

AGENCY SUPPORT

Includes Audit Services, Business Services, Facilities, Financial Services, Human Resources, Information Systems and Procurement.

Audit Services

- Conducts internal audits of department programs and makes recommendations for improving operations, in accordance with generally accepted government auditing standards.
- Conducts external audits and special analyses to ensure costs charged to ODOT by consultants, contractors, and other external entities are accurate, reasonable, and compliant with applicable federal and state regulations.

Business Services

- Provides forms and publication management, reprographics, design and photo/video services, and oversees the headquarters mailroom staffed by Garten, a Qualified Rehabilitation Facility contractor.
- Coordinates the delegation of authority process for the agency to ensure that each delegation is correctly placed, based directly on a statute or indirectly through an administrative rule, and appropriately documented for the record.
- Administers the business processes related to ODOT and statewide policies and procedures, as well as administrative rulemaking actions taken by ODOT divisions and the Department of Aviation.
- The Business Services Branch Manager serves as the Agency Records Officer pursuant to ORS 192.105(2)(a).

Facilities

- Operates and maintains ODOT-owned buildings, primarily in the Salem and Portland area. Crews include skilled and semi-skilled craftspeople who conduct inspections, repair and replace building system components, and respond to emergent and routine maintenance needs.

- Provides planning and project management for all Major Maintenance, Capital Improvement, and Capital Construction projects for ODOT-owned buildings statewide.

Financial Services

- Provides cost allocation, cost/benefit and quantitative analyses, and develops labor and equipment rates.
- Provides debt management and oversees bonding programs for the department. Provides and monitors loans and financial assistance to local governments through the Oregon Transportation Infrastructure Bank. Also provides financing proposals, manages investments, and cash for the department.
- Provides financial support to the department in the areas of accounts payable, accounts receivable, contractor payments, payroll support, retirement and benefits coordination, travel claims processing, financial policy and procedure development, financial training, financial coordination and reporting, asset accounting, federal billing and coordination with the State of Oregon financial management systems.
- Administers the fuels tax law and ordinances, and audits licensees for fuels tax compliance and reporting for the state in addition to many city and county jurisdictions.
- Provides collection services for various programs.

Human Resources

- Assists the agency in attracting, hiring and supporting a diverse and qualified workforce.
- Advances the agency's equal employment opportunity and affirmative action goals, and public accommodation/accessibility pursuant to the Americans with Disabilities Act (ADA).
- Provides statewide services to the agency's regions and divisions in the areas of performance management (e.g., coaching, counseling, performance evaluation, documentation, discipline, etc.), policy and union contract interpretation, workers' compensation and unemployment insurance matters.
- Provides consulting regarding job classification, position descriptions, service type designations, Fair Labor Standards Act, overtime eligibility, reorganization strategies, and compensation.
- Provides training and development resources for staff skill development and supports the i-Learn system which provides information on a wide range of ODOT professional and technical development opportunities that support new employee orientation and career growth.

Information Systems

- Supports Information Technology (IT) solutions and systems for the entire agency.
- Provides business systems planning, architecture, development and maintenance, IT systems analysis and technology consultation services.
- Performs IT project management, including the design, development, and implementation of projects and coordination of infrastructure services and delivery with the State Data Center.
- Engages in major projects in support of all divisions of ODOT, including the Service Transformation Program (STP) effort with Driver and Motor Vehicle Services, Intelligent Transportation System (ITS) development and support for the Highway Division, and the Time and Attendance Management System (TAMS) project in partnership with the Financial Services branch, for the benefit of the agency.
- Provides personal computer, mobile device, software support, internet security, and system disaster recovery.

Procurement

- The ODOT Procurement Office (OPO) provides collaborative, professional procurement services to meet the business needs of ODOT, as well as the Department of Aviation. Provides procurement services for personal services, goods and trade services, public improvements and construction, and processes interagency agreements.
- Provides oversight to ensure compliance with federal and state laws and regulations and consults in the provision of guidance and counseling regarding risk management.
- Develops and provides training to agency employees on a wide range of procurement functions, as well as state and federal regulatory requirements. Works collaboratively with DAS to support statewide procurement training and continuous improvement efforts.
- Develops and maintains ODOT's procurement rules, policies, procedures, and standards to ensure compliance with state and federal procurement regulations and financial policies.
- Reviews, negotiates, and approves billing rates for federally-funded consultant contracts in compliance with Federal Acquisition regulations.
- Provides quality assurance and controls for invoice processing under contracts issued on ODOT Architecture and Engineering Services Price Agreements.

ODOT HEADQUARTERS

ODOT Headquarters includes the ODOT Director, Chief Administrative Officer, Budget Services, the Office of Civil Rights and the Office of the Director (comprised of the Assistant Director, Government Relations, Office of Innovative Partnerships and Alternative Funding, Communications and Business Management).

Budget Services

- Coordinates the department's legislative budget development process including all Emergency Board requests and program budget development. Produces allotment and permanent financing plans.

Office of Civil Rights

- Manages federal and state programs that provide the assurance of equal access, participation in and compliance with affirmative action, equal opportunity and accessibility requirements. Its vision is to provide fair and equitable access to ODOT's projects and programs with a focus on economic stimulus through increased small business and apprenticeship opportunities, training programs and supportive services.
- Encourages compliance through internal and external processes including training, technical assistance, investigations and on-site reviews.

Government Relations Section

- Manages a comprehensive government relations program that encompasses federal, state and local legislative and liaison activities responding to transportation, economic and land use issues.
- Provides fiscal and policy analyses and direction for federal, state and local transportation-related programs and legislation.
- Represents the department, the Oregon Transportation Commission, and the governor in matters before Oregon's state legislature and congressional delegation related to transportation policy, funding, administrative rules and legislation governing transportation.

Office of Innovative Partnerships and Alternative Funding

- Operates ODOT's Road Usage Charge program, including the current OReGO volunteer pilot and administers the Road User Fee Task Force as well as the RUC West consortium of 14 states.

- Provides policy analysis and direction on issues related to connected, automated and electric vehicles.
- Administers the Oregon Innovative Partnership Programs (OIPP), which develops partnerships with private entities and units of government in order to make the most of public dollars wherever possible.

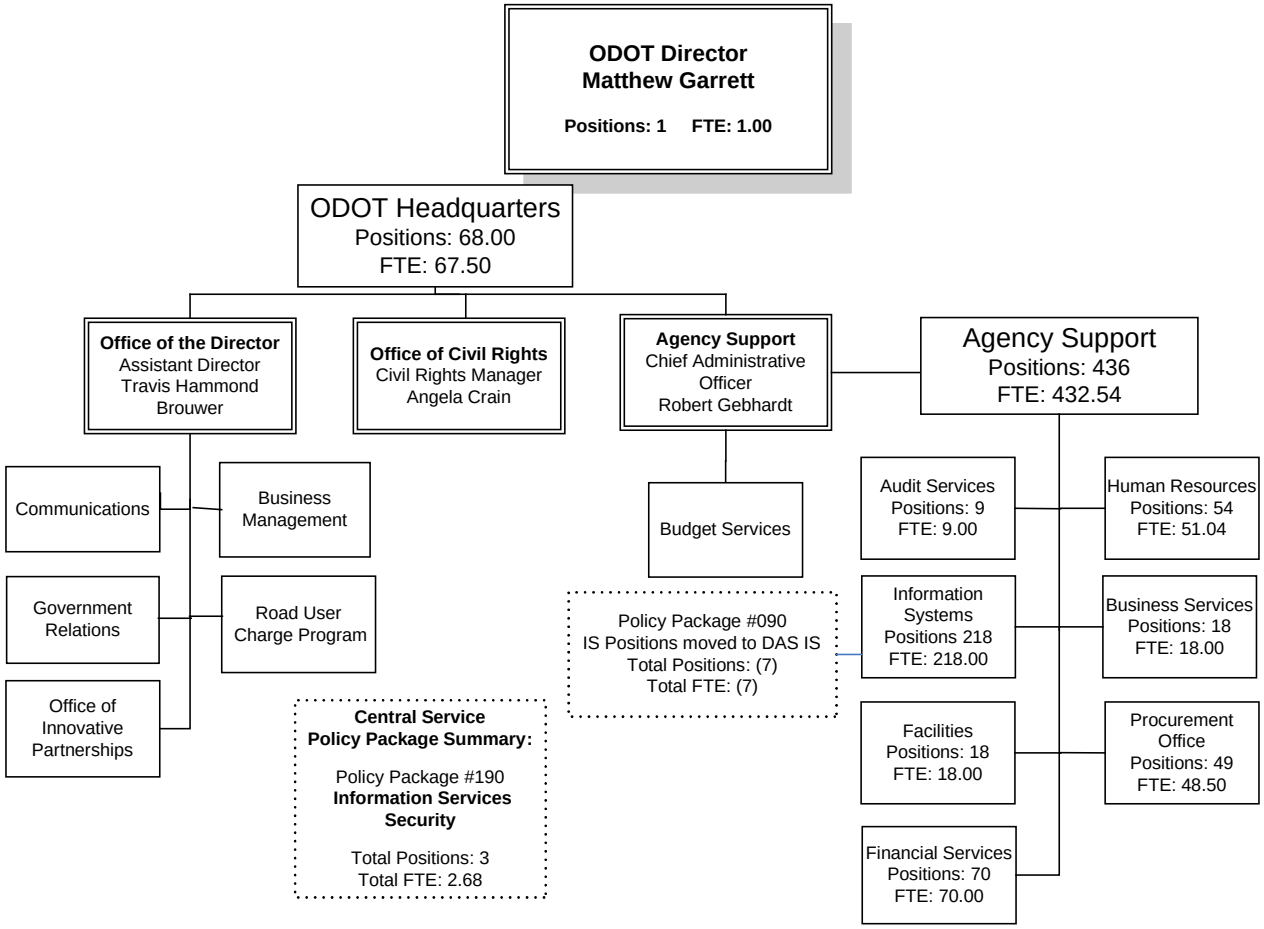
Communications Section

- Oversees ODOT's employee communications, stakeholder and media relations. Informs Oregonians, visitors and Oregon transportation system users about transportation issues, programs, policies and projects.
- Provides emergency and crisis communications for the agency.
- Provides construction and program information.

Business Management

- Provides executive, administrative and logistical support to ODOT Director and sections and the Oregon Transportation Commission.
- Provides assistance and ombudsman services for citizens and ODOT employees through ASK ODOT to resolve issues and concerns.

Organizational Information



Major Budget Drivers, Risks and Environmental Factors

A few of the significant factors affecting services include:

- The opportunity for continuous improvement of the administrative workflows and associated systems, as well as modernizing and refining the growing technology infrastructure underlying the agency's work within an integrated, multi-modal, environmentally-sound and sustainably focused transportation system.
- The opportunity to attract and develop a diverse and talented workforce that can perform the evolving day-to-day work of the agency, and to keep pace with replacing the segment of the existing workforce exiting the agency due to retirements. The growing opportunity presented by systems improvements and evolving communications tools and techniques, to meet expectations of diverse stakeholders for quality transparent and closer-to-real-time information about the agency and the transportation system.
- Maintaining highly equitable and transparent contracting policies, procedures and practices that appropriately balance the demands for efficiency and effectiveness, in full support of the agency mission promoting economic vitality and livable communities throughout the State.
- Developing a systematic means for the measurement and management of Central Services functions, delivering value to the agency.

Containing Costs and Improving Program Delivery

Recent and on-going actions or plans implemented to contain costs and improve Central Services performance include:

- Central Services leadership has initiated the creation of a division-wide performance management system that will establish clear discipline around measurement, evaluation, and continuous improvement of business processes in pursuit of optimal efficiency and effectiveness.
- Implemented a new, automated Fuels Tax System on July 1, 2015. The system allows for enhanced tracking of revenue sources, realizing cost savings through efficiencies and automation, and streamlining businesses processes. Specifically, it allows the agency to:
    - Easily track fuel distribution throughout the state and to identify those who fail to file mandatory documents or make required payments.

- Provide electronic filing for external users which reduces administrative and reporting burden, allows tax data to be processed quickly, and allows licensees to file for multiple jurisdictions under a master license number.
- Enable improved business processes, audit capabilities and increased staff productivity that ensures compliance. Provide robust reporting analytics for the benefit of ODOT Administration, Department of Energy, Department of Environmental Quality, Oregon Cities and Counties and the Oregon Legislature, among others.

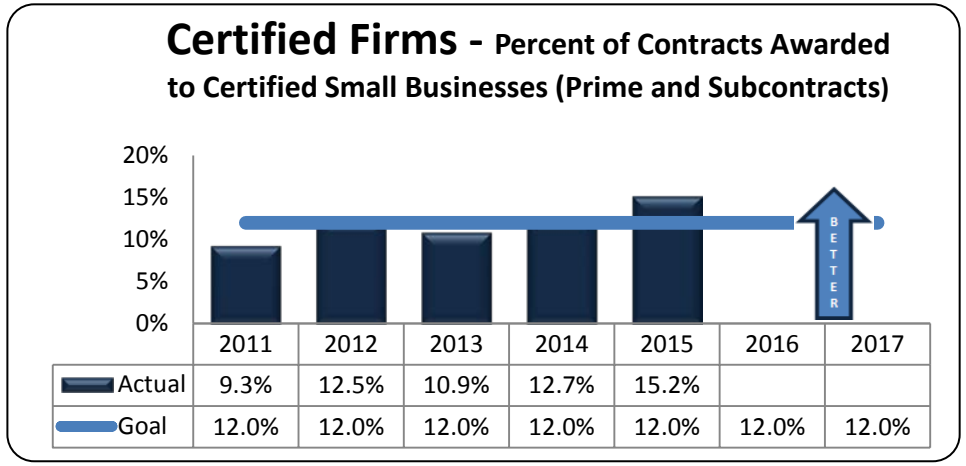
- LinkedIn Recruiter: Recruiting trends indicate that the majority of job seekers in the current job market are "passive candidates," - those who are not actively looking for a new job but who are open to new opportunities if recruiters contact them. In 2016, the ODOT Recruitment team began using LinkedIn's Recruiter tool to brand ODOT as a choice employer and efficiently identify and proactively reach out to professional-level passive candidates. After identifying top candidates, our recruiters reach out and encourage them to apply for specific open positions. Early experience has proven this to be a successful tool for recruiting difficult-to-fill positions.
- Central Services participated with the rest of the agency in a series of self-imposed efforts to both reduce the footprint of the division to align with revenues and to gain efficiencies. These reductions included eliminating 21 positions from Central Services (9.89 FTE) during the 2013-15 biennium and a further reduction of 11 positions (11.0 FTE) during the 2015-17 biennium.
- ODOT Time and Attendance Management System (TAMS)
  - ODOT is participating in an multi-agency collaborative project to modernize systems and pursue cost savings related to time and attendance processing and recordkeeping. The leverage of more than one agency working together promotes the goal of using and developing shared services across state agencies.
  - The goal of the TAMS project is to acquire a single enterprise-wide time, leave and scheduling solution that automates manual processes, mitigates duplication of effort and reduces errors. The agencies involved in the project include ODOT, Department of Environmental Quality (DEQ), and Agriculture. Oregon Department of Aviation will use TAMS through ODOT and Department of Land Conversation and Development (DLCD) will use TAMS through Agriculture as part of shared client services.
- ODOT contracted with the Wireless Watchdog firm to manage the Verizon and AT&T mobile device contracts. This represents estimated savings of approximately $500,000 during the 2015–17 biennium.
- Facilities has initiated a process to plan strategically for facilities needs over the life of the structures under management, to maximize the efficiency and utilization of the facilities portfolio. This includes a focus on energy program management to ensure energy efficiency and reduce costs in building operations.

Performance Measures

Proposed Modification of KPM #18 – Percent of Contracts Awarded to Certified Small Businesses (Prime and Subcontracts)

ODOT tracks and reports on awards made to firms that are certified by the Certification Office for Business Inclusion and Diversity (COBID); this includes disadvantaged business enterprise, minority- and woman-owned and emerging small business certifications; collectively reported as "certified firms." Beginning in 2016, the 'certified firms' category expanded to include businesses owned by service disabled-veterans.

Reporting on all certified firms and both prime contractors and subcontractors is a more accurate and complete representation of how ODOT uses these firms. The agency also sets internal targets for payments to these certified firms and implements programs and supportive services to encourage participation.



	2011	2012	2013	2014	2015	2016	2017
Actual	9.3%	12.5%	10.9%	12.7%	15.2%		
Goal	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%

About the target

The 'certified firms' target goals are set on state-funded-only projects over $100,000. The goals are not a condition of contract award; rather the target represents the level of certified small business participation the agency has determined is reasonably achievable in the type of work and locality of the projects.

How we are doing and how we compare

ODOT is committed to programs that encourage the participation of small businesses, including minority- and women-owned firms, in contracting opportunities with the Department across divisions and business lines. To that end, we implement the state Emerging Small Business (ESB) Program, ODOT Small Contracting Program (SCP), and numerous small business supportive services, including providing or sponsoring mentoring, training, and outreach events.

These programs and initiatives are intended to ensure ODOT and our contractors comply with state and federal non-discrimination laws; to create a level playing field for small businesses to compete fairly for contracts; to ensure only eligible firms benefit from the programs; to help develop firms to compete successfully in the marketplace outside the programs; and to assist small businesses in eliminating or overcoming barriers to participating in the agency's procurement and contracting processes.

We provide statewide training for project management and field staff and we reach out to 'certified firms' to let them know about opportunities and resources for working on ODOT projects. Due to the wide variation in metrics, it is not statistically feasible to compare our overall goals on a state-to-state basis.

ODOT Information Systems completed a project recently to integrate all data systems to provide comprehensive information. This system will provide an enterprise approach to data collection and reporting going forward.

Budget Detail

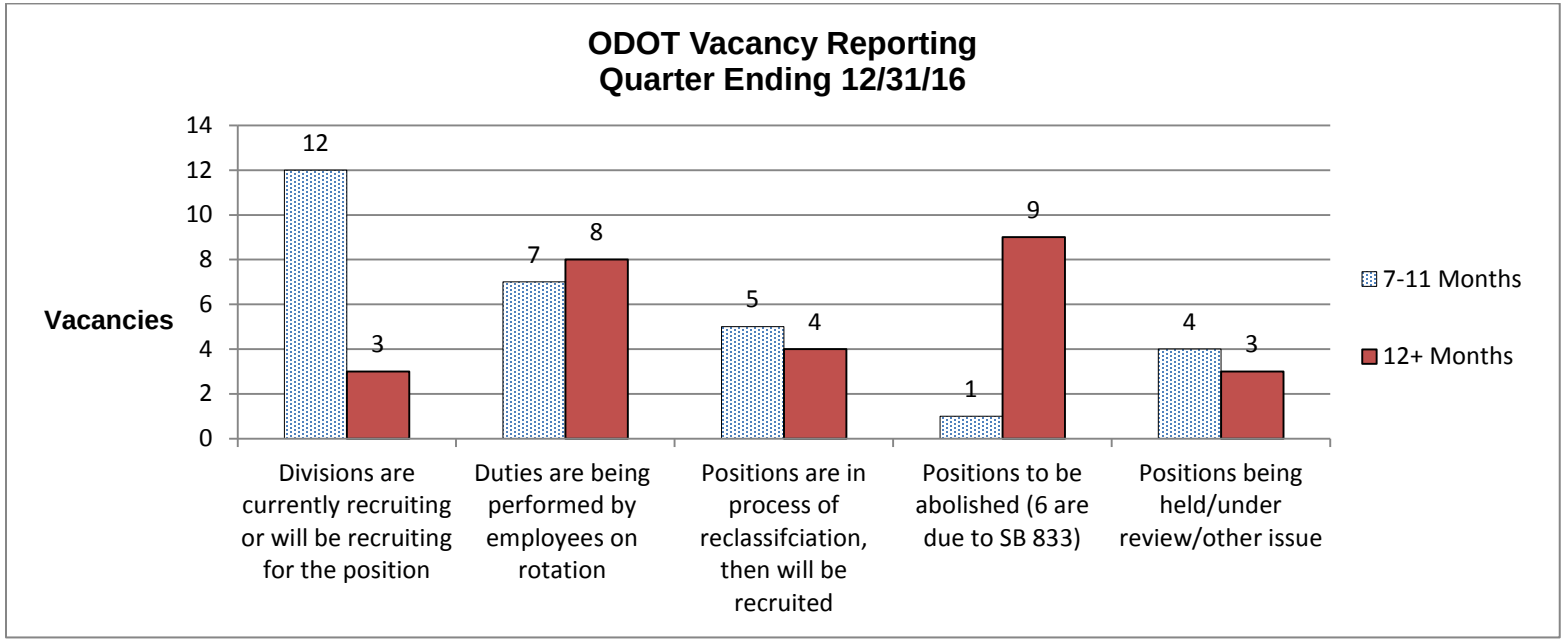
	2013–2015 Actuals	2015–2017 Approved Budget	2017–2019 Governor's Budget
Program			
Central Services	$ 184,585,958	$ 211,484,306	$240,258,970
Total CS	**$ 184,585,958**	**$ 211,484,306**	**$ 240,258,970**
Expenditures by Revenue Source			
State (Other)	$181,598,783	$210,745,931	$239,510,645
Federal (FF and FF as OF)	2,987,175	738,375	748,325
State (General)	0	0	0
Total	**$ 184,585,958**	**$ 211,484,306**	**$ 240,258,970**
Expenditure by Category			
Personal Services	$ 100,195,757	$ 109,467,451	$ 116,818,131
Services and Supplies	83,563,954	100,646,017	121,612,468
Capital Outlay	826,247	1,306,711	1,355,058
Special Payments	0	64,127	473,313
Debt Service	0	0	0
Total	**$ 184,585,958**	**$ 211,484,306**	**$ 240,258,970**
Positions	495	499	501
Full-Time Equivalent (FTE)	490.04	494.5	496.72

Summary of proposed legislation affecting agency operations

#190	Information Services Branch - Intelligent Transportation System	$0 OF	3 Positions	2.68 FTE

This package establishes 3 positions. The result will be a reduction in the dependence on contracted, limited duration, or temporary staff.

Long-term vacancies



Other, General & Federal Funds: Bonds Issued and Projected

Type Bonds	Series	2017-2019	Final Payment
Revenue Bonds:			
OTIA and Non- OTIA Issued and Outstanding			
OTIA I, II & III (Partially Refunded by Series 2014A & 2015A)	2007A	3,595,500	November 2018
OTIA I, II, & III (Partial refunding of Series 2002A, 2004A, 2005A & 2006A)	2007C	66,964,543	November 2026
OTIA III (Partially Refunded by Series 2014A & 2015A)	2009A	25,359,675	November 2020
OTIA III Taxable Build America Bonds (BABs) – Other Funds	2010A	46,034,296	November 2034
OTIA III Taxable BABs Interest Subsidy – Federal Funds	2010A	21,575,776	November 2034
OTIA III	2010B	5,863,000	November 2017
OTIA I, II, & III (Partial refunding of Series 2004A, 2005A & 2006A)	2012A	12,865,300	November 2029
OTIA I & II/Non-OTIA (Partial refunding of Series 2004B & 2005B)	2012B	27,416,272	November 2020
OTIA III (Refunded Series 2011A Note)	2013B	21,241,200	November 2038
OTIA I, II, & III (Partial refunding of Series 2006A, 2007A & 2009A)	2014A	18,777,700	November 2031
OTIA I, II, & III (Partial refunding of Series 2007A & 2009A)	2015A	36,247,700	November 2033
Jobs and Transportation Act (JTA) – Issued and Outstanding			
JTA	2013A	56,567,525	November 2038
JTA – *Projected Issuance*:			
JTA - Fixed/Variable Rate – Estimated: Assumes $390M net proceeds[1]	2017[1]	56,003,850[1]	November 2040[1]
Certificates of Participation (COP) Issued and Outstanding			
DMV HQ Building Refunding (Partially refunded by Series 2016F)	2008A	1,309,398	May 2020
State Radio Project (OF/GF) (Partially refunded by Series 2015H & 2016F)	2009A	2,191,527	May 2019
State Radio Project (OF/GF)	2009B	3,241,817	May 2023
Article XI-Q General Obligation Bonds Issued and Outstanding:			
Transportation Building Renovation	2011K	4,151,800	May 2021
DMV HQ & Transportation Building (Partial refunding of Series 2008 & 2011K)	2016F	3,793,344	May 2036
State Radio Project (OF/GF)	All	23,974,895	May 2037
Article XI-Q General Obligation Bonds – *Projected Issuance*			

- None

Article XI, Section 7 State Highway GO Bonds – *Projected Issuance*:

State Highway GO Bonds (GF) – Estimated: Assumes $35M net proceeds[3]	2017[2]	5,135,799[2]	May 2042[2]

TOTAL OTHER, GENERAL & FEDERAL FUNDS DEBT SERVICE ISSUED & PROJECTED: **$442,310,917**

[1]Preliminary subject to change.

[2]Preliminary subject to change. Per HB 5202 §1(7) (2016) debt service for the State Highway GO Bonds will be provided by General Fund revenues.

Oregon Transportation Investment Act (OTIA)

The 2001 Session of the Oregon Legislature approved OTIA I in the amount of $400 million and the February 2002 Special Session established OTIA II in the amount of $100 million, for a total of $500 million in bonding authority. The bond proceeds are used for modernization and preservation projects.

The 2003 Session approved an additional bonding authority of $1.9 billion. These bond proceeds funded the following purposes:

- $1.3 billion to repair and replace state bridges
- $300 million for local bridges
- $300 million for modernization projects

American Recovery and Reinvestment Act (ARRA)

Authorized in the 2009 Legislative Session, ODOT issued its OTIA III Series 2010A Highway User Tax Revenue Bonds as taxable Build America Bonds (BABs) in April 2010. Under ARRA, the BABs qualify ODOT to receive direct federal subsidy payments equal to 35% of the interest costs of the taxable bonds. During the 2017-19 biennium the federal debt service budget limitation estimate approved for BABS is $21,575,776, which will be used to offset debt service payments.

Jobs and Transportation Act (JTA)

In 2009 the Legislative Assembly enacted JTA, which among other things, authorizes ODOT to issue Highway User Tax Revenue Bonds in an amount sufficient to produce net proceeds of not more than $840 million to finance a specific list of projects set out in JTA. ODOT issued its 2013A JTA bonds in October 2013 in the amount of $450 million net proceeds. The Department expects to issue the remaining JTA authorization of $390 million net proceeds in Q4 FY 2017. Timing of the sale of the remaining JTA bond authorization will be dependent on the cash flow needs of the Department.

Highway Safety Improvement Projects

In 2015 the Legislative Assembly authorized the issuance of $35 million net proceeds of Article XI, Section 7 State Highway General Obligation Bonds to fund the following highway improvement projects:

- US 26, 116th – 136th Safety Improvements $17,000,000
- State Highway 34 Safety Improvements $3,000,000
- OR 126 Eugene to Florence Safety Improvements $7,000,000
- Interstate-5/Interstate-205 Cable Barrier $2,500,000
- US 26 Warm Springs Downtown to Museum / Casino Plaza Connectivity $1,500,000
- Interstate-84 (Pendleton – La Grande) Blue Mountains Snow Zone Safety Improvements $4,000,000

The State Highway GO Bonds, as provided in HB 5202 §1(7) (2016), are General Fund obligations with debt service paid from the General Fund. The bonds are expected to be issued in Q4 FY 2017 with the first debt service payment due in the 2017-19 Biennium.

State Radio Project (SRP) Formerly referred to as the Oregon Wireless Interoperability Network (OWIN), the February 2009 Special Legislative Session transferred this project from Oregon State Police to ODOT. The SRP is replacing aging public safety communications systems statewide. Efforts to complete the project extend into the 2015-2017 Biennium. These efforts include:

- Completing microwave modernization and installation components
- Finishing work on the trunked radio repeaters
- Completing the site work for the narrowbanding and microwave modernization components
- Engineering, planning and project management activities

Over the life of the SRP project, the total project costs, including debt service payments, are expected to be shared equitably between the Oregon State Police/General Fund and ODOT/State Highway Fund. SRP debt service costs are to be reconciled and balanced with 50% paid from the General Fund and 50% from the State Highway Fund.

In the 2016 Regular Legislative Session, the Department's request for the final SRP revenue requirement of $40 million was split between $20 million in General Fund-supported bonds and $20 million funded directly by ODOT with State Highway Fund revenues. The final SRP bond sale in the amount of $20 million plus cost of issuance sold in May 2016. The expectation is that the Series 2016 SRP bond debt service will be fully General Fund-supported.

Through the end of the 2015-17 Biennium, approximately 11% of the SRP debt service will be paid by General Fund revenues and approximately 89% with State Highway Fund revenues. Given SRP fair-share assumptions, in the 2017-19 Biennia approximately $42.8 million in General Fund revenues would be required to make the Department whole (i.e. attain a 50-50 split of GF/SHF debt service costs).

The table below provides projected 2017-19 Biennium SRP General Fund and Other Fund/State Highway Fund debt service requirements. Note that the table assumes that the Department is reimbursed with a make-whole General Fund payment of $42.8 million. The 2017-19 Biennia debt service would then be split 50-50 between the General Fund and the State Highway Fund. The exception being the Series 2016DE SRP bonds which would be fully supported by General Fund revenues.

2017-19 Biennium
State Radio Project Debt Service

Other & General Fund Debt Service – Issued & Projected	Series	2017-2019	Final Payment
Certificates of Participation (COP) Issued and Outstanding:			
State Radio Project	2009A	$2,191,527	May 2019
State Radio Project	2009B	3,241,817	May 2023
Article XI-Q General Obligation Bonds Issued and Outstanding:			
State Radio Project	2012I	15,251,198	May 2037
State Radio Project Refunding	2015H	1,269,025	May 2027
State Radio Project	2016D	2,055,900	May 2021
State Radio Project	2016E	2,431,953	May 2031
State Radio Project Refunding	2016F	2,966,820	May 2039
TOTAL SRP OTHER & GENERAL FUNDS DEBT SERVICE:		**$29,408,240**	

Lottery Fund Bond Debt Service, Issued and Projected:

The Legislature allocates lottery dollars to ODOT to make debt service payments associated with lottery-backed revenue bonds. Lottery revenue bond debt service due in the 2017-19 Biennium for bonds issued to fund the ODOT projects is as follows below:

Lottery Debt Service	2017-2019
Short Line Infrastructure Assistance	$616,158
Industrial Rail Spur Infrastructure	1,422,243
South Metro Commuter Rail	6,550,677
Southeast Metro–Milwaukie Extension	47,617,972
Portland Street Car	3,419,919
*Connect*Oregon I	16,421,118
*Connect*Oregon II	16,607,156
*Connect*Oregon III	9,739,133
*Connect*Oregon IV	2,750,302
*Connect*Oregon V	3,679,689
*Connect*Oregon VI[(1)]	8,317,100
Coos Bay Rail Link[(2)]	2,741,405
Salem-Keizer Transit Center	306,641
Harney County/Juntura Road[(1)]	454,709
TOTAL LOTTERY FUNDS DEBT SERVICE PROJECTED	**$120,644,222**

[(1)]Preliminary subject to change.

[(2)]Preliminary subject to change. Includes prior issued Series 2015A bond debt service and projected Series 2017 debt service estimate.

Short Line Infrastructure Assistance Program

The 2001 Legislative Assembly authorized a Short-Line Railroad Infrastructure Assistance Program capitalized with the sale of lottery bonds. Lottery bonds in the amount of $2,176,000 were issued in April 2002. In March 2004 and again in March 2011 these bonds were partially refunded. The debt service payments on the refunding bonds are scheduled to continue until April 2021.

The 2003 Legislative Assembly authorized an additional $2 million. Lottery bonds in the amount of $2,104,661 were issued in August 2004. In August 2012 and again in April 2013 these bonds were partially refunded. The debt service payments on the refunding portion are scheduled to continue until April 2019.

Industrial Rail Spur Infrastructure
The 2003 Legislative Assembly authorized $8 million in lottery bonds to fund Industrial rail spur infrastructure improvements. Bonds were issued in August 2004 for $4 million. In August 2012 these bonds were partially refunded. The debt service payments on the refunding bonds are scheduled to continue until April 2021.

The final $4 million was issued in February 2005. The Series 2005 bonds were partially refunded in March 2011 and again in August 2012. The debt service payments on the refunding bonds are scheduled to continue until April 2025.

South Metro and Southeast Metro–Milwaukie Extension Commuter Rail Projects
The 2001 Oregon Legislature passed House Bill 3861 and House Bill 2275 authorizing lottery bonds to finance a 15-mile South Metro Commuter Rail project that connects Wilsonville, Tualatin, Tigard, and Beaverton.

The 2003 Oregon Legislature passed House Bill 3446 that revised the limit set for the bond sale for the project to $35,542,000. Funding for the project was provided in two separate bond issues. The first was in April 2002 to cover start-up and administrative costs and the second for project costs was issued in February 2007. In March 2004 and again in March 2011 the Series 2002A bonds were partially refunded. The debt service payments on the refunding portion are scheduled to continue until April 2021. In March 2013 the Series 2004A bonds were partially refunded by the Series 2013C bonds. The debt service payments on the refunding portion are scheduled to continue until April 2018. In July 2014 the Series 2007A bonds were partially refunded by the Series 2014B bonds. The debt service payments on the un-refunded 2007A bonds extend to April 2021; the refunded portion evidenced by the Series 2014B bonds are scheduled to continue until April 2027.

In 2007, the Oregon Legislature passed House Bill 5036 authorizing $250 million in lottery bonds to finance the Southeast Metropolitan Extension Project to extend the light rail between Portland and Clackamas County to Milwaukee. During April 2009, $250 million in lottery bonds were issued. In March 2011, July 2014, and again in January 2015 the Series 2009A bonds were partially refunded. The Debt service payments on the un-refunded bonds are scheduled to continue until April 2019; the refunded portion is scheduled to continue until April 2029.

Portland Street Car
The 2007 Legislative Assembly authorized $20 million in lottery bonds to fund Oregon Streetcar projects. Funding is restricted to grants to municipalities to provide streetcars for public transit systems, and for administrative costs incurred by the Department. Applicants must operate a public transit system that includes streetcars that are available to the public. Grant funds must only be used for the

costs of purchasing newly constructed streetcars from an Oregon-based and Oregon-owned manufacturer. In April 2009, $20 million in lottery bonds was issued for the project. In July 2014 and again in January 2015 the Series 2009A bonds were partially refunded. The Debt service payments on the un-refunded Series 2009A bonds are scheduled to continue until April 2019; the refunded portion is scheduled to continue until April 2029

***Connect*Oregon I, II, III, IV, V and VI**

The 2005 Legislative Assembly authorized $100 million in lottery bonds to fund multimodal transportation projects. Funding is restricted to non-Highway purposes including air, transit and rail. Funding was in two separate bond issues. The first *Connect*Oregon I issue was $25 million in August 2006; the final $75 million for *Connect*Oregon I was issued in 2007. In 2007, the Oregon Legislature passed House Bill 2278 that approved authorization of $100 million for *Connect*Oregon II. In May of 2008, $10 million in *Connect*Oregon II lottery bonds was issued. During April 2009 the remaining $90 million in lottery bonds for *Connect*Oregon II was issued. In 2009 the Oregon Legislative Assembly passed House Bill 2001 that approved a third authorization of $100 million in lottery backed bonds for *Connect*Oregon III. $100 million in lottery bonds were issued for *Connect*Oregon III projects in March 2011.
In 2011 the Oregon Legislature passed House Bill 5036 that approved a fourth authorization of $40 million in lottery backed bonds for *Connect*Oregon IV. $29 million in lottery bonds were issued for *Connect*Oregon IV projects in April 2013.

In Senate Bill 5533, the 2013 Legislature authorized $42 million in lottery bonds to fund *Connect*Oregon V. The bonds were issued in January 2015 with a final payment due in April 2035. This program will continue to improve the flow of people and commerce, removing delays and improving system efficiency by funding non-highway projects.

The 2015 Legislative Assembly, in House Bill 5030 and House Bill 5005, authorized the issuance of an additional $45 million in lottery bonds to fund *Connect*Oregon VI. The bonds are expected to be issued in Q4 FY 2017 with the first debt service payment due in the 2017-19 Biennium.

Port of Coos Bay Rail Link

In Senate Bill 5533, the 2013 Legislature authorized $10 million in lottery bonds for distribution to the Oregon International Port of Coos Bay for the purpose of acquiring, constructing or improving the Coos Bay rail link. The bonds were issued in January 2015 with a final payment due in April 2035.

The 2015 Legislative Assembly, in House Bill 5030 and House Bill 5005, authorized the issuance of an additional $10 million in lottery bonds to provide funds to the Oregon International Port of Coos Bay for the purpose of acquiring, constructing or improving the Coos Bay rail link. The bonds are expected to be issued in Q4 FY 2017 with the first debt service payment due in the 2017-19 Biennium.

Salem-Keizer Transit Center

In Senate Bill 5533, the 2013 Legislature authorized $3.5 million in lottery bonds for distribution to the Salem-Keizer Transit District for the purpose of acquiring, constructing or improving the Salem-Keizer Transit Center. The bonds were issued in January 2015 with a final payment due in April 2035.

Harney County – Juntura Road Project

The 2016 Legislative Assembly in its Senate Bill 5701 and House Bill 5202 authorized $2 million in lottery bonds for distribution to Harney County for the purpose of improving the Juntura Road in Harney and Malheur Counties. The bonds are expected to be issued in FY 2017 with the first debt service payment due in the 2017-19 Biennium.

Summary of Audit Reports July 1, 2014 – June 30, 2016

Audit Report Title	Date	Audit Office	Key Findings	Major Recommendations	Agency Response	Management Actions	Policy Package
Audits completed by the Secretary of State Audits Division							
Management Letter No. 730-2015-01-01 Selected Financial Accounts For the Year Ended June 30, 2014	Jan 2015	Secretary of State Audits Division	No deficiencies in internal control considered to be material weaknesses. One deficiency in internal control considered to be a significant deficiency. Three opportunities for strengthening internal controls.	Significant Deficiency • Department management should review and revise the existing cash handling procedures for fuels taxes to ensure receipts continue to be correctly recorded and to strengthen safeguards over the receipts. Opportunities for Strengthening Internal Controls • Department management should ensure that adequate supporting documentation is maintained to verify the internal controls are functioning as designed and as intended. • Department management should ensure that infrequently purchased capital assets are depreciated over their useful lives and the depreciation amounts are properly recorded in the accounting system. • Department management should ensure that proper review and approval of cost allocations occurs.	Management agreed with the findings and recommendations.	Management has instituted a short-term procedure to Implement the cash handling recommendation, and is working on a long-term implementation procedure.	None
Management Letter No. 730-2015-12-01 Selected Financial Accounts For the Year Ended June 30, 2015	Dec. 2015	Secretary of State Audits Division	No deficiencies in internal control considered to be material weaknesses. One opportunity for strengthening internal controls. Corrective action taken on significant deficiency in internal controls related to handling cash receipts as reported in Management Letter No. 730-2015-01-01.	Opportunity for Strengthening Internal Controls • Department management should ensure that proper review and approval of cost allocations occur.	No response required.	No actions required.	None

ODOT Information Systems

Projects over $1,000,000 Into the 17-19 Biennium

Project Name and Description	Status as of Feb 28,2017	Estimated Start Date	Estimated Completion Date	Estimated Expenditure
Time and Attendance--Working with Dept. of Agriculture and Dept. of Environmental Quality	Active	June 2014	October 2018	$ 5,207,300
OReGO Fast Act - New Technologies--	Active	November 2016	December 2018	$ 1,227,985
DMV Strategic Transformation Project--New DMV Driver and Vehicle System	Active	July 2015	July 2025	$ 90,000,000
DMV Microfilm Replacement--Driver System	Active	January 2014	September 2017	$ 1,921,100
DMV Driver License Issuance and Replacement	Active	September 2012	July 2017	$ 1,688,900
Web Appllication Infrastructure Upgrade Project	Active	February 2014	December 2017	$ 1,626,610
Traffic Count Management Software Replacement	Planning	May 2017	April 2019	$ 1,300,000
Central Highway Approach/Maintenance Permitting System (CHAMPS) Rewrite--Improve Highway Access System and comply with Oregon Statute and reduce long term maintenance costs	Planning	July 2017	December 2019	$ 1,500,000
Civil Rights Compliance Tracking (CRCT)	Planning	July 2017	October 2019	$ 3,232,000
ODOT Contract Management System	Planning	January 2018	December 2019	$ 1,750,000

Highway Capital Construction Six-Year Plan

Proposed Projects	Priority	2017-2019	Priority	2019-2021	Priority	2021-2023
Toledo MS (replaces Ona Beach MS) - Property, Design, Site Prep - Construction Phase 1		$6,300,000 (Phase 1)			1	$7,200,000 (Phase 2)
South Coast MS - Construction Phase 2			1	$10,000,000 (Phase 2)		
East Salem MS Property, Design Phase 1						$1,000,000 (Phase 1)
Planning for future projects listed; - District 1 consolidation - Grants Pass MS - Silver Lake MS - Florence Relocation - Klamath Fall MS				$2,000,000		$3,800,000
Totals for Six-Year Plan		**$6,300,000**		**$12,000,000**		**$12,000,000**

Policy Packages

Capital Construction: 2017–2019 Governor's Budget includes the following Policy Option Packages:

#182 Toledo area Maintenance Station $ 6,300,000 0 Positions 0.00 FTE

This package will provide funding for Phase 1, the site acquisition, design and shared construction phase for the Toledo area Maintenance Station colocation with Oregon Department of Forestry.

Facility Plan - Major Construction/ Acquisition Project Narrative 107BF11
2017-19 Biennium

Note: Complete a separate form for each project

Agency	Department of Transportation	Agency Priority #		Schedule	
		Cost Estimate	Cost Est. Date	Start Date	Est. Completion
Project Name	**Toledo Area MS Co-location**	$ 6,300,000.00			
		GSF	# Stories	Land Use/Zoning Satisfied	
Address/Location	To be Determined			Y	N

Funding Source/s: Show the distribution of dollars by funding source for the full project cost.	General Funds	Lottery	Other	Federal
			100%	

Description of Agency Business/Master Plan *and* Project Purpose/Problem to be Corrected

The Ona Beach MS is located well into the tsunami zone, and as a first responder, needs to be relocated outside the tsunami zone to allow for emergency response and management. Forestry has proposed a co-location site near Toledo, above the Tsunami zone. Property acquisition, site prep, design and construction of shared buildings will take place in 17-19, with additional construction to take place in 21-23.

Project Scope *and* Alternates Considered

Property acquisition, site prep, design and construction of shared buildings will take place in 17-19, at a cost of $6,300,000; with additional construction to take place in 21-23, with an additional $7,200,000. Options considered were 1) do nothing, and keep operations at the current site; 2) purchase property and relocated without co-location and 3) consolidate additional locations inside the tsunami zone onto a new site. The co-location option was chosen as not moving was not a viable option, as first responders, and co-location was the most cost effective option available.

Project Budget Estimate - Escalate to the mid-point of construction. Use 4.5% Annual Escalation.

		$	% Project Cost	$/GSF
DIRECT CONSTRUCTION COSTS				
1	Building Cost Estimate			
2	Site Cost Estimate (20 Ft beyond building footprint)			
3	**TOTAL DIRECT CONSTRUCTION COSTS**	**TBD**		
INDIRECT CONSTRUCTION COSTS				
4	Owner Equipment / Furnishings / Special Systems			
5	Construction Related Permits & Fees			
	Other Indirect Construction Costs Including 1% Art, 1.5% Renewable			
6	Energy and other state requirements			
7	Architectural, Engineering Consultants			
8	Other Design and PM Costs			
9	Relocation/Swing Space Costs			
10	**TOTAL SOFT COSTS**	TBD		
11	**OWNER'S PROJECT CONTINGENCY**	TBD	10%	

	$	% Project Cost	$/GSF
TOTAL PROJECT COST			

Cost Estimate Source (EG Agency, Cost Estimator, A/E, etc.)

Project Image/Illustration (optional)

UPDATED OTHER FUNDS ENDING BALANCES FOR THE 2015-17 & 2017-19 BIENNIA

Agency: Oregon Department of Transportation
Contact Person (Name & Phone #): Amber Taylor 503-986-3495

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
Other Fund Type	Program Area (SCR)	Treasury Fund #/Name	Category/Description	Constitutional and/or Statutory reference	2015-17 Ending Balance In LAB	2015-17 Ending Balance Revised	2017-19 Ending Balance In CSL	2017-19 Ending Balance Revised (GRB)	Comments
Nonlimited	73000-087-00-00-00000	00861-Oregon Transportation Infrastructure 00438 - State Highway Fund	Loan Program	ORS 367.015	1,971,593		1,593,180	1,593,180	
Capital Improvement	73000-088-00-00-00000	00438-State Highway Fund	Operations	ORS 366.505	0	0	0	0	
Capital Construction	73000-089-00-00-00000	00438-State Highway Fund 00401 - Cash Account	Operations	ORS 366.505	0	0	0	0	
Limited	73000-100-00-00-00000	01160-State Transportation Enterprise Fund & 00438-State Highway Fund	Operations	ORS 376.810 ORS 366.505	78,861,670	371,473,288	11,641,015	30,963,180	December forecast shows project spending slowed up a bit in local government, but accelerated in Preservation, Ops, and Modernization.
Limited	73000-100-20-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	790,507	0	0	0	
Limited	73000-100-25-00-00000	00438-State Highway Fund	Operations	ORS 366.505	1,865,888	0	0	0	December E-board resolves $55 million limitation shortfall, taking from bridge
Limited	73000-100-30-00-00000	00438-State Highway Fund	Operations	ORS 366.505	1,006,718	0	0	0	
Limited	73000-100-40-00-00000	00438-State Highway Fund	Operations	ORS 366.505	302,291	0	0	0	December E-board resolves $35 million shortfall, taking from local government
Limited	73000-100-45-00-00000	00438-State Highway Fund	Operations	ORS 366.505	3,326,598	0	0	0	
Limited	73000-100-55-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	71,569,668	371,473,288	11,641,015	30,963,180	Highway ending balance is concentrated in Special Programs because it transfers just enough revenue to other HWY limitations to cover their expenditrures. Timing of project payout and additional federal funds received on projects and JTA bond sale caused ending balance in 15-17
Limited	73000-100-65-00-00000	00438-State Highway Fund	Operations	ORS 366.505	0	0	0	0	
Limited	73000-200-00-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	1,456,056	1,456,056	16,655,212	882,613	Balance is largely due to statewide reductions in SGSC from Governor's Budget that should have been reflected in Central Services Limitation
Limited	73000-300-00-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund 01091-Consumer Protection Household Moves Account	Operations	ORS 366.505 ORS 184.642 ORS 825.326	9,896,801	2,288,604	0	82,096	Balance is largely due to statewide reductions in SGSC from Governor's Budget that should have been reflected in Central Services Limitation

Other Fund Type	Program Area (SCR)	Treasury Fund #/Name	Category/Description	Constitutional and/or Statutory reference	2015-17 Ending Balance In LAB	2015-17 Ending Balance Revised	2017-19 Ending Balance In CSL	2017-19 Ending Balance Revised (GRB)	Comments
Limited	73000-400-10-00-00000	00976-Dept. of Transportation Operating Fund 00438-State Highway Fund 01179-Multimodal Transportation Fund 01225-ODOT Multi-Modal Project Tax Exempt Bond Fund 01226-ODOT Multi-Modal Project Taxable Bonds Fund 01304 - Connect Oregon II 01405 - Connect Oregon III	Operations (00976 & 00438) Other (1179, 1225, 1226) Connect Oregon	ORS 184.642 ORS 366.505 ORS 366.080	17,486,086	50,228,619	7,011,434	7,255,170	Ending balance is carry over of Connect Oregon bond proceeds that will payout next biennium
Limited	73000-400-11-00-00000	00976-Dept. of Transportation Operating Fund 00401-Public Transit Other Funds 00430-Elderly & Disabled Other Funds Limited 00564-Transportation Acquisition & Construction 01302 - Street Car Fund	Operations (00976) Other (0401, 00430, 00564)	ORS 184.642 ORS 184.691 ORS 391.800 ORS 184.733	99,121	1,980,860	2,709,216	2,715,755	Ending balance due to Department of Revenue forecasting an increase in Cig Tax revenue transfer to Transit. We did not ask for additional expenditure limitation because forecast is based on new rate being approved during 2017 Session.
Limited	73000-400-12-00-00000	00860-Railroad Fund 01002-South Metro Commuter Rail Project Fund 01016-Grade Crossing Safety Improvement Fund 01025-Short Line Credit Premium Account 01134-Short Line Credit Premium Account 04B 01159-Industrial Rail Spur Account 2005A 01227-S Metro Commuter Rail Tax Exempt Bonds 01256-Passenger Rail Transportation Account	Operations (00860 & 01256) Other (01002 & 01227) - earmarked projects Grant Fund (01016, 01025, 01134, 01159)	ORS 824.014, 016, 018; Chapter 942 sec. 19 OR Law 2001, amended by 741 sec. 7 OR Law 2003; ORS 824.019 ORS 367.067 (Short line) ORS 367.070 (Industrial Rail) Chapter 942 sec. 19 OR Law 2001, amended by 741 sec. 7 OR Law 2003; ORS 802.100	2,163,132	12,806,307	3,608,773	3,670,309	2015-17 ending balance is mostly due to bond proceeds unspent on the Coos Bay Project that will payout in 17-19.
Limited	73000-400-13-00-00000	00859-Safety Education Fund 00916-Student Driver Training Fund 00401-Cash Account	Grant Fund (00859, 00916) Operations (00401)	ORS 802.155 ORS 802.110(2)	6,810,081	8,363,360	2,291,715	2,295,549	
Debt Service	73000-500-00-00-00000	00438-State Highway Fund 00539 Debt Service	Operations	ORS 366.505	1,354,734	225,675	472,843	472,843	ending balance is estimate of lottery interest that is returned to DAS for payment of lottery backed debt service
Limited	73000-700-00-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations (00438, 00976)	ORS 366.505 ORS 184.642	840,381	7,733,808	7,034,328	10,900,875	Ending balance is made up of TOF account, ESB fund and savings from DAS statewide reductions
Total					**120,939,655**	**456,556,577**	**53,017,716**	**60,831,570**	

Other Fund Type	Program Area (SCR)	Treasury Fund #/Name	Category/Description	Constitutional and/or Statutory reference	2015-17 Ending Balance		2017-19 Ending Balance		Comments
					In LAB	Revised	In CSL	Revised (GRB)	

Objective: Provide updated Other Funds ending balance information for potential use in the development of the 2017-19 legislatively adopted budget.

Instructions:

Column (a): Select one of the following: Limited, Nonlimited, Capital Improvement, Capital Construction, Debt Service, or Debt Service Nonlimited.

Column (b): Select the appropriate Summary Cross Reference number and name from those included in the 2015-17 Legislatively Approved Budget. If this changed from previous structures, please note the change in Comments (Column (j)).

Column (c): Select the appropriate, statutorily established Treasury Fund name and account number where fund balance resides. If the official fund or account name is different than the commonly used reference, please include the working title of the fund or account in Column (j).

Column (d): Select one of the following: Operations, Trust Fund, Grant Fund, Investment Pool, Loan Program, or Other. If "Other", please specify. If "Operations", in Comments (Column (j)), specify the number of months the reserve covers, the methodology used to determine the reserve amount, and the minimum need for cash flow purposes.

Column (e): List the Constitutional, Federal, or Statutory references that establishes or limits the use of the funds.

Columns (f) and (h): Use the appropriate, audited amount from the 2015-17 Legislatively Approved Budget and the 2017-19 Current Service Level as of the Agency Request Budget.

Columns (g) and (i): Provide updated ending balances based on revised expenditure patterns or revenue trends. Do not include adjustments for reduction options that have been submitted unless the options have already been implemented as part of the 2015-17 General Fund approved budget or otherwise incorporated in the 2015-17 LAB. The revised column (i) can be used for the balances included in the Governor's budget if available at the time of submittal. Provide a description of revisions in Comments (Column (j)).

Column (j): **Please note any reasons for significant changes in balances previously reported during the 2015 session.**

Additional Materials: If the revised ending balances (Columns (g) or (i)) reflect a variance greater than 5% or $50,000 from the amounts included in the LAB (Columns (f) or (h)), attach supporting memo or spreadsheet to detail the revised forecast.

ODOT Partnerships
With Local Governments, State Agencies, Federal Agencies, and Others
Status Report – 05/01/2016
2017-2019 Budget

HIGHWAY DIVISION

Technical Services		
Government	**Work Under Development**	**Accomplishments to Date**
All Oregon Counties	In 2013 ODOT entered into an MOU with LOC and AOC to document the understanding the parties have to apply federal Highway Safety Improvement Program funding. ODOT entered into agreement number 8168 with each Oregon county in 1984	ODOT developed both a Transition Program (in 2013) and the All Roads Transportation Safety (ARTS) Program (in 2014) for Local Agencies to participate in Safety projects on roads managed by cities and counties. ARTS Project selection occurred in 2015-2016 and the final prioritization and addition to the STIP is occurring in 2016. Project Delivery has begun on some Transition projects and the ARTS project delivery should begin in 2017. Approximately 30% of the ARTS funding will go to local agency roads. Covers installation and maintenance of traffic control devices adjacent to State highways on County road Right of Way
Travel Information Council (Oregon Travel Experience)	ODOT entered into Agreement Number 24856 with TIC in 2008. Amendment numbers 1 and 2 in 2012. Traffic-Roadway Section working as a stakeholder in TIC's updating of their OAR's.	Allows ODOT to properly sign intersections of State highways with County roads. Agreement and amendments cover the review of motorist information signs proposed to be installed along state highways for compliance with state and federal standards, policies, and safety.
City and County Public Works units	Bridge inspection and load rating; programming of local bridge design and construction using Federal funds; emergency bridge repair using modular temporary bridge parts; and seismic resilience planning.	ODOT manages the bridge inspection program for the local agency bridges, with each bridge in the National Bridge Inventory being inspected at least every two years. ODOT also manages the bridge load rating program for the local agencies. Load restriction recommendation letters are sent as needed, and follow-up is accomplished to ensure that bridges that should be posted for load are indeed posted. When repairs are accomplished by the local agencies, the bridges have a supplemental inspection and the load rating and posting recommendation are updated. ODOT also provides free bridge design to the 10 counties with the lowest dedicated county road funding. This program is covered in ORS 366.155 (h). ODOT maintains an inventory of Bailey Bridge parts. The Bailey Bridge is a temporary bridge that can be used by local agencies to provide a detour structure in the case of a bridge emergency or load posting.

Technical Services		
Government	**Work Under Development**	**Accomplishments to Date**
	Traffic-Roadway sharing curve warning technology and equipment with counties to perform MUTCD required updates to curve warning signs.	ODOT worked with local agencies and other state agencies to develop a seismic resilience plan for Oregon. ODOT continues to coordinate with local agencies on the seismic vulnerability and assessment of specific bridges to facilitate response planning. ODOT has three representatives, including one from Technical Services, on the Oregon Local Program Committee. The six other representatives are from cities and counties. This committee meets regularly and is an opportunity for issues to be raised that can best be addressed on a broader basis than on a project by project basis.
ODFW	ODOT coordinated with AOC on development of pilot culvert repair agreement with ODFW.	ODOT and ODFW developed a pilot culvert repair agreement over the past two years that was approved by ODFW's Commission in October 2014. ODOT coordinated with AOC on this effort and the pilot agreement lays out an approach that can be adopted by local governments in working with ODFW to improve fish passage while allowing flexibility in the fish passage law for repair of critical culvert infrastructure.
All Oregon Cities and Counties	In 2016 ODOT initiated a request for proposal (RFP) to begin development, testing, and deployment of the Advanced Traffic Controller (ATC) hardware and software to the statewide traffic signal system upgrading the efficiency and capabilities of our signals statewide.	The upgrade of our traffic signal hardware from the current system to the standardized ATC platform will greatly enhance the efficiency of our signal system and provide a new set of capabilities to report on an entire set of traffic signal performance measures in real time. ODOT has already deployed a pilot ATC traffic signal corridor along US 101 in Lincoln City and begun reporting out performance metrics on those signals. ODOT's continuing partnerships with local agencies on traffic signal operations and maintenance moves us toward standardization on the ATC platform and the sharing of traffic signal performance measure information across jurisdictional boundaries.
Oregon State Police	Improved coordination and communication between ODOT Construction Project Managers and OSP, pertaining to construction projects and traffic control.	Through Work Zone Executive Strategy Sessions, which included OSP, ODOT's PDLT provided direction and methods to regions area managers, project managers and region safety coordinators for improving coordination, collaboration, and communication between OSP and ODOT project delivery.
City of Portland	Traffic-Roadway Section is working with the City of Portland to develop and allow the use of an alternate speed zone investigation process on non-state highway, lower classified city streets.	ODOT amended its OARs several years ago to allow the City of Portland to propose, and the State Traffic Engineer to review and if acceptable to approve an alternate speed zone investigation method to be used for a limited evaluation period. The State Speed Zone Review Panel will review the proposal and make a recommendation to the State Traffic Engineer. Traffic Roadway Section has been working with the City of Portland in the development of the alternate investigation method.
Oregon State University	Research project to investigate rumble strip patterns that would produce less roadside nuisance noise while still providing the noise and vibration required by rumble strips.	

Technical Services		
Government	**Work Under Development**	**Accomplishments to Date**
	Research project to investigate construction signing; number of signs, appearance, placement and effectiveness.	
All Oregon Cities and Counties	Local Bridge Program Fund Exchange Option	ODOT Active Transportation Unit, the Local Agency Leadership Team and Bridge Section developed a proposal to shift most projects to delivery by fund exchange or certification in the next 2 years. Guidelines have been drafted and are being vetted among stakeholders.
Port of Astoria	Inspection of Port docks open to public highway travel.	ODOT executed an IGA with Port of Astoria for inventory and inspection of their streets that are located on dock structures. Inspections were completed in early 2016 and reports have been given to the Port. Load restrictions are needed and repairs are being planned by the Port in response to the inspection findings.
City of Portland, Malheur County, Idaho Power Company	Implement FHWA Final Rule for Highway Tunnel Inventory and Inspection Program	ODOT Bridge Section reached agreement with local agency tunnel owners, City of Portland, Malheur County and Idaho Power Company to manage the inventory and inspection of their highway tunnels that are open to public travel. The IGA's have been drafted and processing is underway. Inspections will start this year.
All Oregon Cities and Counties	Development of the 2019-21 STIP for the Local Agency Bridge Program	ODOT Bridge Section accepted applications for the ODOT Local Agency Bridge Program funding. Worked with the Local Agency Bridge Section Committee to select a Scoping List for the 2019-21 STIP. ODOT conducted field scoping and will meet with the LABSC this fall to select the 100% list for the STIP.

Maintenance and Operations Branch		
Government	**Work Under Development**	**Accomplishments to Date**
Travel Information Council (TIC)	•	• Ongoing agreement for the management of select ODOT rest areas • Ongoing agreement to allow TIC information centers to be located on select ODOT properties
Oregon Commission for the Blind	•	• Ongoing agreement for vending machines in select ODOT rest areas
Parks and Recreation Department	•	• Ongoing agreement to provide funds for the maintenance of Park roads • Ongoing agreement to provide funds for the maintenance of select Park properties so that that motorists may these areas at no charge much like an ODOT rest area • Ongoing agreement for OPRD to provide janitorial and grounds maintenance at select ODOT properties.

US Forest Service	•	• Ongoing agreements for removal of snow from various designated winter recreation parking locations (Sno-Parks)
Jackson County	•	• Ongoing agreement for removal of snow from various designated winter recreation parking locations (Sno-Parks)
Wallowa County	•	• Ongoing agreement for removal of snow from designated winter recreation parking location (Sno-Park)
Oregon State Police	•	• Ongoing agreement for the enforcement of the Sno-Park parking permit requirement
Baker County	•	• Ongoing agreement for the enforcement of the Sno-Park parking permit requirement
Union County	•	• Ongoing agreement for the enforcement of the Sno-Park parking permit requirement
Oregon Public Work Mutual Aid Agreements	•	• Ongoing agreement with ODOT and local public works agencies to support each other during emergencies. Provides the mechanism for response between agencies to meet a need and sets up the documentation needed to seek maximum reimbursement possible from appropriate federal agencies.
Cities & Counties	• Permissive Price Agreement Contract for next generation traffic signal software	• In conjunction with local agency staff, developed technical specifications for an RFP for new signal software.
Rogue Valley COG	• Update to Rogue Valley regional ITS plan and expansion to include the new lower Rogue MPO Area	•
Metro	• Update to regional ITS architecture and communications plan • Planning for improvements to the TripCheck Traveler Information Portal and TripCheck Local Entry tool to prepare for Connected Vehicle applications	•
WAZE	•	• Data sharing agreement – to share data about highway incidents
DPSST	•	• Fleet performs repairs and transports the MFTU (Mobile Fire Training Unit) to various fire departments throughout the state.

MOB - Wireless Communications Section		
Government	**Work Under Development**	**Accomplishments to Date**
Columbia River Inter-Tribal Fish Commission (CRITFC)	• Agreement for CRITFC use of ODOT facilities at Cabbage Hill	• Transfer of microwave equipment along the Columbia River Gorge from CRITFC to ODOT. • Service level agreement for ODOT Wireless Section to perform maintenance on the Columbia River Inter-Tribal Fisheries Enforcement portion of the shared microwave links. • Installation of microwave links between Augspurger and Middle Mountain.
Clackamas 800 Radio Group	•	• Agreement for ODOT to use microwave circuits on the C800 microwave system. • Agreements to use C800 facilities at multiple communications sites.
Clatsop County	•	• Agreement to provide local match to fulfill OWIN partnership obligations for local agency improvements at Camp Rilea.
Deschutes County DC 911	•	• • Agreement with DC911 to share use of DC911 and State sites to provide additional coverage for trunked radio for both parties. •
Douglas County	•	• Agreement for shared use Douglas County site and circuits on the Douglas County microwave system.
Frontier Tel Net – Wheeler County, Sherman County, Gilliam County	•	• Agreement for state use of Frontier Tel Net communications site and network
Grant County	•	• Agreement for shared participation in the cost of replacing a damaged tower at Aldrich Mountain.
Hood River County	•	• Agreement for shared use of the Middle Mountain communications site.
Klamath County	•	• Agreements for shared use of multiple communications sites, including state sharing the use of antennas purchased by Klamath County.

Lane County	•	• Agreement for Oregon State Police to access Lane Radio Interoperability Group trunked radio system for mutual aid.
Lincoln County	•	• Master agreement and supplemental agreements for sharing multiple communications sites. • Construction of a new shared communications site at Cape Perpetua. • Circuit sharing agreement for shared use of multiple hops on the shared microwave system.
Linn County	•	• Provisioning of circuits for Linn County under the agreement between State and the Southwest Seven
Marion County	•	• Amendment to agreement for state use of the Marion County Wipper communications site. • Agreement to share bandwidth with Marion County on the State Microwave System to support the Marion County microwave communications network.
Polk County	•	• Agreement to co-develop and install upgraded digital microwave from Eagle Crest to Bald Mountain and from Bald Mountain to Table Mountain in Lincoln County. • Circuit sharing agreement for shared use of multiple hops on the shared microwave system.
Southwest Seven (Benton County, Coos County, Clatsop County, Douglas County, Lane County, Linn County, Jefferson County)	•	• Agreement to allow connection of the Southwest Seven radio system to the State Radio System via an ISSI switch purchased by Lane County and partners. Agreement also transferred SW7 installed microwave hops to the state. • Master agreement for sharing multiple communications sites. • Agreement to share Southwest Seven installed microwave links with the state and for the state to share state-installed microwave links with the Southwest Seven. • Service level agreement for the state for ODOT to operate and maintain the shared microwave links. •
Tillamook 911 Communications District, Tillamook County, Clatsop County, City of Astoria, City of	•	• Master agreement for sharing multiple communications sites. • Supplemental agreements for shared communications sites, including transfer of microwave equipment purchased by the Tillamook 911 Communications District to the state for shared microwave system. • Bandwidth sharing agreement for shared microwave links.

Seaside		
Umatilla County and Morrow County, Umatilla Morrow Radio and Data District (UMRDD)	• Agreement for shared services for maintenance of the UMRDD radio system and for maintenance of the State Radio System • Agreement for co-development of new facilities at the Cabbage Hill communications site	• Supplemental agreements for sharing multiple communications sites. • Final transfer of equipment from the Chemical Stockpile Emergency Preparedness Program (CSEPP).
Washington County Consolidated Communications Agency (WCCCA)	•	• Agreement for co-location at WCCCA communications site. • Agreement for state to share microwave circuits on WCCCA network in exchange for installation of additional antennas on ODOT owned tower at Chehalem Mountain.
State Radio User Group: Oregon Department of Forestry, Oregon State Police, Oregon Department of Corrections, Oregon Office of Emergency Management	•	• Agreement for Operations and Maintenance Cost Allocation Model for the State Radio System during transition and build-out.
Oregon Department of Forestry	•	• Agreements to use ODF-owned facilities at Scott Mountain (Linn County). • Agreements to use ODF-owned property for construction of new communications facilities at five communications sites. • Agreement for ODF to collocate cameras and associated radios in ODOT facilities and for ODOT to have access to the camera feed. • Commercial power run to Howard Butte communications site completed.

Oregon Office of Emergency Management	•	• Agreement for installation of equipment purchased by Klamath County, allowing OEM to close out the Public Safety Interoperable Communications grant to Klamath County and prevent the loss of federal funding and allowing the State Radio Project to fulfill obligations made to Klamath County by OWIN.
Oregon Department of Corrections	•	• Master umbrella agreement for ODOC to co-locate equipment in ODOT facilities at 13 communications sites.
Oregon State Police	•	• Agreement for OSP to access Lane Radio Interoperability Group trunked radio system for mutual aid. • Assignment transferring OSP wireless communications sites to ODOT for operations and maintenance. • Interim service level agreement for ODOT to provide operations and maintenance for the shared State Radio System and OSP radios.

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
Clackamas County	• County is working with ODOT Certification Program and OPO to perform pilot test projects for procurement of A&E Services. • Provide technical assistance as County considers designating a Multimodal Mixed-Use Area (MMA) in the vicinity of the Clackamas Regional Center. • Project Delivery Tech Center, District 2 B and Clackamas County working on a grant for stream restoration to Mt Scott Creek between SE 82nd and I-205. • ODOT is working with multiple	• Construction complete on the I-205: Strawberry Lane Project. The County and ODOT collaborated on this ODOT structure raising project to develop pedestrian improvements along Strawberry Lane. Clackamas County provides striping and crossing designs for the project. • Union Mills Enhance IGA Executed • ODOT, PGE, Clackamas County Illumination Project • Worked with County to deliver Canby S. Ivy Street Enhance Project • Engaged Clackamas County Coordinating Committee on Enhance Project selection for 19-21. • Created Area Commission on Transportation, approved bylaws and appointed Clackamas County members. • K# 18159 S. Wilhoit Rd at Rock Creek Rd project • K# 17034 Henrici Rd Stormwater Improvement project • K# 15778 Barlow Rd: Zimmerman Rd Intersection project • Clackamas County's Sec. 100's and County's Bid Document were

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	local jurisdictions to install linear illumination to be owned, operated and maintained by those local jurisdictions on ODOT highways that also serve as regional arterial streets. This includes development of agreements, and several active installations as part of local and STIP projects. • ODOT and Clackamas County lead a quarterly County wide discussion with the public works and engineering staff from Cities in Clackamas County. Meeting purpose is to coordinate projects, share information, and identify potential opportunities for leveraging project funds or resources. • Clackamas County and Region 1 are jointly developing a combined Safety and Enhance project- OR213 @ Union Mills Road . • Clackamas County and Region 1 are actively coordinating designs and construction scheduling for several projects along SE 82nd Avenue (OR213). • Enhance 15-18 IGAs • All Roads Transportation Safety program • K# 18305 Sunnyside Rd	reviewed and approved by ODOT and DOJ for use on Certification projects, that will use 2008 Version of the Specifications

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Adaptive Signal System • K# 18001 Clackamas County Regional Freight ITS • K# 16638 E. Barlow Trail Rd at MP 6.0 • K# 14269 Salmon River (Elk Park Rd) Bridge Replacement project • K# 19276 Jennings Ave: OR 99E to Oatfield Rd project • K# 17881 SE 122nd Ave.& 132nd Ave Sidewalk Connections project • K# 19641 Canby Ferry Bank Stabilization and ITS project • K# 18805 S. Ivy Street Pedestrian Intersection • Improvement project • Clackamas County is working on and will be submitting their Sec. 100's and Bid Documents (2015 version) for review and approval by ODOT and DOJ. County is to use the 2015 approved version of their Sec. 100's and Bid Documents for upcoming projects. • ODOT Certification program is working with Clackamas Co. to revise the Master Certification IGA. • Partnering to install a traffic signal at the intersection of Hwy 224 at Springwater Rd. in Carver	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• Annual coordination of Emergency Services w/ Districts 2B, 2C and TMOC • Region 1 and Region 2 are working closely with Clackamas County to deliver the Whiskey Hill Road Bridge Replacement Project.	
Hood River County	• Local Agency working with the Port of Hood River to deliver a Multi-use Path. • Local Agency with County for modernization of AGA road in ODELL. • Coordinate with Port of Hood River when I-84 closes in emergency situations within the Gorge. • Enhance 15-18 IGAs • Working jointly with the County on a Hood River proposed Enhance project OR281:Guignard, Orchard & Country Club: Barrett Dr. •	• Sharing of stockpile sites and spoilage sites. • Sharing a rock quarry site. • • Created Area Commission on Transportation, approved bylaws and appointed Hood River County members. • Executed IGA for OR281 Guignard and AGA Road Enhance projects • Worked with MCEDD, WashDOT, Ports and the Gorge Commission on coordinated transportation priorities within the National Scenic Area • Worked with Salem and the Port of Hood River to include the Hood River Bridge on the National Highway System. •
Multnomah County	• ODOT continues to work with Multnomah County to certify them in delivering federally funded projects. • Local Agency working with Multnomah County on major rehabilitation of 3 of their city	• Area Manager attends monthly East Multnomah County Transportation Coordinating Committee meetings. • • Permit in place with MC Soil and Conservation District to work towards eradication of garlic mustard along Hwy 100. • Multnomah County and ODOT staff met to better understand permitting processes in Multnomah County and the Columbia River National Scenic Area.

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	bridges Broadway, Burnside, and Morrison. • K# 17410 – Broadway Rall Wheel – Replacing major moveable bridge components • K# 19149 – Morrison Bridge Deck – Replacing failing lift deck • K# 18383 – Burnside Bridge Rehab – Major concrete and surfacing rehab of Bridge • ODOT and Multnomah County are working through a trial personal services contracting evaluation and approval process that would allow Multnomah County to solicit and administer direct appointment A&E and Related Services on federally funded projects. The county passed phase I for the direct appointment. The project is at 90% design. The project is scheduled to be bid out through the county process as a test certified project. • K18019 - ARATA RD: 223RD - 238TH (FAIRVIEW/WOOD VILLAGE) – shared use path, sidewalks • K18147 - NW CORNELIUS PASS RD: US30 - NW KAISER RD – safety and operational improvements. This project is at 10% design phase.	• K19043-RX 1697-NE 244th and County Farm Road- Rail road project the project has been constructed and closed. •

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• K18020 - Sandy Blvd.: 230th - 238th- the project will correct the substandard conditions on Sandy Blvd. The project is at 100% design and will be bid out as a certified test project through the county process. • K14438 Stark St Beaver Creek Culvert- The project will include the culver replacement and culvert modification to improve the fish passage. The project is scheduled to be constructed in 2016 during the in-water work • K18833 ODOT Local Agency Program: NE 238th Dr: NE Halsey St-NE Glisan St • Coordinate with Multnomah County Sheriffs when I-84 closes due to emergency events. • District Maintenance coordinates with Multnomah County Sheriffs for transient camp removal projects. • Development of an Area Commission on Transportation • Enhance 15-18 IGAs • Pre-proposal outreach for 18-21 Enhance Process •	
Washington County	• Examining potential for shared material recycling sites. • ODOT Local Agency Program working closely with County to	• Created “equipment sharing catalog” used for sharing equipment resources and jurisdictions. • Services performed by maintenance crews from local jurisdictions on State highways.

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	develop Basalt Creek Parkway, WA County Arterial Ped x-ing, Beef Bend Rd (ER) • Vactor waste pilot starting this summer to recycle the debris collected through a processing plant. Washington County will be transferring part of Jackson School Road off of US26 • Partnered with Washington County to contribute funding for the OR8: TV Hwy at SW 185th and SW 192nd Safety Project (now under construction) • Local Agency Liaison working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event. • Development of an Area Commission on Transportation • Enhance 15-18 IGAs • Pre-proposal outreach for 18-21 Enhance Process •	• ODOT Local Agency Program worked closely with County to deliver Tualatin-Sherwood Rd: OR99W – Teton and Durham Rd/Upper Boones Ferry Rd: OR99W – I-5 ITS • The OR8 TV Hwy at SW 185th to SW 192nd is currently in the construction phase • The TIGER grant was approved and ODOT/Washington County was awarded $10.4 million to implement the project. The project just completed the design phase and will go to construction later this year to expand ODOT's Real Time Active Traffic Management System by installing more travel time signs on US26 West/Sunset Highway, I-84 East to the Portland Airport and adding improvements on local arterials including SW Murray Blvd., SW Scholls Ferry Road, SW 185th, etc. • ACT members identified and selected consisting of local elected and appointed officials and community members. The ACT kicked off its first meeting and has met monthly for the last 6 months or so.
City of Beaverton	• Region 1 Tech Center working closely with Beaverton to develop Crescent Connection Trail Project. • ODOT has agreed to design and deliver a project on behalf of the City of Beaverton: OR8: Canyon Road	• Providing technical guidance on the Canyon Road Streetscape Plan

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• Funded TGM grant to develop an Active Transportation Plan for the City of Beaverton. The plan will be develop in partnership with ODOT and the Beaverton School District through an analysis of the existing and future gaps and deficiencies in the pedestrian and bicycle system, identification of alternative solutions to improve the overall active transportation system connectivity and safety, and the prioritization of near, medium, and long-term investments.	
City of Cornelius	• TGM grant project to update the City's Transportation System Plan.	• OR8: 10th – 19th (Baseline) construction nearly completed. ADA ramp construction is under review
City of Forest Grove	• Helping develop the City's Westside Planning Program • ODOT agreed to deliver the OR8: Quince Street safety project on behalf of the City of Forest Grove and are working with the City in the planning, development, design and construction of the project •	• Local Agency Program helped complete a Master Plan project to define the proposed alignment for the Council Creek Trail between Banks and Hillsboro and the delivery of the B Street: 23rd to Primrose sidewalk project. • The design phase of the OR8: Quince Street project is wrapping up and we will move to the construction phase later this year
City of Gladstone	• Funded a TGM project to develop a long range comprehensive transportation system plan to encompass the	•

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	entire City of Gladstone. The most recent TSP was adopted in 1995 and needs to be updated. The plan will accommodate an integrated multi-modal system supporting our citizen's needs while enhancing regional connectivity.	
City of Gresham	• ODOT continues to work with the City of Gresham to certify them in delivering federally funded projects. • ODOT Local Agency Program is working with the City of Gresham's certification process • ODOT Local Agency Program: NE Cleveland Ave: Stark St – Powell Blvd • ODOT Local Agency Program: Division Street Corridor Improvements • ODOT Local Agency Program: East Metro Connections ITS • ODOT Local Agency Program: SE 242nd/Hogan: NE Burnside – E Powell • ODOT Local Agency Program: Sandy Blvd: NE 181st to East Gresham City Limits • ODOT Local Agency Program: East Metro Advance Travel Time • ODOT Local Agency Program: NE Kane Dr. Culvert Repair (ER Program)	• K14413 - MAX TRAIL: RUBY JCT. – CLEVELAND STATION bid October 21, 2014 • K15601 - 190TH DR: PLEASANT VIEW/HIGHLAND - WILLOW PARKWAY bid January 6, 2015

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• Assisted City when 257th between Stark and Division was closed for emergency repair of a cross culver. We provided signs on I-84 and US 26 to help relieve congestion for the month it was close. • Working with city police on parking issues along US 26 near Powell Blvd.	
City of Happy Valley	• Happy Valley Rock Creek Employment Center Infrastructure Funding Plan CET Grant – will provide technical comments throughout the process, once started. • K# 19280 SE 129th Ave Bike Lane and Sidewalk Project.	
City of Hood River	• Exploring alternate sites in Hood River to relocate the HR maintenance site which the City would like to use for development of low income housing. Developed several high level options for review. • District Maintenance coordinates with City when I-84 closes in emergency events. • Funded TGM project to develop the Westside Area Plan, a land use and transportation master plan for a 420-acre project site located on the Westside of Hood River. The goal of the project is	• Formal agreement for sharing equipment.

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	to develop an integrated land-use and transportation area plan for the Westside of Hood River that facilitates the development of affordable housing, higher densities and mixed-use development. The plan will lead to improved connectivity to commercial centers and variety of convenient transportation choices. The project will result in local street network plan with facilities and amenities to encourage bike and pedestrian use.	
City of King City	• Secured STIP/ENHANCE funding to add sidewalk infill. ODOT will design and construct this project on behalf of City.	• Local Agency Program working closely with the city on several project and potential projects. Using ESB, SCA, and local funding to modernize local streets and 99W. •
City of Lake Oswego	• K18809 - Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St - boulevard modernization. This project is at 10% design.	• Providing technical guidance on the Lake Oswego SW Employment Area Plan •
City of Milwaukie	• ODOT Local Agency Program: 17th Ave Trail project • Engaging with the City regarding a bridge replacement that requires traffic changes at OR99E and Washington Street. • Working on a Jurisdictional Transfer of a frontage road in the city.	• Cooperating with the City on watershed re–vegetation of Johnston Creek. • Construction contract awarded in March 2016 for the ODOT Local Agency Program: 17th Ave Trail project. Expected completion scheduled for October 2016.
City of Molalla	• Working jointly with the City on a	•

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Molalla proposed Enhance project OR211: OR213 to Ona Way. • Working with the City representatives on a possible Jurisdictional Transfer of a section of OR211.	
City of North Plains	• Local Agency Program working closely with North Plains to put together a SCA paving project	
City of Portland	• K14405 NE Killingsworth N Commercial- Interchange improvement. The project was funded for PE and ROW and COP fund the construction. The PE and the ROW phase is completed .ODOT will need to walk the site for final approval. • K14407 Springwater Trail: Various SE Intersections- the project will complete the missing section of existing multi-use path. The project is completed and closed • K14409 Marine Drive Path: NE 112th Ave - 185th Ave Sec- the project will construct three segments of oof-street path and one segment of on-street path with signal X-ings. The project has been scheduled to bid let on 2016. The project is at 60% design	• ODOT has certified City of Portland to deliver federally funded projects • Agreement to work together to provide watershed re–vegetation. • Hire City crews, operators, and equipment or specialized work on State highways. • ODOT worked with the City of Portland Forestry to develop an agreement to address imminent hazard trees within the city • Provided funding for and technical assistance to the Portland-Milwaukie LRT Project: E-TOD plan. • ODOT serves in an ongoing technical advisory role for a number of projects: o TSP Update process o South Portal Partnership Plan o Mixed-Use Zones Project o Regional Over-dimensional Truck Route Plan o Comprehensive Plan Update • Conducted Barbur Road Safety Audit and issued findings and recommendations. • Kicked of 82nd Avenue Implementation Plan • Developed and finalized scope of work and contract for I-5/Broadway-Weidler Facility Plan Technical Analysis • Monthly City & ODOT meetings held to discuss and quickly resolve issues. • Coordinating on several projects within City Limits that will impact City facilities. • Implemented a “Blanket IGA” with the City of Portland to allow for an

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• K16253 Pedestrian Crossings at 4 Schools (Portland)-the project will construct curb extensions & Ped refuge islands in the vicinity of 4 Portland schools. The construction has been completed. 14 ADA ramps put of 24 were identified as non-compliance with the ADA requirements. The city is required to reconstruct the ramps to meet the ADA requirements. • K16771 102nd Ave NE Glisan-SE Washington Ph 2-the project will improve the street, sidewalk and bike lane. The project is completed • K17268 Red Electric Trail: SW 30th Ave to SW Vermont- the project will construct off-street trail and bike boulevard with sidewalk. The project is at 30% design. The project has been schedule to be constructed in 2017 • K17267-Twenties Bikeway: NE Lombard - SE Crystal Springs-the project will improve the bicyclist/ped route. The project was bid out thru the COP on 02/24/16 • K18416 Springwater Trail GAP SE Umatilla - SE Linn St- the project construct a trail to close	efficient and streamlined mechanism for reimbursement of funds in exchange for deliverables by City staff on ODOT projects in design and construction phases • ODOT Procurement and ODOT Local Agency Programs reviewed the City's solicitation and procurement processes for RW services and provisionally accepted their use on several LPA projects

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	the existing gap in trail sections. The project is at 90% design and has been scheduled to be constructed in 2016 • K18814 Connected Cully-the IGA is under review • K19298 OR99W: SW26th Way-SW 19th Ave (Portland):the prospectus is under development • ODOT Local Agency Program: NE Columbia Blvd at MLK Jr Blvd at 90% design • K18022 Foster Road Streetscape IGA under review • K18308 N/NE Columbia BLVD Traffic/Transit Signal Upgrade obligated “Other” phase of work for CONOPS • K19303 N. Going to the Island Freight Project developing Prospectus • K19297 East Portland Access to Employment and Education developing Prospectus. • ODOT Local Agency Program: Active Corridor Management (Various City Streets) • ODOT Local Agency Program: SE Holgate & Ramona: 122nd-136th • ODOT Local Agency Program: Burgard/Lombard @ North Time Oil Rd Intersection. Discussions ongoing to develop Alternative	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Mobility Standards. Design at 90% • Region 1 Mobility coordinator regularly attends and serves as liaison with City of Portland Freight Advisory Committee • Region 1 has funded and is leading a planning study on 82nd Avenue and coordinating with the City of Portland and the communities • ODOT is coordinating with the City of Portland on several projects in the design phase including US30: McNamee to Bridge, US26: Powell at SE 116th, US26: Powell SE 20th to SE 34th; US26: Outer Powell Safety Project; I-5 SB: Broadway/Weidler • City and ODOT staff collaborating on the development of signal poles that are acceptable for both parties. • ODOT is collaborating with the City of Portland on the Outer Powell Transportation Safety Project All Roads Transportation Safety program and HSIP Transition program funding multiple safety projects. • ODOT and PBOT are working together on the development of materials and procedures to	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	support Portland's designation of a Multimodal Mixed-Use Area (MMA) in the central city area, in conjunction with its comprehensive plan update. • Funded a TGM project to develop performance measures and thresholds to define an "enhanced transit" level of service we need in our most critical transit corridors where projected growth threatens to overwhelm the capacity of frequent bus or streetcar service to meet demand. The project will identify the most effective operational treatments needed to improve performance on each measure, prioritize corridors for investment, and develop conceptual investment plans for several corridors to prepare for near-term implementation. The resulting plan will be incorporated into future updates of the TSP and will recommend policies, programs, and projects for inclusion in the TSP and RTP. • K17742 SE 122nd Ave: SE Holgate ST SE Ramona Street City in Process and Almost complete with Installing Sidewalks • K17888 SE Holgate & Ramona: 122nd-136th City working on	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Installing Sidewalks and Ped Crossings • K17955 Peer to Peer Carsharing City in conjunction with PSU and Private Corporation have almost complete a Car Share study for Inner SE Portland • K18006 Vehicle Electrification Project (AKA PSU Electric Vehicle) City of Portland and PSU are just starting a Public Education Project on Vehicle Electrification • K18021 East Portland Active Transportation to Transit City of Portland is Developing a Bike Ped Project in outer SE Portland which include Bike lanes Sidewalks, Ped Crossing and Signals • K18025 Portland Bike Sharing Project City of Portland In working with Private Corporations to install and run for the next 10 year a bike share system in the City of Portland. • Key 18165 Smart Trips: Streetcar (Downtown & Central Eastside) City of Portland has completed a public education project on using transit and other modes of transportation in the city of Portland • K18340 NW Thurman St:	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Macleary Park Bridge Rehab • City of Portland has completed bridge rehabilitation of the historic Thurman St Bridge • K18818 Downtown I-405 Ped Safety & Operational Improvements City of Portland and ODOT working on IGA to get started on Bike Ped Improvements and some roadway improvements on City streets over I-405 • K18819 St. Johns Truck Strategy Phase II Freight Mobility, bicycle & Pedestrian Improvements being done by City of Portland to help take thru truck traffic out of the heart of St. Johns residential areas. • K19298 Trans System MGMT & Operations Program (208) City of Portland getting ready to start a project that will initiate the upgrade/replacement of the regional traffic central signal system. This project would improve access to traffic management • K19702 REGIONAL SIGNAL SYSTEM–CONOPS & IMPLEMENTATION City of Portland getting ready to start project to look at a regional Con ops signal system	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• K19722 HSIP 2016 Signalized Improvements (Portland) City of Portland working with ODOT HISP getting ready to start a signalization project in outer SE Portland • K19723 HSIP City of Portland Bike Ped City of Portland working with ODOT HISP getting ready to start a Bike ped Safety project in outer SE Portland • ODOT is collaborating with the City of Portland on the I-5/Broadway-Weidler Facility Plan to help finalize the plan elements and enter into NEPA analysis	
City of Sandy	• Working jointly with the City on the IGA for a proposed Enhance project, US26: OR213 to Ona Way. • Worked with City to renew the STA • Formalized a maintenance agreement with the City for ODOT to maintain curb to curb and city to maintain behind curb / edge of pavement within the city limits on US 26 and OR 211.	•
City of Sherwood	• ODOT Local Agency Program: Cedar Cr/Tonquin Trail: OR99W-Murdock Rd • ODOT Local Agency Program: Cedar Cr/Tonquin Trail: Roy Rogers Rd-OR99W	• Providing technical guidance on the West Sherwood Concept Plan. • Providing technical guidance on the Tonquin Employment Area Master Plan • Providing technical guidance on the Cedar Creek/Tonquin Trail: Roy Rogers to SW Murdock Project

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
City of Tigard	• Local Agency working closely with The City to start design on Ph 2 of their Main Street project as well as the Trail project along Fanno.	• Tigard Main St: OR99W – RR Corridor has been constructed • Provided technical comments on the completed River Terrace Community Plan Implementation • Providing technical guidance on the Downtown Tigard Mixed-Use Development Projects
City of Troutdale	• District 2C Emergency Management of Gorge closure and truck parking.	• I-84: Troutdale Interchange (Marine Drive) has been completed. This was the third phase of improvements in the Troutdale area to improve safety and capacity, reduce congestion, and facilitate development.
City of Tualatin	• Local Agency Program working closely with Tualatin to design and construct Gap of Greenway Pathway. Grand Opening April 2016.	• Providing technical guidance on the Southwest Urban Renewal Plan
City of West Linn	• K16834-West Linn Trail Bike/Ped Path - Salamo Road to Imperial Drive. The project is on hold until the city will find the fund to fund the construction phase. • Participating in discussions with the City and Consultants regarding proposed OR43 improvements and potential for a future Jurisdictional Transfer.	•
City of Wilsonville	• K14429 - KINSMAN RD.: BOECKMAN RD. - SW BARBER ST. (WILSONVILLE) roadway connection • ODOT Local Agency Program: French Prairie Bridge: Boones Ferry Rd-Butteville Rd • ODOT Local Agency Program: Tooze Rd: 110th Ave – Grahams Ferry Rd	• K14058 – Barber St: Coffee Lake Loop - Kinsman Rd (Wilsonville) bid August 7, 2014

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
DEQ	• K19108 – Portland Metro area clean diesel upgrade – LNG truck purchase, diesel retrofit to construction equipment • K17274 - School bus diesel engine emission reduction	
Metro	• Designing new bridge to cross Columbia Blvd. between Chimney Park and the Columbia Slough at the landfill • Funded a TGM grant to develop a Regional Transit Strategy will serve as the transit modal component of the 2018 Regional Transportation Plan and implement the Climate Smart Strategy to provide a coordinated vision and strategy for transit in the Portland Metropolitan Region. This strategy will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the South Metro Area Regional Transit (SMART) Master Plan. Reflecting the Future of Transit vision, the plan will include community and job connector services that provide important connection between regional centers, jobs, schools and other community	• K16655 - BLUE LAKE PARK TRAIL: INTERLACHEN LN - BLUE LAKE RD – completed construction shared use path October 18, 2013 • Constructed bridge ov UPRR RR tracks connecting Pier Park with Chimney Park • Sitting on TAC for the Powell-Division High Capacity Transit Plan (joint project between Gresham, Portland, Metro, and TriMet) • Participate in standing committees (Joint Policy Advisory Committee on Transportation [JPACT], and Transportation Policy Alternatives Committee [TPAC]) • Create Unified Planning Work Program (UPWP) with Metro for transportation planning in the region. • Providing technical guidance on Multimodal Arterial performance Management • Providing technical guidance on the Westside Trail Master Plan: Willamette to Tualatin • Providing technical guidance on Portland to Lake Oswego Trail Master Plan • Provided technical guidance on the Climate Smart Communities effort (analysis and study) • Providing technical guidance on the final RTP document • Provided technical guidance on the alternative performance measures development • Developed and signed an MTIP/STIP coordination policy agreement • K17466 LO Portland Trail (Tyron Cr-Elk Rock Tunnel) Planning study working on IGA and Work Order Contract to start the Planning Project • K18015 18016 Providing Technical Guidance on Traffic Corridor Study Powell and Division

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	destinations. The Regional Transit Strategy will develop a coordinate shared transit vision and identify a clear and transparent process and policies for implementing and prioritizing transit investments based on their readiness and performance. These policies will inform a coordinated set of transit and transit supportive investments to advance. • K17466 LO Portland Trail (Tyron Cr-Elk Rock Tunnel) • K18015 18016 Powell Division Traffic Corridor Study 2014 2015 • K19174 Freight Demand Modeling & Data Improvements	• K19174 Freight Demand Modeling & Data Improvements Providing Support on Work Order Contract for Metro
Oregon State University	speed study to enhance maintenance onstruction safety in work zones	
Port of Cascade Locks	• Pursuing design options for a bridge for pedestrian friendly access to Cascade Locks Marine Park • Coordination of services in Emergency events that close I-84	• Received Federal Funds for constructing an access to Marine Park
Port of Portland	• K17270 - 40 Mile Loop: Blue Lake Park - Sundial Rd- the project will construct1/7 mile mixed use trail. The project has been schedule to be constructed in 2018 • k18837-NE Columbia Blvd: Cully	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	Blvd & Alderwood Rd- this an Enhance project. the project will improve the traffic movement in Columbia Blvd and Cully Blvd.	
TriMet	• Quarterly meetings held to discuss upcoming TriMet or ODOT projects that might impact either agency. • Working with Tri-Met on several security measures under structures. • Continue to work on replacement and installation of bus pads. • Ongoing coordination with TriMet on a variety of specific projects to improve safety at intersections where there are bus stops or negotiate moving the bus stop • Ongoing partnering with TriMet on several projects to coordinate temporary bus stop closures, relocations or alternative routes where ODOT has a project in construction • Development of an Area Commission on Transportation • Enhance 15-18 IGAs • Pre-proposal outreach for 18-21 Enhance Process	• Sitting on TAC and steering committee for the Southwest Corridor Plan (ODOT is a project partner with Metro) • Partnering on various safety and access to transit projects (Barbur Blvd, Powell-Division, and TV Highway) • Working with TriMet on the Active Transportation Needs Inventory Project • Meet regularly to coordinate on regional transportation investments.
City of Portland and Port of Portland	• ODOT Region 1 Staff participates in regular coordination meeting with the Port of Portland and City of Portland regarding projects in	

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	development, design and construction	
City of Portland and TriMet	• Partnered with funding and coordination with TriMet and City of Portland to make bicycle, transit and pedestrian safety improvements along SE Division just west of SE 92nd Avenue • ODOT is partnering with the City of Portland and their 20's Bikeways project, ODOT's safety project and TriMet's Access to transit project to coordinate development, design and construction efforts to minimize construction impacts to the public and deliver these projects more efficiently • ODOT recently completed a Road Safety Audit for the SW Barbur Blvd corridor.	
TriMet, Port of Portland, Metro, local Cities and Counties within Region 1	• Worked in collaboration with our regional and local partners to develop and implement an Area Commission on Transportation (ACT) • ODOT Region 1 regularly meets with TriMet to coordinate efforts on projects. • ODOT will deliver 2 ENHANCE funded projects on behalf of TriMet: OR8: Access to Transit and OR99W: Access to Transit	
City of Hillsboro and	• Partnered with Washington	• The OR8: Minter Bridge project is currently under construction

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
Washington County	County to share funding on JTA projects including the US26: Cornelius Pass to SW 185th Widening Project, Glencoe Interchange improvements, Brookwood Parkway and more • ODOT and Washington County are cost-sharing on the OR8: Minter Bridge (paving and access management) and pipe and water work (County's portion) to deliver the project as one to minimize construction impacts to the public	
City of Tigard and Washington County	•	• ODOT, Washington County and the City of Tigard partnered up to fund and implement the OR99W: Gaarde/McDonald project
Tualatin Hills Park & Recreation District	• Local Agency Program assisting development of Beaverton Creek Trail Planning Project, developing Fanno Creek Trail: Woodland Park – Bonita Rd. Project, and 85th Ave. – Tualatin River Bridge Project.	• Constructing the Westside trail project from Rock Creek – Bronson Cr. and the Beaverton Cr. Trail from the Westside Trail to SW Hocken.
US Forest Service	• Partnered on preparing and submitting grant requests for Federal Lands Access Program (FLAP). • Partnering with USFS and Western Federal Lands Highway Division on FLAP projects including: Mirror Lake Trailhead Relocation, Meadows Creek Turn Lane, and paving of a section of OR224.	• Worked with the FS in identifying and removing hazard trees along Hwy 224 after a burn. • Provided traffic control for the FS during the tree cutting and clearing of hazard trees along OR 224 caused by the Pit 36 fire. • Participated with the FS in an open house regarding access along Hwy 224 for the Pit 36 fire. • Along with Project Partners, Clackamas County, Hood River County, FHWA-Western Federal Lands Highway Division, completed the Mt Hood Multi-Modal Plan that included recommendations to enhance safety and improve travel options in the Mt Hood Area. • Worked closely with the USFS regarding the 36 Pit Fire reclamation and

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
	• Continuing to work with the USFS regarding mitigation of hazards due to falling trees and rockfall due to the 36 Pit Fire. • Collaborating with the USFS on several safety, pavement preservation or rockfall projects on OR224, US26, and OR35. • ODOT received funding to pave 1 mile section of Hwy 224 through a Forest Lands Grant to begin soon. • Collaborating with the USFS on several STIP safety, pavement preservation or rockfall projects on OR224, US26, and OR35. • Working closely with USFS on development of a pilot transit service for the Columbia River Gorge.	Rockfall project along OR224. • Partnered with the USFS on several Federal Lands Access Program Grant applications • Partnering with USFS to remove blow down trees along US 26 near Rhododendron for use in stream habitat restoration.
Oregon State Parks	• Partner with State Parks on Hazard tree removal on HCRH.	
Western Federal Lands		• Partnered w/ WFL on development and construction of HCRH Trail System in the Gorge.
Various Jurisdictions – Historic Columbia River Highway Planning		• Coordinated the issues identification summary report, congestion management plan, enhanced bike map, centennial celebration coordination, wayfinding plan, and visual resources report with partners • Working with local partners (City of Troutdale, Fairview, Gresham, Wood Village) in East Multnomah County on the Gorge Bike Hubs Plan.
Various Jurisdictions – Regional Active Transportation Management (ATM Project Planning		• ODOT is implementing Active Traffic Management on 8 corridors in Washington and Multnomah Counties, working with those counties.

Region 1		
Government	**Work Under Development**	**Accomplishments to Date**
Region 1 Area Commission on Transportation	• Finalizing list of projects for 2019-2021 STIP Enhance Non-Highway funds. • Developing ConnectOregon VI Regional Review Committee project rankings.	• Granted provisional charter by the Oregon Transportation Commission in February 2015. • 31-member commission met six times in 2015.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
Benton County	• Working with Benton County and Cities of Albany and Corvallis to re-initiate work on multi-use trail between Corvallis and Albany adjacent to the US 20 corridor. • Developing US 20 Safety Study in collaboration with Benton County and Cities of Albany and Corvallis. Study focused on identification of lower cost, high value improvements and programs/policies. • Local Agency Liaison (LAL) is working closely with Benton County to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Benton County Juvenile Work Program provides labor crew to pick up litter on state highways in Benton and Linn Counties, paid for by ODOT (NTE $10K per year) (30624). • Partnering with County to share staff resources and equipment for road and bridge maintenance throughout the County (29774). • County provides equipment repair and servicing for crews (27070). • Held winter ops meeting to coordinate better response to winter weather. • County has increased enforcement efforts along US20; ODOT and County staff have done outreach together with the neighborhood association and the Benton County Roads Advisory Committee. • Formation of the Albany Area MPO • On-going Area Commission on Transportation collaboration. • LAL - Benton County completed repayment of Oregon Transportation Infrastructure Bank (OTIB) loan used to design and construct a major road realignment project. • LAL - Benton County regularly completes projects listed in the CAMPO MTIP using STP funds that have been exchanged for state funds through the ODOT fund exchange program. • LAL - worked closely with Benton County to complete the design for the

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	(23103). • LAL is working closely with Benton County on the delivery of the Corvallis to Albany Trail project. This STIP Project will construct a separated multi-modal path along Hwy 20. • Benton County Transportation System Plan update supported by a Transportation Growth Management Grant. ODOT staff is coordinating on Plan. • Highway 34 Scenic Byway Corridor Management Plan is under development in coordination with Waldport and other Area 4 Stakeholders.	Irish Bend Covered Bridge restoration project using federal discretionary funds from the National Historic Covered Bridge Program (NHCBP) (25174). • LAL - worked closely with County to secure ER funds from FHWA for repairs to several damaged sections of roadway after declared disasters from severe weather events.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
Clatsop County	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event.	• Flexible Services Maintenance Agreement in place to share road and highway maintenance services, NTE $100K for two-year period. (30171). • County provided detour road during emergency culvert repairs on OR202. • Cooperated to improve permit process. • Partnered with County on winter maintenance and slide clean up. • Assist Clatsop County with bridge work (29782). • Participated in several storm briefings and ICS drills. • Cooperative agreement for maintenance exchange between SE Ensign Lane for sections of existing Hwys 104 and 105 (25096) in place. • Ongoing: Working together to plan and critique meetings for annual Hood to Coast Relay Race, Trails End Marathon, Greater Columbia Crossing • Ongoing: Emergency preparedness and incident response committee formed with ODOT, County Emergency Services Coordinator and Sheriff. • Completed Clatsop County Transportation System Plan (TSP) update. • Local Area Liaison (LAL) - Westport Ferry Landing Replacement (29134).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
Columbia County	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event. • Working with Columbia County public works and planning staff on TSP update. ODOT has funded and provided consultant services for this project. • Columbia County Facility Co-Location IGA (30968). Co-location being considered is at ODOT Clatskanie Maintenance Station.	• Fund Exchange Agreement in place with County for various road surface preservation projects (29970). • Area 1 Manager, Clatskanie TMM and/or Coordinator attend monthly meetings with County and City agencies. • Work with Stakeholder group to decommission the US30 Safety Corridor. As part of that process, a safety project from Old Portland Rd. to Millard St. will be developed. • County Commissioner was a stakeholder on selection of the new Project Delivery Coordinator for Area 1 • Local Area Liaison (LAL) - Scappoose Creek (JP West Rd) Bridge 13751 replacement (29180). • LAL – Working with cities of Rainier, Vernonia and Clatskanie on Special City Allotment state grants.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
Lane County	• Providing technical assistance to the county on the Regional Transportation System Plan • Contributing technical resources with archaeological, geotechnical and bridge design for Territorial Highway improvements between Gillespie Corners and Lorane Hwy as part of a federal grant secured by the County • Working with Lane County Public Works and planning staff on TSP update. ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event. • Providing crash data for serious injury and fatalities to County for effort to obtain highway enforcement funding for safety. • Provided funding through ODOT Safety Division for County traffic	• Archiving materials for Willamette River Bridge project design enhancement. • Highway 126W Safety Task Force between Eugene and Florence to determine actions for education, enforcement, emergency services and engineering that will improve safety along the corridor. • Sea Lions Historic Rockwall Restoration on US 101 • Salt Creek Tunnel Project, including tunnel liner, floor, lighting and historic features. • IGA in place for ODOT's use of the regional stormwater waste management facility (Glenwood Central Receiving Station) (30632). • Flexible Service Maintenance Agreement for shared resources to conduct highway repairs, NTE $600K per year (29711). • IGA in place for Lane County Inmate Work Crews to provide highway-related services in and around Lane County, NTE $100K per year (29402).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	safety plan that kicked off in 2016 and is being staffed by LCOG.	
Lincoln County	• East Devil's Lake Road flooding has been discussed with ODOT and RST. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • Lincoln County Transit Plan is currently under development.	• Lincoln County Community Justice Labor work crews provide highway-related debris removal, paid for by ODOT (NTE $50K per year) (30436). • Lincoln County Juvenile Work Program work crews provide highway-related debris removal, paid for by ODOT (NTE $20K per year) (30655). • Flexible Service Maintenance Agreement in place to share equipment, resources and personnel , NTE $35K per year (29233). • Continue to collaborate on a variety of projects located within Lincoln County, particularly Pioneer Mountain to Eddyville. • Local Area Liaison (LAL) – Working with County on development of a Local Bridge project. • LAL - worked closely with Lincoln County to deliver two federally funded STIP projects using funding from the NHCBP program - completed construction of covered bridge rehabilitation projects (one on the N. Fork

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
		Yachats River and the other on the Yaquina River). • LAL - worked closely with County to secure ER funds from FHWA for repairs to several damaged sections of roadway after declared disasters from severe weather events.
Linn County	• Working with Linn County public works and planning staff on TSP update. ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Linn County to deliver federal funded STIP projects. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event.	• Linn County provides inmate work crews for highway-related work in and around Linn County, NTE $10K annually (30402). • Developed emergency detour routes book for entire County with Linn County Road Master, this considers State, County and Local facilities • Held winter ops meeting to coordinate better response to winter weather events. • Flexible Service Maintenance Agreement in place to share resources (29788). • Joint efforts to address cycling needs along OR34 between Corvallis and Albany and in Sweet Home, Brownsville and Lebanon areas. • Rail-Highways Crossing Program Project IGA in place to close two RR crossing locations and signalize two other crossing sections (30306). • Local Area Liaison (LAL) – Working with city of Harrisburg on Special City Allotment state grant. • LAL – Completed Special City Allotment projects in cities of Jefferson and Mill City. • LAL - worked closely with Linn County to successfully certify Linn County for delivery of federally funded projects. • LAL - Completed construction of five covered bridge rehabilitation projects throughout rural Linn County. • LAL - Completed construction of four bridge replacement projects in rural Linn Co. • LAL - Currently starting construction of a $3.1 million bridge scour and seismic protection project on the North Santiam River at Stayton (27291). • I-5 Environmental Assessment from S. Jefferson to Albany is complete. Funding partners include Linn County and the City of Albany.
Linn County CRASH Team	•	• Established multi-agency incident response team: County, cities, Oregon State Police, ODOT to respond primarily to fatal or serious accidents on Interstate 5 which allows more expeditious opening of the freeway.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
		• Completed 1-5 Optimization Study from Marion County Line to Santiam Interchange
Marion County	• Planning County/ODOT double chip seal on OR214 between Mt Angel and Silverton for Summer 2016 (31248). • Working with County on possible jurisdictional transfer—County takes OR219 Woodburn to Ehlen Rd and District takes Ehlen Rd to OR219/OR99E. • Local Area Liaison (LAL) is working closely with Marion County to deliver federal funded STIP projects. • Developing scope to create improvement strategy and design for the Aurora/ Donald Interchange (Exit 278). • Working with County public works and planning staff to adopt supporting policies for the Chemawa IAMP. • LAL is working with Agency and the ODOT Local Agency Certification Program Manager to certify the Agency.	• Partnered with County on paving project at Delaney undercrossing (I-5) (completed Summer 2015) (30336). • Multi-agency incident response team investigating and handling major incidents. • Working with County and cities of Aurora, Hubbard, and Woodburn to develop a facility plan, addressing safety issues, on OR 99E between the Marion/Clackamas County line and Woodburn. • ODOT maintains County signals / flashers, NTE $35K per year (28340). • Completed IGA for traffic signal and illumination maintenance and power costs at OR99E and Brooklake Road (29224). • Completed IGA with Marion County for a Federal Ferry Boat funded project (30327). • LAL – Completed Special City Allotment projects in cities of Hubbard and Detroit. • LAL – Working with cities of Donald, Aumsville, and Sublimity on Special City Allotment state grant. • LAL - Completed construction of two urban roadway widening project (bike lanes, sidewalks, pavement inlay/overlay and signals) in north and east Salem (29581 and 30656). • LAL - Completed construction of a roadway realignment and intersection improvement project (four intersections) in rural Marion County.
Polk County	• Developing project to realign Doaks Ferry Road westward on OR 22 in collaboration with Polk County and City of Salem. Process expected to take approximately 3 years. • Developing project to construct	• Polk County Community Corrections provides youth labor work crews for highway-related debris removal on state highways, NTE $38.6K per year (30849). • Polk County Juvenile Work Program provides youth labor work crews for highway-related debris removal, NTE $10K per year (30625). • Agreement in place to construct roadway improvements to address safety issues on Hwy 22 and Doaks Ferry Road (29488).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	off-set T-type intersection at the intersection of OR 99W and Clow Corner Road. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Fund Exchange Agreements in place with County for various Surface Transportation Program Qualified Projects and various other transportation projects (30378 and 30507, respectively). • Local Area Liaison (LAL) – Completed Special City Allotment project in city of Falls City. • LAL – Working with City of Amity on Special City Allotment state grant. • LAL - worked closely with Polk County to deliver a federal funded STIP project using funding from the Local Bridge program.
Tillamook County	• Exploring possible co-location with County maintenance at Port of Tillamook. • Local Area Liaison (LAL) is working closely with Tillamook County to deliver state and federally funded STIP projects. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event.	• ODOT stores material at South County and Main County stockpile sites (17609). • Cooperated with County during 2015 winter storms to use Cape Mears Loop Road as a detour route when OR131 culvert collapsed. • Assist with removing debris during storms and emergency road repairs. • Fund Exchange Agreement in place with County for roadway projects and pavement preservation (30264). • Signed Cooperative Improvement Agreement with City of Manzanita and Tillamook County for culvert repair and pedestrian and safety improvement project on US101 at Manzanita Avenue (28931). • Cooperative Improvement Agreement in place b/w County and ODOT on OR6 intersection with Wilson River Loop Road to construct an off-set intersection to improve safety and reduce accidents (27313). • LAL – Working with City of Tillamook on Special City Allotment state grant. • LAL - Completed construction of an urban roadway reconstruction project (full reconstruction with bike lanes and sidewalks) in Tillamook. • LAL - Completed construction of two bridge replacement projects, one over Salmonberry Creek and the other over Boulder Creek, both in rural areas of Tillamook County. • IGA in place with County for a bridge replacement project over the Trask River Slough (30508).
Washington County	•	• Signed Co-op Improvement, MOU, and Right of Way agreements to improve the roads and signals at OR47 and the Verboort/Purdin Rd

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
		intersection (30046, 30024, and 30170).
Yamhill County	• Investigation of new combined maintenance facility • Working to package Alternative Mobility Standards for OTC adoption pursuant to Yamhill County TSP findings. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event.	• Completed Yamhill County TSP. • Signed Fund Exchange agreement for Abbey/Kuehne/Hendricks Roads Intersection improvement project south of OR240 (30597). • Signed Cooperative Improvement Agreement for intersection improvement and RoW transfers at OR18 and Christensen Road to improve highway safety (30308). • Local Area Liaison (LAL) – Signed IGAs with County on development of a Local Bridge project and a state funded Bike and Pedestrian project (29627 and 29585, respectively). • LAL – Working with Cities of Amity, Willamina, Carlton and Dundee on Special City Allotment state grants. • LAL – Completed Special City Allotment project in City of Lafayette. • LAL - Completed the restoration of and scour protection for a historic steel-truss bridge over the S. Yamhill River in Sheridan (29757).
City of Adair Village	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Local Area Liaison (LAL) - worked closely with City within CAMPO to complete a project.
City of Albany	• Working with Albany Transit on Transit Development Plan • Developing US 20 Safety Study in collaboration with Benton County and cities of Albany and	• Sharing of staff resources and equipment on various landscaping projects (28787). • Held winter ops meeting to coordinate better response to winter weather events. • Partnering with APD on illegal camps

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	Corvallis. Study focused on identification of lower cost, high value improvements and programs/policies. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements. • LAL working closely with County on completing ER site visits and approval of projects associated with the December 2015 storm event.	• Completed Joint Corvallis/Albany on-Board Transit Survey to support Transit Development Plan • ODOT and the Cities of Albany, Tangent, Millersburg, Jefferson and Benton and Linn Counties formed the Albany Area MPO. • Signed IGA with City of Albany to retain functionality of the marked continental crosswalk at US20 and 8th Street, with City maintaining crosswalk and associated signs (30396). • Local Area Liaison (LAL) - Commencing construction of a multi-use pathway project at the Albany Multi-Modal Transit Center. • I-5 Environmental Assessment from S. Jefferson – Albany is complete. Funding partners include Linn County and City of Albany.
City of Amity	• Working with Amity on TSP update (TGM) • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Local Area Liaison (LAL) – Working with City on development of a state Bike and Pedestrian project (27212). • LAL - City of Amity Storm water retrofit. • LAL – Current SCA grant. • LAL - Commencing construction of an SRTS project (sidewalks, crosswalks and an RRFB) along Hwy 99W through Amity (29609).
City of Astoria	• Provided funding for new street signs within historic district. • Assisted with ordering signs and performed installation of signs along downtown couplet. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local	• Completed Astoria TSP. • Signed Cooperative Improvement Agreement with Astoria to mark crosswalks and install related signage at various locations with City along US30, with City maintaining them at its own expense (30011). • Updated landscape agreement for US101 at OR202 Smith Point roundabout (25411). • Signed IGA with Astoria for City to maintain and pay for lighting at 33rd Street (30854).Local Area Liaison (LAL) - Federal Projects currently in development with City of Astoria: (1) Connect Oregon IV, (1) Local Bridge, (4) STP. • LAL - Completed construction of a $4.3 million bridge replacement project

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	projects without federal requirements. • LAL working closely with City on development and delivery of 6 waterfont bridges from 6th street to 11th street.	on 38th Street. • LAL - Construction is complete on a $4.9 million bridge replacement project on Irving Street.
City of Aumsville	• Working with City on an agreement whereby City uses ODOT stockpile site during flood control operations. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Local Area Liaison (LAL) – Current SCA grant. • LAL - JTA project completed for the City
City of Aurora	• Working with City on crosswalk upgrades (Region 2 Traffic is currently researching this action). • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Region 1 included paving at the east end of Aurora in their STIP project at the request of Region 2. This addition was funded by Region 2. • Local Area Liaison (LAL) – Working with the City to develop a Connect Oregon Airport project
City of Banks	• Working with Banks on Bicycle and Pedestrian Plan (TGM)	
City of Bay City	•	• Signed Special City Allotment with Bay City. City maintains Bewleys St from Tillamook Ave to Williams Ave as part of SCA (31071).
City of Cannon Beach	• Working with City to provide space for a water quality feature.	•
City of Clatskanie	• Local Area Liaison (LAL) is working closely with City of Carlton to deliver state	• Local Area Liaison (LAL) – Current SCA grant.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	funded STIP projects.	
City of Coburg	• Protective RW purchase of land on east side of I-5 Interchange to enable development of a frontage road needed for access control near Interchange. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Improvement of local street system immediately adjacent to I-5 / Coburg interchange (25380). • Signed Surface Transportation Agreement with City and Lane County to develop the Coburg Loop Path, a pedestrian and bike facility along I-5 to be maintained by City (28164). • Signed IGA with City and Lane County whereby City and County agree to obtain ODOT approval prior to issuing approach road permits along Pearl St and the I-5 interchange (25380). • Local Area Liaison (LAL) - Worked with the City to begin development of two Federally Funded Enhancement projects. • LAL – Current SCA grant.
City of Corvallis	• Working with Corvallis public works and planning staff on TSP update and Transit Development Plan (TDP). ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects	• District 4 is a Benton County Crash Team Member. • City provides street sweeping on a portion of ODOT highways within city. • IGA in place for resources and manpower sharing (awaiting signatures) (27070). • Held winter ops meeting to coordinate better response to winter weather • ODOT maintains city signals (27109). • LAL - City of Corvallis is a fully Certified Local Agency for: Design; Advertise, Bid and Award; and Construction Contract Administration activities using federal funds. • LAL - City of Corvallis completed the Circle Blvd-Manchester St segment of the Corvallis-Albany Trail project as a Certified Local Agency (27090). • LAL - City of Corvallis completed stormwater retrofit project utilizing state funds to upgrade drainage facilities on 4th Street (OR99W) in the City. • LAL - Completed construction of a multi-use pathway project in northeast Corvallis. This is one segment of the Corvallis to Albany trail project. • LAL - Completed construction of an SRTS project in southwest Corvallis. • LAL - Commencing construction of an SRTS project (sidewalks, speed signs and crossings) for three schools in Corvallis (29422).
City of Cottage Grove	• Local Area Liaison (LAL) is working closely with Agency to	• Completed Cottage Grove TSP which the City has adopted. • ODOT maintains City traffic signals (28736).

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Government	**Work Under Development**	**Accomplishments to Date**
	deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• 4th and Main at 99 re-alignment, signalization and bike/pedestrian safety improvements across R/R. Project included City's sewer utility work (26647). • Local Area Liaison (LAL) - Working with City to deliver a Fund Exchange project. • LAL - Completed the full reconstruction and rehabilitation of a historic railroad covered bridge along with the construction of a City park surrounding it. • Cottage Grove Main Street Refinement Plan is completed.
City of Creswell	• Collaborating with City to update local comprehensive plan land use assumptions as proper basis for completing TSP development. • Hwy 99/Oregon Avenue Intersection plan to improve signage and alignment. Funding is needed. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Local Area Liaison (LAL) - Completed Fund Exchange project with the City for various city street reconstruction and overlay projects (29842). • LAL - Working with the City on development of a Connect Oregon Airport project.
City of Dallas	• Working with City on preservation and modernization projects, shared funding. • City working with Region 2 Traffic to enhance crosswalk with RFB North Dallas on Hwy 189. • Working with City on their request to enhance the school crosswalk at the east City limit on	• City continued with paving on State highway. ODOT provided shared funding and the City providing all engineering and contracting. The most recent paving project was on OR223 at the north end of town in 2015 (30717). • City installed and maintains RRFB on OR223 at MP .21 (30917). • City maintains traffic signals on OR223 at Washington/Main St intersection (24780). • Local Area Liaison (LAL) - Completed Fund Exchange project with the City for various city street reconstruction and overlay projects (30083).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	Hwy 189. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	•
City of Dayton	• District paving project on Hwy OR221 through City planned for Summer 2016. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Signed IGA with City to enhance school crosswalk at OR223 and 4th St (30123).
City of Depoe Bay	• Working with Depoe Bay staff on TSP update. ODOT has funded and provided consultant services for this project.	
City of Detroit	•	• Signed Walkway/Bikeway Project Agreement with City wherein City maintains crosswalk, beacon, and signage at OR22 at Forest Avenue (30491). • Signed Flexible Services Agreement with City to jointly utilize State and City highway maintenance resources, including equipment and operators (30627).
City of Dundee	• Working to package Alternative Mobility Standards for OTC adoption pursuant to Dundee TSP findings. • STIP project to rebuild OR99W through Dundee planned after City completes its sidewalk and	• Completed Dundee TSP. • Completed South Dundee Interim Interchange IAMP (28659).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	utility projects. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	
City of Eugene	• Bike Pedestrian Enhancement Project and Judkins Point/Franklin Blvd. • Delta Highway Interchange on Beltline. Initiated contract to 1) develop plans for reconstructing portions on the Delta Beltline Interchange, 2) determine the appropriate NEPA classification for additional work on the Beltline Corridor between Delta and River Road, and 3) conduct analysis needed to advance a design concept for this facility segment into preliminary design after the Beltline Facility Plan is included/supported by the City in their upcoming TSP update. PE is funded and design is underway. • Working with Eugene public works and planning staff on TSP update and Transit Development Plan (TDP). ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded	• Flexible Services Maintenance Agreement with City to share equipment and resources, to include striping (28732). • Local Agency Certification Program agreement signed with City for signalized intersection improvements in two corridors in City to reduce fatal and injury crashes (30385). • Completion of I-5 Willamette River Bridge along with design enhancements that were developed with extensive community stakeholder input on selection, and installation of design enhancements to include artwork on I-5 and within Alton Baker park in Eugene and Willamalane in Springfield • Washington-Jefferson Street Park Airspace lease in place (3281). • Local Area Liaison (LAL) - In development: (1) ARTS, (7) Enhancement, (3) Safe routes to Schools. • LAL - Completed a Connect Oregon Airport Project. • LAL - City of Eugene has been fully certified in the Development, Ad, Bid and Award, and Construction Phases of project delivery for federal aid projects not on the National Highway System (NHS). • LAL - Fern Ridge Path: Greenhill Rd to Terry St (Unit 2) - just completed an illumination and rehab project. • LAL - SRTS for Bethel and 4J School Districts- Includes crosswalks, flashing beacons, bike shelter and bike hoops (29228). • LAL - Amazon & Willamette River Connector Paths- Rehab and new section connections • LAL - Coburg Rd: Beltline Rd – Oakway Rd.- Pavement Preservation • LAL - MLK JR BLVD- I5- Centennial Loop, Pavement Preservation • LAL - Fern Ridge Path- Chambers to Arthur Streets • LAL – North Bank Rehab: Defazio Bridge to Leisure Lane

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	STIP projects. • LAL is working with Agency and the ODOT Local Agency Certification Program Manager to certify the Agency.	
City of Falls City	•	• Completed Falls City TSP (TGM)
City of Florence	• Working with City on delivery of a sidewalk and streetscape project along US101 and OR126W • Munsell Creek Estuary Trail • Rhododendron Drive 9th to Wildwinds bicycle facility (28796). • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Flexible Services Maintenance Agreement in place to share resources for highway-related activities, NTE $15K per year (31168). • GPS Access Inventory completed and delivered to the City. • Siuslaw Bridge Interpretive Center (Local Agency). • Florence Transportation System Plan adopted • Local Area Liaison (LAL) - Completed a Fund Exchange project with the City. • LAL - Completed construction of a public interpretive wayside with rain gardens on the Siuslaw River. •
City of Garibaldi	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects. • Working with City staff to identify future pedestrian improvements adjacent to US101.	• Constructed new sidewalk (ADA compliant), with curb extensions and improved drainage on US101 (27111). •
City of Gates	•	• Signed Cooperative Improvement Agreement with City for ODOT to install a crosswalk on OR22 (29459).
City of Gearhart	• Working with Gearhart on TSP update (TGM)	

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
City of Gervais		• Local Area Liaison (LAL) – Ivy St at Upper Crossing - Sidewalk Connection project delivery.
City of Hubbard		• Completed OR99E Facility Plan (from Woodburn to OR 51) • Worked with City on several driveway and sidewalk development projects.
City of Independence	• Local Area Liaison (LAL) is working closely with Agency to exchange federal STP funds for state funds so Agency can deliver local projects without federal requirements.	• City paved OR51 between OR99W (Monmouth) and Knox St and provided funding (see City of Monmouth) (28810). • City performed street and sidewalk improvements partially funded by grant from ODOT (29888). • Working together to address safety and circulation issues with proposed City street and signal project constructed in 2002 to access schools and new development.
City of Jefferson	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• City provides waste water treatment for Santiam Safety Rest Area. • Provided signing on state highway for Native American memorial.
City of Junction City	• Local Area Liaison (LAL) is working with Agency to exchange federal STP funds for state funds so Agency can deliver local projects without federal requirements.	• Completed draft Junction City TSP. Provided to City for implementation on their own time schedule. • Worked with City on new state prison and hospital site. • Local Area Liaison (LAL) - Completed three Fund Exchange projects with the City.
City of Keizer	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Local Area Liaison (LAL) - working closely with the City to deliver a federally funded roundabout project at the intersection of Chemawa Road and Verda Lane. This project is STP funded.
City of Lebanon	• Working with Lebanon public works and planning staff on TSP update and Transit Development Plan (TDP). ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Agency to	• Maintenance agreement to share manpower and equipment for street, road and bridge maintenance (29229). • ODOT maintains City signals (28783).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	exchange federal STP funds for state funds so Agency can deliver local projects without federal requirements.	
City of Lincoln City	• Working to package Alternative Mobility Standards for OTC adoption pursuant to Lincoln City TSP findings. • Working with Lincoln City on Nelscott Gap Refinement Plan (TGM) • On-going quarterly meetings to discuss transportation issues • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Installed traffic counters at the north and south end of town to better understand the circulation patterns and work with local event organizers. • Lincoln City TSP is adopted. • Construction was completed in 2015 on the Nelscott area project. City maintains stormwater facilities and landscaping and realigned 32nd St intersection (with power and signals). (28997). • LAL: Entered Scenic Byway Program Project improvement agreement with City for trail, ADA, and pedestrian improvements from Head to Bay Trail (29787).
City of Manzanita	•	• Signed Cooperative Improvement Agreement with City and Tillamook County for culvert repair and pedestrian and safety improvement project on US101 at Manzanita Avenue (28931).
City of McMinnville	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• City maintains and pays for power for signals in city limits (26756). • Local Area Liaison (LAL) - Currently working with the City on a ConnectOregon V project for the rehabilitation and improvement of a runway and taxiway at the McMinnville airport.
City of Mill City	•	• Signed Cooperative Improvement Agreement with City for a marked crosswalk and signage on OR22 (30255).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
City of Millersburg	• Working with Millersburg staff on TSP update. ODOT has funded and provided consultant services for this project.	
City of Monmouth	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• City paved OR51 from OR99W to Knox St and ODOT provided funding (see City of Independence) (28810).
City of Monroe	•	• Signed Walkway/Bikeway Project Agreement with City for pedestrian improvements and beacon at OR99W and Ash Street (30393).
City of Newberg	• Working with Newberg planning and public works on TSP update. ODOT has funded and provided consultant services for this TSP update. • Working with Newberg on Historic Downtown Plan (TGM) • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• ODOT maintains City signals (28784). • Installed Enhanced Crosswalk on Hwy 219 STIP project (30381). • Signed Local Agency Agreement to construct Mabel Rush Elementary School Bike Shelter/ Electronic Speed Signs in a joint partnership with city and school board. • LAL - Completed construction of a road widening (bike lanes and sidewalks) project along Hwy 219 in Newberg.
City of Newport	• TSP update is in progress. • Working with Newport on Local Improvement District Implementation (TGM) • On-going quarterly meetings to	• Completed state-of-the-art transportation model development (with seasonal analysis capability) which will be used in upcoming TSP update (to begin Fall 2016). • Partnership agreement in place to meet quarterly on City-State transportation issues

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	discuss transportation issues. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects. • Agate Beach Wayside project • US101L SE 32nd Street to 35th Street project is underway to construct sidewalks and move a signal. • IGA in development for Yaquina Bay Bridge Shared Lane Markings (30509). • Working on IGA with City for tsunami safe haven (31148).	• Complete South Beach Facility Plan • Local Area Liaison (LAL) - Construction is currently underway for a pedestrian safety improvement project (crosswalks, curb return bulb-outs and refuge islands) along US 101 through downtown Newport (29396). • LAL - worked closely with City to deliver a state funded project through the Connect Oregon IV program that provided funding in addition to Federal Aviation Administration (FAA) needed to rehabilitate the runway. • LAL - worked closely with City to deliver a state funded project through the Connect Oregon IV program that renovated a terminal at the Port and increased their capacity to moor additional vessels. •
City of Philomath	• Working with Philomath staff on TSP update. ODOT has funded and provided consultant services for this project. • Joint TIGER grant application submitted, but was not successful in obtaining funding. Continue to discuss other funding opportunities for improvements to the state and local system. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Active members of the Corvallis Area MPO. • Signed Memorandum of Understanding with City for Multimodal Connectivity and Streetscape Improvement (31147). • Local Area Liaison (LAL) – Completed the design and construction of two SRTS projects (pathways, bike racks/shelters, and RRFBs) on behalf of the Philomath School District. •
City of Oakridge	• Working with Oakridge to develop OR 58 Access and Safety Study. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded	• Signed a Walkway/Bikeway Project Agreement with City to install an enhanced crosswalk and beacon on OR58 (29992). •

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	STIP projects.	
City of Rockaway Beach	• Working with city on pavement project and ADA upgrades	• Signed Cooperative Improvement Agreement with City for enhanced crosswalk and signage at US101 and 19th Avenue (30305).
City of Salem	• Partner with City for scour repair on Shelton Ditch crossing of 12th Street (28627). • Developing project to realign Doaks Ferry Road westward on OR 22 in collaboration with Polk County and City of Salem. Process expected to take approximately 3 years. • Working with City on upgrading signal interconnectivity and upgrades along the parkway (29859). • Researching Property sale to city to allow them to allow installation of sewer line and take over maintenance of detention pond. • Working with Salem on Salem River Crossing Environmental Impact Statement • Working with Salem on Commercial Street/Liberty Road Refinement Plan (TGM) • Working with Salem on State Street Refinement Plan (TGM) • Working with city PD, neighborhood associations to address concerns related to transient camping • Local Area Liaison (LAL) is	• City performs all striping, sweeping and landscape maintenance (Salem Parkway) within City limits (28236). • City and State partner on traffic issues, events and accidents • City has installed Red Light running cameras at 25th and Mission and at the foot of Marion Street Bridge. • City replaced signal and performed road improvements in West Salem at the ramp connection without any ODOT funding. • City maintains ODOT signals (22833). • ODOT participates on City's Tree committee • Local Area Liaison (LAL) - Completed construction of a bridge replacement project over Mill Creek (25043). • LAL - In partnership with the City, completed construction of the Wallace Road @ Glen Creek Road intersection improvement and widening project in West Salem (27046). • LAL - Completed construction of a multi-use pathway project in Wallace Marine Park. • LAL - Completed construction of three bridge scour protection projects. • LAL - Commencing construction of the $6.2 million Minto Island bicycle and pedestrian bridge and path project (29135). • LAL - Commencing construction of an ER funded bridge scour protection project. • LAL - Commencing construction for the replacement of a historic bridge near the Salem hospital. • LAL - working with the City to develop two federally funded roadway widening projects and one intersection improvement project. • City adopted TSP policies to support the Chmawa IAMP.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	working closely with Agency to deliver state and federally funded STIP projects. • LAL is working with Agency and the ODOT Local Agency Certification Program Manager to certify the Agency. • Working with City on illegal camp cleanup and improvements. • Working with Salem planning and public works staff to develop a facility plan for OR 22 between Airport Road and Gaffin Road.	
City of Seaside	• Local Area Liaison (LAL) is working closely with Agency to exchange federal STP funds for state funds so Agency can deliver local projects without federal requirements.	• Installed sidewalk and marked crosswalk near the high school (20949). •
City of Silverton		• Partnered with City to repave Main Street and rebuild sections of sidewalk. City contracted repairs and handled all public business with ODOT contributing to cost (27526).
City of Springfield	• Bicycle / Pedestrian path north side of Franklin Blvd. • Artwork Proposal at Gateway and Beltline • Gateway/Beltline Intersection traffic study • Working with City planning and public works staff and LTD staff to create a comprehensive land use and transportation redevelopment plan for OR 126 (business).	• Signed Flexible Services Maintenance Agreement with City to share road and highway maintenance services (30630). • District representative sits on the City development review committee. • Conducted Jurisdictional Transfer of a portion of McVay and McKenzie Highways to City (26859). • Construction of pedestrian activated crossings on Main Street (126B) at 34th and 41st (28115). • I-5 Beltline Hwy Interchange 3 of 4 phases. Re-engineering study resulted in cost savings to be applied to Randy Pape' Beltline improvements • IGA for signal maintenance with the City for traffic signal and illumination maintenance, timing, and electrical energy responsibilities, City maintains 32 signals and illumination on state highways, with maintenance costs

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	prorated between City and ODOT and power costs paid by City (26439). • Signed Multimodal Transportation Enhancement Program Agreement to construct multimodal project at OR126B and McVay Highway (30169). • LAL - Completed construction of a street improvement project on Gateway Street from Harlow Rd to the I-5 Crossing (29760)LAL - Completed construction of a roadway overlay project on Thurston Road (28107).
City of St. Helens	• Working with St. Helens on Corridor Master Plan (TGM) • Working to complete decommissioning Safety Corridor.	• Local Agency Program worked closely with St. Helens to put together a Fund Exchange for a paving/mod project (Region 1 is completing the project) (29692). • Permitted art sculpture on Milton Creek Bridge (30101).
City of Stayton	•	• Signed Fund Exchange Agreement with City for various City street overlay and maintenance projects (30670).
City of Sweet Home	• On-going collaboration to implement the Oregon Solutions and Livability initiatives. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	• Signed Fund Exchange Agreement with City for various City street overlay and maintenance projects (31014). • IGA in place for Sweet Home Maintenance Station Mural (30533). • Participated in a federally sponsored livability study. • Participated in an Oregon Solutions Project focused on improving access to the surrounding area and working together to provide access and improvements to natural resource areas.
City of Tillamook	• Working with Tillamook staff on TSP update. ODOT has funded and provided consultant services for this project. • Working with Tillamook on Hoquarton Area Planning Project (TGM) • Local Area Liaison (LAL) is working closely with City of Tillamook to deliver federal	• Signed Right of Way Agreement with City for Streetscape and Bikeway RoW at US101 and OR6 (30990). •

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	funded STIP projects from the following program: Enhance	
City of Toledo	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects	• Signed formal partnering agreement. • Completed Toledo TSP •
City of Turner	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	
City of Veneta	• Working with Veneta staff (beginning summer 2016) on TSP update. ODOT will fund and provide consultant services for this project. • Railroad crossing improvements • Preliminary design and Environmental Study for Multi-Use Path on Cantrell Rd	•
City of Waldport	• Discussions about city taking jurisdiction over sidewalks • Multiple collaborative meetings held with the new City Manager. • Working together with other jurisdictions to develop a scenic byway along OR34. Waldport is taking the lead. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Discussed future enhancement projects and opportunities for improvements/shared resources.
City of Warrenton	• Formal partnering agreement discussions underway. • Working with the City and PUD to	• IGA in place for US101 Access Management to the Port property east of the highway (26743). •

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	design protection for fixed utility poles within row. • Working with Warrenton staff on TSP update. ODOT has funded and provided consultant services for this project. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects and to exchange federal STP funds for state funds so Agency can deliver some local projects without federal requirements.	
City of Willamina	•	• Walkway/Bikeway Project Agreement in place on OR18B for sidewalk and curb improvements (30228).
Corps of Engineers	•	• Trade Agreement for dam work and emergency services in place.
Oregon Parks and Recreation Department	• Local Area Liaison (LAL) working closely with the OPRD to deliver state and federal funded STIP projects.	• Developed lease option agreement for OPRD to collocate and through lease, and have purchase option of, Ona Beach maintenance facility (29669). • Local Area Liaison (LAL) - Completed a $1.5 million rehabilitation of the historic Heceta Head Lighthouse, just north of Florence (26437). • LAL - worked closely with OPRD to utilize discretionary funds from the Scenic Byway program to purchase several acres of property from a private ownership south of Depoe Bay (called Whale Cove) for inclusion in the Oregon Islands National Wildlife Refuge. The United States Fish and Wildlife Service (USFWS) agreed to take ownership of this property for the Refuge and will ensure future protection of the habitat for several species of native wildlife.
U.S. Forest Service	• Sweet Home Ranger District has been instrumental in the Sweet Home initiatives.	• Collaborated on the Frasier Creek and Pixieland improvements in the Salmon River Estuary restoration project. • Planned and coordinated removal of hazard trees on US20 and US101 on USFS property.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
		• USFS provides road debris waste sites for ODOT use in an area where there is no ODOT R/W available for 30+ miles. • ODOT transports fallen trees to USFS sites where they give firewood permits.
Lane Transit District	• Implementation of West Eugene EMX (30021). • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects. • Moving Ahead Study in progress, researching multiple routes for either Express Bus or EMX upgrades. • Working with Springfield planning and public works staff and LTD staff to create a comprehensive land use and transportation redevelopment plan for OR 126 (business).	• Participated on Steering and Technical Committees of the Bus Rapid Transit Project in Eugene-Springfield Metro Area. • Local Area Liaison (LAL) – Worked with LTD to complete two Transit Capital Improvement projects. • LAL – Working with LTD on development of two Connect Oregon projects.
Oregon Department of Forestry	•	• Flexible Services Agreement in place with ODF (South Cascade Unit) to share road and highway maintenance services, NTE $35K per year (28146).
Oregon Department of Fish and Wildlife	•	• Interagency Agreement in place with ODFW, wherein ODFW performs basic improvements, maintenance, and operations of three Alsea River access points along OR34 (29497). • Fish Passage Mitigation Banking Pilot Project Agreement in place to provide for up and downstream passage for native migratory fish. Pilot project will end in three years (08/2018) and the banking site(s) will be closed (30846).
Oregon State Police	• Partnering with OSP on conducting saturation exercise along US30 Astoria to Clatskanie regarding truck accidents and close-calls.	• Temporary Use Agreement for the Accident Reconstructionist equipment owned by ODOT (27582).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	• Reviewing agreement with OSP on storage needs at Deer Island (Columbia County) maintenance facility. • Co-location of ODOT's Southern Oregon Regional Dispatch Center with OSP Dispatch. • Working on agreement for OSP to assist with traffic control at road closures.	
Port of Astoria	• Local Area Liaison (LAL) is working closely with Port of Astoria to deliver state funded STIP projects. • Continued work on Connect Oregon V Runway Rehabilitation projects (30134).	• Local Area Liaison (LAL) - 17th Street Dock replacement • LAL - Completed construction of a pedestrian pathway project, along the Columbia River, on the Port HQ property (22859). • LAL – Connect Oregon I-IV pier, rural airport, and runway extension projects (24919, 27006, 27022, and 28700).
Port of Tillamook Bay	• Working with Port on Salmonberry Corridor Implementation • Local Area Liaison (LAL) is working closely with Port of Tillamook to deliver state funded STIP projects.	• Grant with Port on Salmonberry Trail Local Adoption (30907). • Connect Oregon III rural airport master plan and updates (27009).
Port of Siuslaw	• Local Area Liaison (LAL) is working closely with Port of Siuslaw to deliver state funded STIP projects. • Siuslaw River Bridge cathodic protection and rail upgrades are in progress.	• Local Area Liaison (LAL) – Working with Port to develop a Connect Oregon Port Infrastructure Improvements (Dock and Power Systems). • Connect Oregon III port repair piling and desking project and updates (26916).
Port of St. Helens	• Local Area Liaison (LAL) is working closely with Port of St. Helens to deliver state funded	• Connect Oregon I port railroad system project and updates (24939).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	STIP projects. • Connect Oregon V Beaver Dock Extension (30129)	
Tillamook County Transportation District	• Working with TCTD on Transit Development Plan (30188).	
Sunset Empire Transportation District	• Working with SETD on Long-Range Comprehensive Transportation Plan (30379).	
Albany Area MOP	• Working with AAMPO staff and staff from Albany, Millersburg and Linn County to develop first AAMPO RTP and TRSP. ODOT has funded and provided consultant services for this project. • AAMPO is undergoing federal approval of RTSP and Workplan • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects. • Working on Safety and Security Plan.	• Local Area Liaison (LAL) - works closely with the Agencies within AAMPO area to complete several projects each year. • IGA in place with Oregon Cascade West Council of Governments to develop the Albany Area MPO Regional Transportation Plan and RTSP.
Central Lane MPO	• Working with CLMPO on RTSP update (31249). • Local Area Liaison (LAL) is working closely with Central Lane MPO to deliver federal funded STIP projects. • Working on Safety and Security Plan.	• Completed draft RTSP—awaiting completion of Eugene TSP to finalize remaining RTSP work • Local Area Liaison (LAL) – Working with CLMPO on the development of two Enhancement projects.
Corvallis Area MPO	• Working with CAMPO staff and staff from Corvallis, Philomath, and Benton County to develop	• Local Area Liaison (LAL) works closely with the Agencies within CAMPO area to complete several projects each year.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
	the MPO's first TTSP and to update their RTP. ODOT has funded and provided consultant services for this project. • Scenario Planning Workshops is in progress. • Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	
Cowlitz Tribe (Bonneville Power Administration)	• Working with the Cowlitz Tribe and BPA on the OR202 – Wallooskee – Youngs confluence restoration project (30185).	
Salem-Keizer Transit District	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Agreement in place to allow Transit District to install improvements on ODOT property by Keizer Station.
Salem Area Mass Transit District (SAMTD)	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Salem Area Transit maintaining Park and Ride lots in West Salem and Market Street.
Siuslaw River Watershed Council	• Waite Ranch Watershed Restoration project. • Working on grant to design a fish passable culvert on OR36 at MP5.68, which is one of the identified high-priority fish passage barriers on ODOT's system.	
Willamalane Park and Recreation District	• Local Area Liaison (LAL) is working closely with Agency to deliver state and federally funded STIP projects.	• Coordinated on Middle Fork Willamette River Loop Path, an 8-mile multi-use path from S. 2nd Street to Clearwater Path that is part of the High Priority Projects Program (23129).

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
All Coastal Counties in Region 2 and Region 3	• Work to develop a full US 101 bicycle and pedestrian Plan will begin in Summer 2016.	•
North Coast Regional Solutions Team	• Complex safety project to substantially improve the rail safety of downtown Rainier and requiring the coordination of multiple construction projects, many stakeholders, and five or more funding streams. Key elements for the project include daylighting the rail line, closing three or four unprotected street crossings, construction of three or more protected rail crossings, and re-routing of business district traffic via a one-way loop.	• Concept designs have been completed. • Detailed designs are underway. • ODOT PM continues to work closely with the roadway design consultant, and P&W railroad. The ODOT RST Liaison continues to support this effort within the North Coast RST, the City of Aumsville, and other stakeholders.
Business Oregon (OBDD) / South-Valley Regional Solutions Team	• IOF application in process for Albany. • IOF application in process for Goshen.	• ODOT has conducted preliminary development reviews for both projects and has submitted them to the appropriate agency. • Awaiting further action by the developers.
South Valley-Mid Coast Regional Solutions Team	• Investigated options for the south end of East Devil's Lake Rd. which is perennially plagued with seasonal flooding.	• ODOT participated in several large stakeholder meetings. • ODOT RST Liaison worked with Area 4 Manager to evaluate options. As this is not an ODOT facility, nor is the project regionally important, ODOT does not have the funds to contribute to either interim or permanent solutions. • ODOT RST Liaison worked with the Governor's Office to draft an Oregon Solutions Project proposal with the intent of finding funding for a permanent solution. Lincoln Co., however, decided to implement a series of interim and less costly solutions which will decrease but not eliminate the flooding.

REGION 2		
Government	**Work Under Development**	**Accomplishments to Date**
Mid-Valley Regional Solutions Team	• Drafting a rail-crossing deferment for the City of Aumsville. The Willamette Valley Railroad crosses Delmar Dr., 1st St., and Main St. in Aumsville. Pending and projected development will likely trigger substantial and costly upgrades to these crossings in conjunction with other intersection improvements and signalization. However, WVR has suspended operations through Aumsville and there currently is no rail traffic.	• ODOT RST Liaison met on a number of occasions with the City of Aumsville, ODOT Rail, Area Manager, RST Coordinator and other stakeholders; ODOT Rail has met with Union Pacific and Willamette Valley Railroad. • Drafted a process to defer the enforcement of all rail-crossing orders triggered by development in this area until after WVR resumes operations. The City of Aumsville, Marion Co., and other stakeholders will then be given a reasonable time to implement the required rail-crossing orders. This is believed to be a first of its kind. • Approval in principle has been received from ODOT Rail and Union Pacific. • Proposal is awaiting approval by the Aumsville City Council.
Business Oregon (OBDD) / South-Valley and Mid-Valley Regional Solutions Teams	• Support feasibility study for a Willamette-Valley Intermodal container facility. This feasibility study is supported by the 2015 Governor's Vision on Transportation and the 2015 Transportation & Logistics Initiative.	• At the behest of the Convenors of the South-Valley and Mid-Valley RSTs, the ODOT RST Liaison worked with Coordinators of the South-Valley and Mid-Valley RSTs to draft a proposal for the 2016 legislative session to request funding to assess the feasibility of an intermodal container facility to be located in the mid- to south-Willamette valley area. • Initial interest was generated by south-valley agriculture shippers. • Funding for the study was approved (SB 5701[6]). • OBDD will manage the 2016 study; ODOT and ODOT Rail will provide technical assistance.

REGION 3		
Government	**Work Under Development**	**Accomplishments to Date**
Coos County	• Jordan Cove project (30097). • Coos County Sign and Delineation Upgrades (30697)	• Flexible Service Agreement to share road maintenance and deicer purchases (27537). • Agency utilizes State's Region 3s on-call PE, Design and construction engineering services (21700). • Boat Basin Dr: Bike/Ped Path & Landscape (Charleston) project (26429). • Coos County 2013 Chip Seal project (29384). • Coos County 2013 Yellow Bi-Directional Marker project (29385). • Lampa Lane Paving project (29386). • Charleston Seven Devils to 12 Street project (29388). • 2014 Coos County Guardrail project (30069). • 2014 Coos County Delineator project (30066). • 2014 Coos County Paving project (30067). • Sandy Creek Road FDR project (30068). • County Juvenile Work Program (27536). • Signing and Striping Installation & Maintenance (30660)

Curry County		• Flexible Service Agreement to share road maintenance and deicer purchases (30280). • Agreement with County Corrections to supply youth from Youth Offenders Program for litter pick-up, landscape maintenance, and brushing (30448). • Agency to perform maintenance and repair services for State's equipment and vehicles (26248). • US 101: Gold Beach Signals (27119). • North Bank Chetco River Road (29482). • Little South Fork Hunter Cr Rd (MP 101-1.35 project (29167). • Edson Creek Road Slide Emergency project (28779). • South Bank Chetco road Slide Repair project (28779). • Cedar Terraces Development project (30122). • Rogue River Bridge Decorative Lighting (30910). • Curry Public Transit bus Signs (30876). • County Rd 118: N Fork Floras Cr Br Replacement project (29481).

Douglas County	• Douglas County Parks Public Interest Signs (31166).	• Flexible Service Agreement to share road maintenance and deicer purchases (24638). • Agreement with County Corrections to supply youth from Youth Offenders Program for litter pick-up, landscape maintenance, and brushing (27362). • Agreement with Adult Corrections to supply inmates for litter pick-up, minor road maintenance, street brushing/cleaning (27232). • Traffic Signals, flashing Beacons, and Illumination maintenance and responsibilities (25145). • Agreement to purchase gas and diesel for emergency services (30608). • Eagle Valley Road Slide emergency project (28777). • Or 42/Hwy 99 County projects (28450). • Weaver Road Extension and Bridge project (23186). • North Fork Smith River Road project (28072). • Lower Smith River Road project (28073). • Douglas County Magnesium Chloride Storage (Sutherlin) project (30331). • Olalla Creek Road: Olalla Creek Bridge Replacement project (30311). • Lookingglass Creek Bridge Replacement project (30003). • OR138E: Corridor Solutions (Roseburg) project (30211). • Coos & Douglas County Sign & Delineation Upgrades (30696).Signing & Striping Installation & Maintenance (30585).
Jackson County	• I-5: Barnett Road Overpass Deck Overlay (19538). • Jackson & Josephine Sign & Delineation Upgrades (19564).	• Agreement with Adult Corrections to supply inmates for litter pick-up, minor road maintenance, street brushing/cleaning (27496). • Traffic Signals maintenance and responsibilities (27369). • Environmental services maintenance responsibilities (27142). • McKee Br Rd: Applegate R (McKee Covered Br) Rehab (28946). • Bear Creek Greenway Trail: Pine St – Upton Rd (28138). • Bear Creek Greenway Tr. Reconstruction (Jackson Co) project (26784). • Table Rock Road, Wilson Rd to Elmurst (29838). • Fern Valley Interchange, Unit 2 project (27069). • Table Rock Road: I-5 to Biddle (KN18974).

Josephine County	• Agreement with Adult Corrections to supply inmates for litter pick-up, minor road maintenance, street brushing/cleaning (31140). • Jackson & Josephine Sign & Delineation Upgrades (19564).	• Agreement with Adult Corrections to supply inmates for litter pick-up, minor road maintenance, street brushing/cleaning (25164). • Agency utilizes State's Region 3s on-call PE, Design and construction engineering services (21701). • Grave Creek Bride project (27950). • Elliott Cr Rd: slate Creek Bridge (25400). • Lakeshore Drive: Lake Selmac Spillway Bridge (29693).
City of Ashland	• Traffic Signal Main (31052). • Washington Street Extension (19365). • OR99: Ashland Creek Bridge (19656)	• Siskiyou Rest Area Lease Agreement completed (28940). • Walker Ave: Ashland St to East Main St (27871). • Siskiyou Rest Area Water & Sewer project (28833). • Hersey Street Sidewalk: N Main St to Oak St project (29101).
Brookings	• Railroad Street: Wharf to Oak Street (Brookings) (KN18916).	• Flexible Service Agreement to share road maintenance and deicer purchases (30283). • North Bank Road Stabilization (30332). • Old County Road project (29694).
City of Canyonville		• Flexible Service Agreement to share road maintenance and deicer purchases (29701).
City of Cave Junction		• West River Street (31073).
City of Central Point	• I-5 Exit 33 NB Off Ramp Improvements (31190).	• Twin Creeks Rail Crossing (Central Point) (KN18972)
City of Coos Bay	•	• Flexible Service Agreement to share road maintenance and deicer purchases (30584). • Boat Basin Dr: bike/ped Path & Landscape (Charleston) project (26429). • OR38: Rail Crossing Improvements (Reedsport) (27053). • Empire Blvd: Newmark Ave-Washington Rd (Coos Bay), (28469). • Hwy 101: Coos Bay Sidewalk – Museum to North Front St. project (29593).
City of Coquille	•	• Flexible Service Agreement share road maintenance and deicer purchases (27540). • Motor Vehicles Fuel Dealer Tax Collection (31011). • North Central Boulevard (31072).

City of Eagle Point	• Stevens Road – East Maint Street to Robert Trent Jones (19230).	• Linn Road: OR 62 to Buchannan (Eagle Point) (KN18973). • Stevens Road: East Main Street to Plima Drive (30651).
City of Glendale	•	• Flexible Service Agreement to share road maintenance and deicer purchases.
City of Gold Hill	•	• Dardenelles Street project (30352).
City of Grants Pass	•	• Flexible Service Agreement to share road maintenance and deicer purchases (29959). • Traffic signal maintenance responsibilities (31006). • 2013 Street Overlay and Street Reconstruction project (29420). • Grants Pass Transit Shelters project (16372). • Redwood Avenue, Phase II project (30329). • Redwood Avenue, Phase III project (30329). • Allen Creek Road Improvements project (18235).
City of Medford	• Lozier Extension to Cunningham (19396). • Jackson St & McAndrews Rd Signal Upgrades (30817). • I-5: Medford Viaduct Deck Overlay (19540). • Columbus Avenue Extension (19397).	• Flexible Service Agreement to share road maintenance and deicer purchases (26601). • Siskiyou Safety Rest Area fund transfer (29863). • Traffic Signal Maintenance Agreement to maintain traffic signals (29852). • Garfield Street: Columbus Avenue to Lillian Street project (27326). • Springbrook – Delta Waters Realignment project (28157). • Larson Creek Trail/Bear Creek Greenway Trail project (28259). • Foothill Road: Hillcrest to McAndrews project (30421). • Medford Deferred Improvement project (30389). • OR 62: Luminaire Maintenance project (29908). • Larson Creek Trail: Bear Creek Greenway Trail to Ellendale Drive project (29684). • OR 62: Section of Highway maintenance project (28665). • Lozier Lane Improvements: West Stewart Ave. to West Main project (28828). • Jackson St & Stevens St Alleys project (15692).
City of Myrtle Creek		• 1st Ave from Hall St to Division St project (28194). • Plaza Drive (31075). • I-5 Exit 108: Myrtle Creek Park and Ride (30880).

City of Myrtle Point		• Flexible Service Agreement to share road maintenance and deicer purchases (24867).
City of North Bend	•	• Flexible Service Agreement to share road maintenance and deicer purchases (27492). • US 101: Over Coos Bay Rail (30612). • Pony Village Mall and Cape Arago (30536).
City of Phoenix	•	• Funding and Policy Agreement for the Fern Valley Interchange project (22485). • Phoenix ADA Ramp Improvements (30818). • Pear Tree Lane & South Phoenix Road project (29500). • Amend Jurisdictional Transfer Rogue Valley Highway project (766). • W 1st Street project (30353).
City of Port Orford	•	• Fuel Exchange City of Port Orford to have access to ODOT fueling stations for obtaining gas and diesel (26574)
City of Powers	• East Date Street (31074).	• Flexible Service Agreement to share road maintenance and deicer purchases (26856).
City of Reedsport	• OR 38: Rail Crossing Improvements (Reedsport), (27052). • Speed Feedback Signs in Douglas County (31041) • OR 38: Pedestrian Improvements (30858)	• Flexible Service Agreement to share road maintenance and deicer purchases (30487). • Bowman Road from Longwood Drive to Arthur Drive project (29743). •
City of Riddle	• Fourth Ave Enhancement (30317). • Fourth Avenue from Park St. to Harbour (30351).	•
City of Rogue River	• Transportation System Plan project (30398).	• Pine Street from Main Street to Second Street (29055).

City of Roseburg	• Amend to add 138 Signal ODOT provide maintenance for the City's traffic signals (22366). • OR138E: Corridor Solutions (Roseburg) project (30211). • I-5: Garden Valley Over Crossing Sidewalk Widening project (29907). • Umpqua Transit Bike-Ped Access (KN18970). • Region 3 Deck Repairs (31159). • 138E: Corridor Storm Improvements (31008).	• Flexible Service Agreement to share road maintenance and deicer purchases (29467). • Maintenance Service Agreement for the City's traffic signals amended (22366). • Stewart Parkway S-Curves Design project (28769).
City of Sutherlin	•	• Flexible Service Agreement is in place to share road maintenance and deicer purchases (30641). • Flexible Service for I-5 landscaping & water maintenance (28944). • Jurisdictional Transfer of Elkton-Sutherlin Hwy 231. (Comstock Spur Road (810). • Red Rock path: State Street – Nicholas Court project (28221).
City of Talent	•	• Central Point & Talent parking lot improvements (26964). • OR 99 @ Creel (Talent) project (29771).
City of Winston	•	• Flexible Service Agreement to share road maintenance and deicer purchases (27541). • Lookingglass Road project (29122).
City of Yoncalla		• Douglas & Third to Elm from 3rd St. Douglas to end of BLM (29054).
Dept. of Forestry	• Amend Contract agreements to utilize seasonal employees for winter maintenance in several locations.	• Contract agreements to utilize seasonal employees for winter maintenance in several locations.

Umpqua Community College	• Amend IGA to cover First Aid and CPR training (27942).	• IGA to cover First Aid and CPR training (27942).
Cow Creek Tribe of Umpqua Band of Indians	•	• MOU to coordinate for the 138E: Corridor Solutions project (30494).
CAL TRANS	• Amend Maintenance Agreement for snow removal and winter maintenance on I-5 and US 199 (27937).	• Maintenance Agreement for snow removal and winter maintenance on I-5 and US 199 (27937).
Rogue Valley Transportation District	• New TDM Agreement for 16-17 (31180).	• TDM Program (30065). • RVTD Passenger Fare Collection (KN18978)
REGION 4		
Government	**Work Under Development**	**Accomplishments to Date**
Crook County	• Cooperative agreement	• Exchange equipment and operators to help each other with larger or specialized projects
Crook County / City of Prineville	• Partnered with the County and City on a mutually funded Refinement Planning effort for the OR 126 corridor within Crook County.	• Consultant hired, planning work complete..
Deschutes County		• Ongoing partnership for safety or operational improvements. • Cooperative agreement to sell County small amounts of sand due to winter shortage. • Contract with County to spray herbicide on State highways.
Gilliam County	• Limited maintenance agreement with Gilliam County, City of Condon and City of Fossil. • Partnered with the County on a planning effort to update the Gilliam County Transportation System Plan.	• Completed IGA for producing 5,0000 CY chip seal aggregate for the purchase of ODOT surplused equipment. • Equipment sharing agreement. • On-going spray partnership. • Established IGA to exchange asphalt recycle products for use of specialized equipment with Gilliam County • Planning completed and resulted in an updated Gilliam County Transportation System Plan.

Hood River County	• Limited Maintenance Agreement	County performs noxious weed control for District 9 along I-84.
Klamath County	• Continuing discussions to complete trade of County Road for State Highways. • ODOT and County discussing contract for production of sanding aggregate.	• County forces provide traffic line striping as needed to ODOT.IGA to sand and plow county roads in north county. • Agreement to provide signal maintenance to County. • County sign shop fabricating signs for ODOT • IGA for County to provide noxious weed control on Olene Wetlands • Contract with County to spray herbicide on State highways. • Ongoing contract where the County pays for ODOT to plow certain County roads in northern Klamath County.
Jefferson County	• Contract with County •	• County provides noxious weed spraying for District 10, under contract.
Lake County	• Contract with County • • Partnering with county to contract with local vendor to supply fuel to both county and state and eliminate separate fuel tanks in environmentally sensitive areas. •	• County provides noxious weed spraying for District 10, under contract • County provided rock for cold mix production and in trade for some of the mix. • Equipment sharing with County. • Share culvert as needed to accommodate immediate needs.
Sherman County	• Limited maintenance agreement.	• Several exchanges of materials and equipment have been accomplished. • Plow, sand, and deiced road to County courthouse. • County spraying for ODOT.
Wasco County	•	• Winter maintenance exchange for the southern county area. • Exchange of equipment and materials. • Equipment and resource sharing agreement

		• County spraying for ODOT.
Wheeler County	•	• In Mitchell, sand road to the school in exchange for municipal water and free landfill dumping. • Established an IGA to place a chip seal.
City of Arlington	•	• • Continue to look for ways of sharing of employees.
City of Bonanza	•	• Ongoing partnership for safety and operation of the highway.
City of Bend	• Enhance signal maintenance IGA between City/ODOT to allow City to access signals through central signal system. • • Cooperative agreement	• ODOT maintains traffic control Bend Parkway in exchange for City maintaining landscape. • ODOT mows city vegetation as needed to maintain safety on the Bend Parkway • ODOT provides signal maintenance for City. • Made agreement that lets city use ODOT R/W for storm water retention in lieu of ODOT paying storm water fees.
• City of Klamath Falls	• • Discussing connecting bike and pedestrian ways to City and ODOT systems.	• City performs light fleet maintenance for ODOT maintenance and project vehicles. • Equipment, service and material sharing • Contract with City to mow landscape area within City limits. • City sign shop fabricating signs for ODOT. • IGA between City and ODOT to perform signal maintenance on City and State signal systems
City of Lakeview	•	• Sharing of equipment and services with the City, including City sweeping of highways through town.
City of Madras	• Partnered with the City of Madras to update their Transportation System Plan.	• Cooperative work with city to establish areas for wide load storage • Ongoing meetings with city to plan for developments • Written agreements with city to permit use of ODOT R/W for city bike/ped paths. • Currently working with City on TSP.
City of Malin	•	• Completed projects to infill sidewalks in key locations.
City of Merrill	• Working with City for IGA for ARWS site in Merrill	• ODOT and City have completed work on the replacement of sidewalks along state highway.
City of Mitchell	• Cooperative Agreement	• In Mitchell, sand road to the school in exchange for municipal water and free landfill dumping.

City of Moro	• Winter maintenance agreements with the City of Moro and Wasco.	• Plow, sand, and deiced bus routes.
City of Prineville	• Jurisdictional transfer • Sidewalk infill • Economic enhancement	• In negotiations with city to improve and transfer 1.37 mile of OR 390 • Numerous sidewalk infill projects have been accomplished using ODOT "Quick fix" funds. • Established emergency bridge replacement project in order to expedite development of old Mill site • Partnered with City to develop infrastructure for new hospital site property. • Partnered with the City to develop detours for highway bridge under repair and replacement in 2016.
City of Mosier	• Economic enhancement	• . • • Provided excess asphalt recycled products for surfacing on the city public parking area. • Worked together on beetle infested tree removed by utilizing the same contractor to remove the trees. • Established agreement to allow the contractor for the Interstate 84 construction project to utilize Mosier Quarry for a staging area. • In negotiations with the city to modify the city land use regulations to allow ODOT access to Mosier Quarry to utilize the quarry as an aggregate material source for I-84 preservation projects.
City of Redmond	• Cooperative agreement	• City provides use of loader and sand in exchange or payment which allows ODOT to eliminate one stockpile site and one loader. • ODOT is working with the Parks Dept to lease ODOT owned R/W for construction of a bicycle park.
City of Sisters	• Cooperative agreement	• City sweeps and cleans catch basins on state highway in exchange for sanding material. • Discussions underway to look at rest stop in town. • Discussion underway to beatify city entrance • Discussion under way to accomplish land trade with City and Parks.
City of The Dalles	• Enhance signal maintenance IGA between City/ODOT to allow City to access their signals through central signal system.	• Sharing equipment and materials with the City. • Working on the Chenoweth (Shooting Range) Quarry Restoration with Wasco Co., City of the Dalles, and the Discovery Center • ODOT provides signal maintenance for City.

		•
City of Wasco	• Winter maintenance agreements with the City of Moro and Wasco.	
USFS	• • • • • •	• Designed and are currently constructing for the Forest Service a new bicycle/pedestrian undercrossing on Highway 372 (Century Drive) which will match to their Welcome Station • Use of USFS road personnel for ODOT winter maintenance • Cooperative agreement to build bike/ped path along OR 372 using grindings from ODOT project. • Working on cooperative agreement to fund and construct under crossing of OR 372 for bike/ped path. • Work closely with USFS to lay back hillside on Ochoco hwy to reduce rock fall. • Partnered in Rock Creek Enhancement Project, District 9 • Worked to remove danger trees along US 97 and OR 140.
Bend Metropolitan Planning Organization	• Partnered with Bend MPO to update the Metropolitan Transportation Plan (MTP).	• MTP updated and work complete.
Warm Springs Confederated Tribe	• Litter Patrol Agreement.	• Established an agreement for use of deicer on reservation. • Agreement to plow roads to Celilio Village • Establishing an IGA to provide resources and training on the placement of chip seals in exchange for sanding material for our Warm Springs Jct. maintenance site.
Bureau of Land Management	•	• Equipment and service sharing with BLM including BLM blasting down rocks for ODOT. • Cooperative agreement for BLM to remove danger trees on ODOT easement during BLM contract logging of adjacent lands.
EOCI	•	• EOCI purchases de-icer and ODOT assists with traffic control
National Parks	•	• Exchange use of its equipment for ODOT Region 4 rock
Dept. of Agriculture	•	• Equipment, service and facility sharing with ODA in Klamath County.
Oregon Parks and Recreation Department	• Maintenance Agreement to clarify maintenance responsibilities on the Historic Columbia River Highway Trail System	• • Sharing of resources to maintain Historic Columbia River Highway Trail System.

	• Working on agreement to trade lands that would suit each Agency's mission. • Working on an agreement to provide access to several Parks parcels on US 97 in preparation for sale.	
Or. Dept. of Forestry	•	• Agreement for ODOT to hire ODF personnel in winter • ODOT uses ODF in summer to fall danger trees • Agreement for ODOT to hire ODF personnel in winter • ODOT uses ODF in summer to fall danger trees • ODF uses ODOT sites to park and store vehicles and equipment • ODF uses ODOT fuel pumps • Agreement for ODF to provide transport and dozer for first response. ODF uses ODOT to drive and operate transport and dozer for fires.
ODFW	•	• Provide annual access to stockpile sites (staging areas) for helicopter landing during spring surveillance.

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
US Forest Service	•	• ODOT Region 5 assists with flagging & removal of hazardous trees
CTUIR	•	• ODOT assists CTUIR public work staff with traffic questions
Baker County	• Ongoing agreement to exchange equipment and services. • Development of I84 exit 306 (Baker City) Interchange Area Management Plan IAMP • Development of I84 (Pendleton to Ontario) ITS Management and Operations Plan	• ODOT parks a grader and loader at County site near Halfway during winter months in exchange for equipment use. • Ongoing- ODOT provides striping service. • IAMP adopted by city and county • Work Order contract under review
Grant County	• Ongoing agreement to exchange equipment and services.	• City of John Day plows highway through city with ODOT truck.
Harney County	• Ongoing agreement to exchange equipment and services.	• ODOT used HCRD lowboy for moving equipment. • ODOT used County D8K.

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
		• County (Nyssa Road District) uses ODOT Striping Service. • Harney County allows ODOT to use their paving machine.
Malheur County	• Ongoing agreement to exchange equipment and services. • Development of I84 (Pendleton to Ontario) ITS Management and Operations Plan	• Ongoing - ODOT performs striping work for the County (Ontario Road District). • Vale Bridge Crew uses the Malheur Co. forklift since our yards are adjacent. • ODOT assists Malheur County with chip spreader and trucks in exchange for the use of their paving machine. • Work Order contract under review
Morrow County	• Ongoing agreement to exchange equipment and services.	• County crushes rock in exchange for some of the material. • County and ODOT assist each other with winter maintenance activities. ODOT & County exchange equipment and manpower. Uses include paving, chip seal, shoulder work and crushed rock • County trades use of equipment and dump trucks for projects
Umatilla County	• Agreement to share resources at rock sources. • Developing an agreement to share exchange equipment and services. • Development of I84 (Pendleton to Ontario) ITS Management and Operations Plan	• The County re-crushed state material for ODOT use as sanding rock and chip seal. • County crushes rock in exchange for some of the material. • County parks grader and uses plug-in at ODOT site on 204 in exchange for allowing ODOT to use grader when available. • ODOT traded material for use of County track hoe. • ODOT furnishes Kodiak snow blower for Lincton Mountain & McDougel Roads on 204 in exchange for dozer use in rock pit. • ODOT utilized County equipment for both Meacham & Ukiah: excavator, burm loader and sickle mower. • County uses Meacham reject crushed rock and Ukiah Pit Run rock for road base material • ODOT uses County paver, roller, loaders and track hoe in exchange for the County's use of ODOT V plow in Athena • County uses ODOT facilities for water and chemical storage • Work Order contract under review

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
Union County	• Ongoing agreement to exchange equipment and services. • Development of Bicycle & Pedestrian plan for a regional multi use trail parallel to I-84 between La Grande and Spring Creek • Development of I84 (Pendleton to Ontario) ITS Management and Operation Plan	• Ongoing sharing of equipment. • Ongoing County noxious weed spraying - the area has been expanded to include Wallowa County. • Hold joint meetings to share Integrated Pest Management (IPM) / Integrated Vegetation Management (IVM) plans. • Ongoing–ODOT performs striping. • ODOT borrows graders when needed in the winter. • Work Order contract under review • Held kick off meeting for Bicycle & Pedestrian plan
Wallowa County	• Ongoing agreement to exchange equipment and services. • Development of Wallowa Lake Bicycle & Pedestrian Plan	• Ongoing – County uses ODOT chip spreader for County chip seal projects. • ODOT occasionally performs striping work for the County. • County performs noxious weed spraying for ODOT. • Ongoing-assistance on County chip seal projects. • County provides labor and equipment for ODOT chip seal projects. • County provides a motor grader w/operator to remove snow pack on OR 82 and OR 3 as needed. • ODOT uses the County track hoe on an as needed basis. • ODOT provides some sanding material and de-icer application when requested. ODOT provides sand material to the Joseph Elementary High School. • ODOT used County dozer to push up material for shoulder building. • ODOT uses County dump truck for winter emergencies when ODOT trucks have sanders installed. • ODOT uses County tractor mounted brush mower. • Bicycle & Pedestrian Plan adopted by county.
Wheeler County	• Ongoing agreement to exchange equipment and services.	• Agreement with ODF to use its Spray, OR personnel in winter in exchange for ODF to use ODOT Heppner site for equipment storage.
City of Athena		• City exchange parking and water for soil and sanding rock

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
City of Baker City	• Ongoing agreement to exchange equipment and services.	• Ongoing equipment exchange. • Baker City uses ODOT sidecast broom • ODOT uses Baker City vactor • Baker City is making available a chip spreader and rubber tire roller for backup during a chipseal project • Baker City uses ODOT grader when available • Baker City uses ODOT Striping service.
City of Burns	• Ongoing Exchange Sanding Material for Winter Maintenance of Highway through Burns.	• City has performed plowing, sanding and sweeping in downtown section of US20/US395.
City of Canyon City	• Ongoing exchange for equipment, material and personnel.	• Trading equipment and personnel • ODOT Traded Sanding Material for use of equipment and personnel.
City of Elgin	• Ongoing agreement to exchange equipment and services. •	• ODOT uses City backhoe, water truck, and dump truck for emergency work. • City performs sweeping on OR 82 and OR 204 within the City.
City of Enterprise	• Ongoing agreement to exchange equipment and services.	• City performs sweeping on OR 82 and OR 3 within the City. • City uses ODOT equipment when needed. • ODOT uses City backhoe, brush mover, and vactor truck when needed.
City of Hermiston		• City does sweeping in exchange for use of ODOT equipment. • City uses ODOT broom, loaders, trailers, Layton paver in exchange for using City dump truck and roller. • City sweep/broom 395 in exchange for ODOT sanding rock and de-icer. • City assists with winter maintenance at intersections along 395 • City exchange use of equipment, material and services i.e. winter maintenance, litter/debris.
City of Helix		• City exchanges its pit debris recycling for ODOT water usage.
City of Heppner		• City does sweeping in exchange for use of ODOT equipment.
City of Huntington – Fire Department	•	• Agreement is on file for fire response on I-84 between MP 330 and 365

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
City of Ione		• City exchanges water for rock material
City of John Day	• Ongoing exchange for equipment, material and personnel.	• Trading equipment and personnel • ODOT Traded Sanding Material for use of equipment and personnel.
City of Jordan Valley	• Ongoing agreement to exchange equipment and services	•
City of La Grande		• ODOT treats Adam Avenue with Mag. Chloride in exchange for use of a vactor machine. • Ongoing – ODOT provides striping service.
City of Lexington		• City exchanges water for rock material
City of Meacham		• City plows the Meacham Hotel Road
City of Milton-Freewater		• ODOT uses City water and parks ODOT equipment at City shop
City of Monument		• ODOT removes water from city streets
City of Pendleton	•	• ODOT uses City vactor truck, sewer camera in exchange for the City's use of ODOT grader and other equipment • ODOT uses City equipment wash area street sweeper and City recycles street debris
City of Pilot Rock		• City exchange parking and water for soil and sanding rock
City of Spray		• ODOT removes water from City of Spray streets
City of Stanfield		• City assists in winter maintenance and litter/debris removal along 395. City cleans sanding rock from sidewalks. ODOT provides City with sanding rock and litter bags. City utilized ODOT grinder for small patch project. • City exchange use of equipment, material and services i.e. winter maintenance, litter/debris
City of Wallowa	• Ongoing agreement to exchange equipment and services.	• City performs sweeping on OR 82 within the City.
Owyhee Co, Id	• Exchange rejected material for use of chipseal equipment.	
Various R5 EMS/First Responders	• Ongoing Traffic Incident Management (TIM) Training	• At least one training per County in Region 5 with the exception of Harney County.

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
		• Class being scheduled for Harney County • Training teaches first responders the importance of safe responses and the importance of quick clearance times.
Weiser Rural Fire Protection District	•	• Agreement is on file for fire response on OR201N between MP 0.00 to 9.0 (Weiser Fire Protection Boundary)
Oregon Department of Agriculture	• Ongoing Renting office space at District office.	• Currently one office space rented to Oregon Department of Ag.
Oregon Department of Energy	• Ongoing Boardman to Hemmingway Transmission Line Project	• Reviewed and commented on Agency review. • Submitted Right of Way Maps.
NOAA	• Ongoing Weather Forecasting Tools and information.	• Weather Briefings when needed. • Prototype of a Transportation Network decision making tool.
Oregon State Fire Marshal's Office Hazmat Teams from Ontario and Hermiston	• Ongoing Outreach Programs and Trainings to help speed up Response Times which helps with clearance times.	• Meetings with Hermiston and Ontario Hazmat Teams. • Joint Trainings to first responders and EMS.
Grant County Road Department	• Ongoing exchange for equipment and personnel.	• Trading equipment and personnel.
BLM	• MOU for Incident Response	• Final Copy of MOU has been reviewed with the Office of Maintenance. • ODOT has provided traffic control during wildland fires. • This will allow ODOT to get reimbursed back for traffic control requested for support of fire operations. • ODOT has provided Portable VMS to warn motorist of fire operations.
ODF	• Borrow ODF cat for use at stockpiles and water truck in the spring to help bridge washing • 2 fire and ice employees (work ODOT in the wter and ODF in the summer/they are ODF employees • ODOT seasonal employees work for ODF during busy fire times	• Ongoing

REGION 5		
Government	**Work Under Development**	**Accomplishments to Date**
	and charge out and share our water trucks as requested	

ODOT Partnerships
Status Report – 2016

Active Transportation		
Government	**Work Under Development**	**Accomplishments to Date**
Immediate Opportunity Fund with Business Oregon	• Revising the Immediate Opportunity Fund Policy Guidelines document.	• Cooperative implementation of the existing guidelines.
Metro	• Unified Planning Work Program • JTA Work on House Bill 2001	• Adopted the 2014 RTP, updated the financial plan. Developed and adopted the Regional Transportation Safety Plan. Adopted the Climate Smart Strategy and framework. Administer the existing MTIP. • Completing the work on House Bill 2001, Section 37 and 38, Implementation.
Metropolitan Planning Organization (MPOs)	• Development and implementation of the STIP and MTIP • Coordination of federal funding	• Consultation on the schedule for the 18-21 STIP • Completion of the 15-18 STIP development for final USDOT approval • Implementation of a new STIP-FP financial management system
Central Lane MPO	• Unified Planning Work Program	• Continues work to provide improved tools and data to support transportation planning, decision-making, and performance evaluation.
Salem-Keizer-Turner MPO	• Unified Planning Work Program	• Updated the RTSP and is schedule for adoption in late spring 2015.
Corvallis Area MPO	• Unified Planning Work Program	• Completing CAMPO's Transportation Safety Plan. Working with ODOT on estimating the amount of GHG emission that the area will produce by 2035. Updating the Transportation Demand Model.
Albany Area MPO	• Unified Planning Work Program	• Completion of the Regional Transportation Plan/Regional Transportation System Plan. Implementation of Public Participation Plan and Title VI. Increased collaboration with Corvallis MPO.
Longview-Kelso-Rainer MPO	• Unified Planning Work Program	• Pass through funds for travel only to meetings.
Rogue Valley MPO	• Unified Planning Work Program	• Continue to increase citizen participation and involvement. Continue to work toward more fully integrating transportation and land use planning. Increase integration and availability of transportation option. Expand planning scope to include consideration of the wider transportation-shed.

Active Transportation		
Government	**Work Under Development**	**Accomplishments to Date**
Middle Rogue MPO	• Unified Planning Work Program	• Develop MRMPO Policy Committee regional transportation goals and policies. Developing 2015-2018 Transportation Improvement Program. Developing the 2040 Regional Transportation Plan. Data Collection/analysis for addressing future travel demand, ect.
Bend Area MPO	• Unified Planning Work Program	• Update the MTP to incorporate findings from multiple plans and safety analysis work. Address new MAP-21 requirements and Climate change strategic assessment.
Walla Walla Valley MPO	• Unified Planning Work Program	• To perform work described in FY 2015 UPWP. Pass-through funds to Washington.
FHWA	• To effectively and efficiently manage the federal-aid funds that Oregon receives • Management of Federal funding programs (i.e. CMAQ, SPR, TAP and others)	• Meet annual obligation requirements • Leveraged redistribution of federal funds • Addressed “inactive” projects and implemented a new “end-date” policy • Statewide reporting on program performance
Cities & Counties	• Coordination of funding allocations, both state and federal • Local program project delivery coordination • Statewide coordination with AOC and LOC • Local Certification program for local project delivery	• Negotiated funding agreements with multiple agencies to obligate state and federal funds • Continuous process improvement and coordination about project delivery efforts • Presentations at several statewide meetings about federal funding and local project delivery • Working with 12 different cities and counties who are currently certified, or working to become certified, to delivery federal-aid projects
Scenic Byway Proponent Groups: Travel Oregon, Cities, Counties	• Groups of various stakeholders representing cities, counties, federal and state agencies, business organizations, and chamber of commerce’s throughout Oregon who support the Scenic Byway designations in their area	• Partnered with Travel Oregon to connect proponents with various outreach and promotional opportunities • Continue to evaluate changes to existing scenic byway routes and evaluate potential new routes • Participate in the Governor’s Tourism Conference

ODOT Partnerships
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Active Transportation		
Government	**Work Under Development**	**Accomplishments to Date**
Oregon Parks and Recreation Department	• Scenic Bikeway Program	• ODOT staff support the scenic bikeway program • Participate in evaluation rides and reviews • Provide a conduit between OPRD and ODOT about scenic bikeway opportunities and issues.
Oregon Department of Administrative Services (DAS)	• Highway Cost Allocation Study (HCAS) • Interagency Agreement to share Global Insight data	• ODOT staff provide support to DAS project manager • Conduct an internal review of the HCAS model • Support the bi-annual HCAS report and the Study Review Team (SRT) • Pay for the cost of the consultant services • Data sharing continues

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Basin Transit Service Transportation District	• Purchase of two (2) full sized diesel transit buses as replacement for existing vehicles.	• Request for Quotes prepared and distributed.
Benton County	• Paved shared-use path10 to 12-foot-wide, for 2.1 miles on previously acquired public right-of-way between Independence Highway and NW Scenic Drive.	• IGA in process.
Christmas Valley Park & Recreation District	• Construction of a new, full-length parallel taxiway and reconstruction of an existing aircraft parking and heliport apron at Christmas Valley Airport located in Christmas Valley, Oregon.	• Engineering firm contracts have been signed. Permits complete.
City of Bend	• The Project will construct a Helicopter Operation Area consisting of a Heliport, helicopter parking ramp, and connecting taxiways at the Bend Municipal Airport in Bend, Oregon.	• Environmental assessment closed, FAA & Engineering reviewing comments and preparing responses.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
City of Brookings	• Recipient is a member of the Border Coast Regional Airport Authority (BCRAA). The Project is a contribution to BCRAA for its project consisting of improvements to the Jack McNamera Field Airport located in Crescent City, California.	• Striping & marking of Runway 17/35 complete. Work on runway lights began. Taxiway B, striped and reflectors replaced. Contractor on schedule.
City of Burns	• Demolishing the Burns Municipal Airport existing taxiway and constructing a new taxiway and drainage improvements	• Preliminary drawings, construction operations plan and design report were submitted to FAA for Review. Work will continue on design to the 75% complete stage and then review with City, FAA and airport tenants.
City of Hermiston	• The Project realigns the parallel taxiway at Hermiston Municipal Airport in Hermiston, Oregon and includes associated improvements.	• Reid-Middleton performed Independent Fee Evaluation of the engineering portion of the project. Precision Approach Engineers started design for work project.
City of Madras	• The Project improves Madras Municipal Airport. l	• City will re-scope and re-advertise for bids on the Fuel Tank Replacements, bids received were considerably over budget. Runway portion of project expected to start 2/16/2015.
City of McMinnville	• The Project rehabilitates Runway 4-22 (5,420 feet x 150 feet) and includes associated improvements at McMinnville Municipal Airport (MMV) in McMinnville, Oregon	• Work continues on environmental study and preliminary design. Fleet Mix determination for RSA 22 Evaluation is complete and at FAA for comment.
City of Medford	• The Project consists of design and construction of a 12-foot-wide paved shared-use path and street crossings on each end, at Ellendale Drive and Black Oak Drive.	• Currently coordination environmental impacts and permitting requirements.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
City of Rainier	• A-Street Safety Corridor Project reconstructs where the track goes down the middle of the street, 2 crossings will be closed, 5 crossings to be upgrade with active warning devices & pedestrian crosswalks.	• City's infrastructure inspections are complete, including cost estimates. Plan development for project is currently underway.
City of Redmond	• Rehabilitees Runway 04/22) and includes associated improvements at the Roberts Field Redmond Municipal Airport in Redmond, Oregon.	• Phase I of the project completed on 11/14/2014. Final plans for Phase II are at 95% completion and submitted to FAA for review. Bid documents have been drafted.
City of Tualatin	• Design and construction a 10 to 12-foot-wide concrete, shared-use path, from Nyberg Lane to Barngrover Street. The Project includes lighting under I-5 trail tunnel; gateway features; trash receptacles; benches; interpretive signs; and landscaping.	• 60% design drawings presented to Tualatin Parks Advisory Committee 1/27/2015, final Tualatin City Council review 2/9/2015. Submittal of 90% drawing scheduled for late February, 2015.
Combined Transport Logistics Group, Inc.	• Constructing two rail No. 7 turnouts and one No. 11 turnout. The Project includes installation of three spurs totaling 777 feet of track, 16 track feet timber panel crossing, and 1,337 track feet of walkway. Purchases include one track mobile, sliding derail with crowder, steamer, and link belt 65-ton mobile crane.	• In early design and scoping process. Completed soil tests for engineering and awaiting railroad comment to our propose design.
Community Connection of Northeast Oregon, Inc.	• Purchase of property in Enterprise, Oregon, and construction of a stick built public transit bus barn on the property. Project also includes a storage area and paving of the lot.	• Extension of the lease/purchase agreement 6/30/2015 has been signed. Project engineer has been advised of progress milestones and deadlines.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Grant County	• Help Grant County Regional Airport develop an airport master plan. The Federal Aviation Administration (FAA) has indicated federal Airport Improvement Program (AIP) funds will be available for The Project.	• Waiting for award of FAA AIP grant, due 6/15/15. Initial planning should be completed by that time.
Grant County Transportation District	• Facility enhancement/addition with a new exterior bus shelter that is partially enclosed and has solar lighting.	• All documents received from the engineer. Project went out for bid on 1/11/15 and closed 1/29/15. Board of directors will open sealed bids on 2/11/15 and award project.
Jackson County	• Planning, designing, and constructing a snow removal equipment (SRE) storage building at the Rogue Valley International-Medford (MFR) Airport in Medford, Oregon.	• Scoping and planning is complete.
Josephine County	• Installation of an Automatic Weather Observation System (AWOS) III-T and associated improvements at the Grants Pass Oregon Airport.	• Planning for site selection and environmental assessment continues.
Lake County	• Rehabilitates Lake County Airport Runway 17-35 and run-up areas at the end of Taxiway A and Taxiway B. The Project also includes installation of Runway End Identification Lights (REILs) for Runway 17-35, Precision Approach Path Indicators (PAPIs), lighted wind cones with a segmented circle and two supplementary wind cones adjacent to Runway 17-35. Lake County Airport is located in Lakeview, Oregon.	• Final geotechnical report was received and preliminary pavement design report prepared. Preliminary plans for profile grades, Construction phasing & Safety and Engineering design report have been prepared.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Lane Transit District	• Construction of secure bike parking for approximately 75 bikes on TriMet station property at Beaverton Creek MAX station • Construction of a new trail crossing connection within TriMet right of way • Construction of an enhanced bike parking for approximately 20-50 bikes at Goose Hollow MAX station, on the back edge of the eastbound platform.	• LTD completed collection of information required for finalization of Acknowledgement of State Assistance Agreement. City of Eugene began topographic survey work.
	• Installation of permanent stations at the McVay intersection. Station platforms include bicycle parking, a ticket vending machine, benches, lighting, real time signs, shelter structures and exclusive guideways constructed in front of each platform, landscaping, pedestrian connections and other amenities.	• Continue to define design services scope and cost of services.
LRY, LLC	• Replacement of deteriorated 75-pound-per-yard rail and switches and renewal of ties supporting the renovated rail, as needed.	• Refining plans for the customer industry track portion of the project and getting new cost estimates from contractors. Ballast has been purchased and delivered, no construction work has started.
Malheur Council on Aging & Community Services	• Remodeling a multi-modal bus station. The Project includes enlarging the existing lobby and dining area and construction of restrooms, a covered outside dining area, and a passenger waiting area with an outside accessible restroom.	• Engineering firm is creating scoping and planning document. Anticipate construction award complete by 3/31/2015.
Mid-Columbia Council of Governments	• This Project builds administrative offices as Phase 1 of the Dalles Multimodal Transportation Facility. Est compl 5-2015	• Architect completed construction documents and have been submitted for building plan review. Project will go to bid as soon as ODOT finalizes the bid/contract process.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Morrow County	• Replaces beacon tower at Morrow County Airport. Located in Lexington, Oregon.	• Electrical is complete and waiting, once concrete cures, the Tip Pole and beacon will be up and operational.
Oregon International Port of Coos Bay	• Rail tunnel rehabilitation and includes replacing deteriorating timber support sets with steel sets or rock bolts, as applicable, with geo-technical characteristics of the the rock structure of each tunnel. Project includes undercutting portions of the tunnel base structures, along with ditching and culvert replacement. Undercutting includes replacing deteriorated ties and replacing welded rail. All work will be performed to American Railway Engineering and Maintenance-of-Way Association (AREMA) standards.	• Portland staff is - working to confirm status of permits; develop plans and construction documents for this project.
Peninsula Terminal Company	• The Project consists of constructing two (2) new rail spurs The Project also includes installation of two (2) No. 9 turnouts: the first from lead track; and the second from new 800-foot spur. The turnouts and spurs will be constructed using 115-pound or greater rail, using new treated wood ties, ballast and necessary spikes, tie plates, joint bars and bolts. The rail bed will be constructed across the paved lot on the property.	• Dock track and center beam track installed, lead track being installed. Asphalt contract is awarded and work to start later this month.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Port of Astoria	• The Project improves Runway 13-31 installs a drainage system at the Port of Astoria Airport, all environmental investigations, studies, design, construction administration, and construction of the improvements necessary to complete the Project.	• Finished pre-design and have been awarded permits to conduct the work. Engineering in process.
Port of Morrow	• The Project will install two (2) new switches and construct 2,500 feet of new spur trackage to access a new 100,000-square-foot warehouse that will be built as part of this same improvement. The Project includes a paved truck access with bays for loading and unloading, outdoor lighting and fencing. Water, electricity and sewer services will be extended to the site.	• Permits have been acquired, final engineering plans/bidding documents are complete and construction contract has been awarded.
Port of Portland	• The modernization and upgrade of four container cranes at Terminal 6. Included improvements: update of electronic motor, electrical equip, new operator cabs, install of hoist overload instrumentation, new head block and spreader beam. Est Compl 7-2014	• Headblock spreader beam projects are in close-out. Crane replacement design development is complete and project schedule is being coordinated with CO IV & V projects.
	• Construct a 130-foot face, 60-foot wide approach, T-Pier, along with six mooring dolphins at Rainier Terminal in Rainer, Oregon. Est compl 1-2015	• Crane Travel Improvement project is complete. Shop drawing review, approval and manufacturing is underway for new crane management system.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
	• Purchase two (2) Category A, large heavy-duty buses, total seats approximately 35; two ADA stations; length 35 ft. or greater; diesel fuel. Purchase includes all equipment and supplies necessary to put the vehicle(s) into service. Associated costs incurred from the procurement process, delivery charges, and post-delivery inspections are eligible expenses associated with this Agreement.	• IGA in process.
	• The project will construct a new Runway 12L/30R parallel to and east of Runway 12/30, the airport's main runway and the construction of Taxiways.	• Construction for Helicopter pad is 100% complete, Edge light system 95% complete & PAPI Install 97% complete.
Port of St. Helens	• The Project upgrades, restores, and lengthens the Port Westward Beaver dock, creating a new berth (named "Berth 1"). The Project includes installation of four (4) breasting dolphin structures to be installed in the existing breasting alignment; one (1) 4-foot x 12-foot catwalk with steel handrails; and one (1) 4-foot x 65-foot catwalk with steel handrails; installation of three (3) new mooring dolphin structures; and piles and bents to support approximately 1,500 lineal feet of pipe rack.	• Addressing remainder of permit issues. IGA Amendment is out for signatures.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
Port of Toledo	• The Project improves Runway 13-31 (4,467 feet x 100 feet), installs a drainage system at the Port of Astoria Airport, including associated improvements. The associated improvements include all environmental investigations, studies, design, construction administration, and construction of the improvements necessary to complete the Project.	• Moving of existing buildings is complete. Engineering in progress for upland improvements and haul out pier construction.
Tri-County Metropolitan Transportation (TriMet)	• The Westside Bike & Rides: Access to Jobs Project improves access to transit. The Project includes planning and constructing a new trail crossing and enhanced, secure bike parking at two key MAX light rail stations.	• Land lease evaluation is currently underway. Concept designs for bike parking are moving forward. New trail design is underway.
Union County	• Upgrade a failing drainage system and overlay Runway 12-30 with asphalt and 20-foot shoulders at La Grande/Union County Airport in LaGrande, Oregon. Est compl 7-2015	• Project is complete, except for pavement marking, waiting for winter weather to pass.
Union County	• Update the 1998 La Grande/Union County Airport Master Plan. The master plan will forecast airport facility requirements, prepare a 20 year development program, and identify methods to implement airport related programs for the planning period 2014 - 2034.	• Consultant is gathering forecast data.

Connect Oregon		
Government	**Work Under Development**	**Accomplishments to Date**
White's Hauling and Farm LLC	• Restoring and expanding existing track totaling 4,040-foot • Connection & single end siding • 2 - 1500 -foot single end siding • Truck scale - trucks are weighed before and after they load/unload their commodities • Covered loading area with in-ground hopper – • Auger loads/unloads commodities • Front Loader loads/unloads commodities into railcars and storage barns • Storage barns to stockpile commodities • Modify an existing building • Build a new building per drawing.	• Just started no monthly report received yet.

Transportation Data		
Government	**Work Under Development**	**Accomplishments to Date**
Federal, state and local agencies	• Share traffic count data	• Each year traffic count data is shared to improve efficiency and consistency
Federal, state and local agencies	• Non-Motorized Traffic Count Archive Project: Create a repository for bike and pedestrian count data for all public agencies to share data	• Project started, working on database schema, metadata, and test forms
Federal, state and local agencies	• Share traffic crash data • · Fatals • · Serious Injuries • · Property damage only (PDO) • · Roadway elements • · Crash causative factors • · Driver errors	• Collaborating with Oregon Health Authority on data sharing to improve emergency medical response. Developing data extracts for use by MPO's (currently LCOG and Deschutes Co). In the process of partnering with private host on placing copies of non-PII data in the cloud for access by local agencies for crash diagramming.

Transportation Data		
Government	**Work Under Development**	**Accomplishments to Date**
	• · Bike / Ped vs Motor Vehicle • · Roadway Departure / intersectional • · Lat-long • · All public roads • · More elements…	
Federal, state and local agencies	• GIS data exchange. Jurisdictional boundaries and other key thematic data layers	• city boundaries and shared data and base map service development
Federal, state and local agencies	• OR-Trans, road centerline data,	• Statewide road centerline network, developed from local government data submittal. Distributed to other state agencies and the public
Oregon Traffic Records Coordinating Committee (TRCC)	• The TRCC provides shared and coordinated leadership in Oregon to improve transportation safety through data improvements that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use.	• Each year the committee prioritizes and allocates the funds that Oregon receives. The committee also looks for other collaboration opportunities that are already funded. The committee also maintains a strategic plan and conducts periodic assessments
Department of Geology and Mineral Industries	• Costs to collect Lidar coverage for the entire state	• Currently, we are sharing in the data and costs across state and local agencies.
State and Local Law Enforcement Agencies	• Collaborating on improved traffic patrolling strategies.	• Each year work with Oregon State Police and other local law enforcement agencies on annual data for their strategic traffic patrolling needs.
Oregon Parks and Recreation Department	• Archaeological and Historical Data	• Support the acquisition and utilization of cultural resource data
Oregon Geographic Information Council	• Framework Data Layer Development	• Data exchange standards and data distribution. Collaboration on Framework data development with all levels of government and private business
Federal, State and Local Road Authorities	• ODOT works with all levels of government for the purpose of collecting road data required for federal and state reporting, and then sharing the compiled data. • · Functional Classification • · National Highway System	• Throughout the year data is developed and shared with these agencies. Data and maps are used to document federal funding eligibility.

Transportation Data		
Government	**Work Under Development**	**Accomplishments to Date**
	• · Public Road Inventory • · Certified Public Road Miles • · Road Centerline Information	
Federal, state and local agencies	• Collaborative Long Range Transportation Plan (CLRTP)	• Provide expertise on transportation to Federal Land Management Agencies (FLMA)
Federal, state, and local agencies travel industry organizations as well as the general public.	• Collaboration on the update of State Map information	• The biennial development of the Official Oregon State Map
State agencies	• Esri Software Enterprise License Agreement (ELA)	• Standardized acquisition and payment of Esri GIS software across all state agencies
Federal, State and Local Road Authorities	• Administer portions of federal law (such as MAP-21) that impact funding.	• Provide expertise on available funding strategies.
Federal, State and Local Road Authorities	• Data supporting the development of and reporting on required federal and state performance measures.	• Share traffic counts, infrastructure asset data, crash and other safety data.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
Statewide	• Interagency Agreement between Oregon Department of Transportation and the Oregon Department of Land Conservation and Development to administer the Transportation and Growth Management Program.	• Ongoing program, new agreement to be prepared by June 30, 2015.
Statewide	• Interagency participation and input on program activities and potential grant applications including the Oregon Health Authority, Oregon Main Street Program, Regional Solutions Teams, and others.	• As needed during key program activities

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Tigard	• Tigard Triangle Strategic Redevelopment Plan - The project will result in policy/code changes to create and support mixed use development with balanced, multi-modal transportation options. The plan will build on the station area concept plan for the Tigard Triangle that was created through the Tigard High Capacity Transit Land Use Plan.	• Project underway will end February 28, 2015
City of Amity	• Transportation System Plan - The project will result in a focused Transportation System Plan for the City of Amity. The plan will be in partnership with ODOT and Yamhill County for areas within and adjacent to the new UGB expansion area and along the state highways within the City of Amity. The plan focuses on existing and future transportation connectivity, bicycle and pedestrian plans including coordination with the Amity School District for Safe Route to School and ADA emphasis. The plan will also include existing street development needs.	• City is completing supplemental SDC work before adoption of TSP; will end by 5/29/15

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Cottage Grove	• Main Street Refinement Plan - "Cottage Grove Main Street Refinement Plan," The project will create a multi-modal, accessible streetscape, and integrate the concepts of the Main Street Program. The Plan will be adopted as a component plan to Cottage Grove's TSP and will be used to redevelop five blocks of the Main Street and one block of the intersecting streets.	• Adoption process; will end by 4/30/15
City of Springfield	• Main Street Corridor Vision Plan - Conduct community long range land use/transportation visioning for Main Street corridor. The Project will result in adoption of a Preferred Land Use Vision Plan integrating bus rapid transit station locations for Lane Transit District's Main Street EmX Extension Alternatives Analysis.	• Adoption process; will end by 3/31/15
City of Brookings	• Transportation System Plan Update - The project will result in the City having an updated TSP that will provide guidance for the next 20 years.	• Transportation modeling issues have delayed project; will end in 2015
City of Astoria	• Code Assistance, Astoria Riverfront Vision Code Update - Develop and write updated comprehensive plan language, development code text, and map amendments to implement policies in City's adopted Riverfront Vision Plan for the Civic Greenway and Bridge Vista Plan Areas.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Wilsonville	• Code Assistance, Light Industrial Form-based Zoning Code City of Wilsonville Code Update	• Project underway will end June 30, 2015
City of Canby	• North Redwood Development Concept Plan - This project will result in a plan that: Identifies a mix of residential uses & densities; identifies a comprehensive street network & circulation plan that connects to existing system & promotes alternative modes of transportation; identifies infrastructure to serve future development and protects the significant natural resources in the planning area. The area is one of the few remaining areas in the UGB that has not been annexed into the City, and is identified in the Comprehensive plan as an area required to have a development plan.	• Project underway will end June 30, 2015
City of Happy Valley	• Transportation System Plan Update - The primary product is a newly adopted Happy Valley TSP supported by amendments to City policies, codes, and ordinances that implement the TSP. Updates will be made to comply with new Regional Transportation Functional Plan requirements for local TSPs, the Transportation Planning Rule, and other applicable regulations.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Lake Oswego	• Lake Grove Parking Plan - The project will result in a parking plan for the Lake Grove Village Center at the west end of Lake Oswego. The project includes: 1) an assessment of parking need: 2) a plan for more efficient use of parking - addressing shared parking, off-street connections between parking areas, and shared driveways; 3) identification of strategic locations for public parking facilities; and 4) an overall parking management plan for the district.	• Project underway will end June 30, 2015
City of Milwaukie	• Monroe Street Bike Boulevard/Neighborhood Greenway Assesses current conditions and needs, evaluate best practices, and develop initial and final design options with the community, resulting in new street designs and standards for Monroe Street for bike boulevard/neighborhood greenway treatments.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Portland	• Parking Analysis and Tool Kit for Neighborhood Centers and Corridors - This project will evaluate and revise parking strategies to better support Portland Comprehensive Plan policies. The project will result in two deliverables, (1) a parking occupancy and inventory report for centers and corridors slated for growth in the Comprehensive Plan, and (2) a parking "toolkit" that would identify parking strategies and associated Transportation Demand Management tools to help create multi-modal centers and corridors that meet current and future transportation goals and needs.	• Project underway will end October 31, 2015
City of Portland	• Tryon and Stephens Headwaters Neighborhood Street Plan. The Neighborhood Street Plan will develop roadway, active transportation and storm water improvement options for the local street network and enhance neighborhood access to local destinations and transit stops for pedestrians and bicyclists.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of West Linn	• Transportation System Plan - The project will result in a local TSP that focuses on: solutions to improve non-SOV mode share; solutions to improve safety for all modes; elimination of system gaps; the preservation, maintenance and full utilization of the existing transportation system; and, the creation of performance evaluation criteria to assess the effectiveness of recommended TSP action measures.	• Project underway will end September 30, 2015
Multnomah County	• Westside Rural Multnomah County Transportation System Plan Update - The project will result in an updated Transportation System Plan for the Sauvie Island and Multnomah Channel rural plan area.	• Project underway will end June 30, 2015
Washington County	• 170th Avenue/Merlo Road Conceptual Design Plan - The 170th-Merlo Corridor Concept Plan will explore multi-modal transportation solutions for a rapidly growing suburban corridor. The plan will explore different design and circulation options to improve safety and meet demand for people walking, biking, taking transit and operating vehicles including freight trucks.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Lincoln City	• Nelscott Gap Refinement Plan - Lincoln City proposes a place-making project adjoining ODOT's planned improvements to US 101 in the area of the city known as the Nelscott gap. Stakeholders will work with consultants to create a ready-to-adopt innovative plan to transform the gap into a livable, walkable neighborhood.	• Project is currently being reviewed by Department of Justice, IGA not executed yet.
City of Salem	• Commercial Street/Liberty Road Refinement Plan A detailed street design plan will be developed that will provide the necessary project level planning to transform this area into a welcoming environment for all modes of travel.	• Project complete, processing final bill and closeout.
City of Tillamook	• Hoquarton Area Plan - This project will produce a master plan for the Hoquarton Area of Tillamook. The study area is predominantly industrial waterfront and parklands and will be impacted by ODOT's Tillamook US 101/OR 6 Project	• Project underway will end October 30, 2015
Sunset Empire Transportation District	• Long Range Comprehensive Transportation Plan - The project will develop a long range Comprehensive Transportation Plan for the Sunset Empire Transportation District of Clatsop County. The plan will focus on county-wide transportation planning issues, including local needs, visitor needs, bus stop and facility citing, incorporating transit within local land use planning efforts, including other TSP updates, as well as coordinating with the new five-	• Project underway will end March 31, 2016

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
	county transit alliance.	
Tillamook County Transportation District	• Transit Development Plan - The project will result in a Transit Development Plan for the Tillamook County Transportation District to enable the District to grow ridership by locating and designing site plans for highly visible major transit stops and guide the development of the District's transit services over the next 5 to 10 years.	• Project underway will end December 1, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Banks	• Bicycle and Pedestrian Plan - The City of Banks' Bicycle and Pedestrian Master Plan will plan for a convenient and safe non-automobile transportation system for local trips within the community, and tie in with regional trail systems. The Plan will identify access points, preferred alignments, key road crossing options, trail standards, design elements, regulatory requirements, preliminary cost estimates, and potential sources of funding while ensuring compliance with state and local standards	• Project underway will end December 31, 2015
City of Oakland	• Local Street Network Plan - This project will result in the creation of a Local Street Network Plan for the community of Oakland. With emphasis on providing street connectivity, the project will focus on local land uses and enhancing accessibility to shopping, schools, residential areas, bike/pedestrian safety and circulation areas and other community destinations.	• Project underway will end June 30, 2015
City of Reedsport	• Levee Trail System Plan - The City of Reedsport is developing a levee trail master plan for future development of a multiuse trail system. The final product will be a support document to the City's TSP and Comprehensive Plan Document.	• Project underway will end March 31, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
Rogue Valley Council of Governments	• City of Talent Urban Reserve Concept Plan - The project will result in adoption-ready land use and transportation conceptual plans for two future growth areas adjacent to Talent. These area were identified in the greater Bear Creek Valley Regional Plan adopted by Jackson County in 2012 and acknowledged by DLCD in 2013. Concept plans are a pre-requisite to adding growth areas to urban growth boundaries.	• Project underway will end June 30, 2015
Rogue Valley Council of Governments	• Alternative Measures and Bench Marks Audit - The Rogue Valley MPO adopted 7 Alternative Measures to help reduce automobile dependency in the Rogue Valley. These goals, policies and objectives need to be reviewed and audited to demonstrate how effective they have been.	• Project underway will end June 30, 2015
City of Bend	• Integrated Land Use and Transportation Plan - City of Bend will create an Integrated Transportation and Land Use Plan for the central and westside areas of the City.	• Project underway will end October 31, 2015
Gilliam County	• Transportation System Plan - The project will result in an updated TSP as well as an updated Comprehensive Plan and associated codes. The plan will be developed in collaboration with the county entities, ODOT and DLCD with input from citizens and businesses.	• Project underway will end June 30, 2015

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Weston	• Updated Transportation System Plan - This project will update existing Traffic Growth Management and Safe Routes to Schools plans by connecting them with a Plan for the major thoroughfare. It will also connect with additional projects currently underway, including a Water System upgrade, Weston Main Street, Oregon Trail interpretive project, Weston Parks and Recreation Plan, and Saling House Endangered Places.	• Project underway will end September 30, 2015
City of Fairview	• Transportation System Plan Update - The primary product is a newly adopted Fairview TSP and supporting amendments to City implementing documents (development code, comp. plan). Updates will be made to comply with new Regional Transportation Functional Plan requirements for local TSPs, the Transportation Planning Rule, and other applicable regulations. The TSP process will include HEAL (Healthy Eating Active Living) policies related to transportation as Fairview is a HEAL City.	• Consultant selected, negotiations underway for IGA and Contract.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Portland	• Growing Transit Communities - This project will identify corridors within the City of Portland where the development of compact, transit-oriented communities would be stimulated by targeted investments that support a high level of access to fast, reliable, and frequent transit service. It will then identify and prioritize the specific infrastructure, program, and policy investments that are most needed in those corridors. The project will be incorporated into future updates of the Transportation System Plan and Regional Transportation Plan.	• In the process of IGA being reviewed and prepared.
	• Central City Truck Parking and Loading Plan - This project will develop a comprehensive truck loading and parking strategy for the Central City This project will recommend strategies and street designs options applicability for Portland's Central City.	• Consultant selected negotiations underway for IGA and Contract.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Wood Village	• Town Center Master Plan and Transportation System Plan Update - This project will complete an updated master plan for the Town Center area in Wood Village, including economic evaluation of viable land uses, technical evaluation of the constraints of the zone, vision for the area, and TPR level transportation evaluations of alternatives, resulting in an adoptable master plan, specific text amendments to the enabling comprehensive plan, and regulatory codes.	• Consultant selected, negotiations underway for IGA and Contract.
Clackamas County	• Monroe Neighborhood Street Design Plan - The project will result in a street design plan for that portion of Monroe Street in unincorporated Clackamas County with connections to the Clackamas Regional Center area. The plan will be developed in conjunction with ODOT and the City of Milwaukie based on an analysis of needs along with input from community outreach.	• Consultant selected, negotiations underway for IGA and Contract.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
Clackamas County	• Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan - The Plan will result in the amendments to the County Transportation System Plan. It will include identifying and prioritizing needed facilities, designing appropriate crossings of US 26, undertaking a feasibility study of a multi-use trail through the area, and completing a Safe Routes to Schools plan for the Welches school. It will be conducted in partnerships with ODOT, representatives from the Villages at Mt. Hood, and other community stakeholders.	• Consultant selection process underway.
TriMet	• Bicycle Plan - The TriMet Bicycle Plan would result in a final document providing guidance to agency policy and planning efforts regarding bicycle accommodation on-board transit vehicles; appropriate bicycle parking types and quantities at stations and stops; and innovative marketing strategies to ensure usage and acceptance.	• Consultant selection process underway.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
Washington County	• The Right-Sizing the Parking Code project intends to identify and evaluate current needs and best practices. The county will work with community and business partners to develop consensus around proposed amendments that encourage enhanced transit and pedestrian-related infrastructure, compliment and enhance Transportation Demand Management strategies, accommodate electric vehicle parking, support affordable housing objectives, and allow greater flexibility in how businesses, property owners and developers accommodate employee/customer/visitor/patient parking.	• Consultant selected, negotiations underway for IGA and Contract.
City of Gearhart	• Transportation System Plan - The project will result in a Transportation System Plan for the City of Gearhart. The project will be coordinated with ODOT because the City is bisected by Hwy 101, by Clatsop County, and the City of Seaside. The project will include tsunami evacuation routes as an element of the plan.	• Statement of work being developed.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Newberg	• Historic Downtown Plan - The Newberg/Dundee Bypass is currently under construction and is expected to be complete by 2016. Once the bypass is completed, Newberg will have a unique opportunity to transform its downtown in a manner that will enable it to reach its highest potential. The grant funds will enable the community to develop a comprehensive land use and transportation plan that will help reach this goal.	• Consultant selected, negotiations underway for IGA and Contract.
City of Newport	• Local Improvement Districts Implementation Plan - Project will develop model policy, code, and informational materials to assist the City of Newport and other local jurisdiction in making Local Improvement Districts (LIDs) an effective and publicly acceptable financing tool for needed transportation system improvements. A toolbox of financing strategies and methods for efficiently structuring an LID program will be developed, and an action plan will be prepared for two case study areas within the City that are well positioned for having LIDs fund needed street system improvements.	• Consultant selected negotiations underway for IGA and Contract.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Salem	• State Street Refinement Plan - This project aims to revitalize State Street into a vibrant, attractive, walkable mixed-use corridor through coordinated land use and transportation improvements. It will result in street cross sections that illustrate how State Street can be transformed within its constrained right-of-way into a welcoming environment for all transportation modes. Zoning regulations and design standards will also be developed to encourage pedestrian-friendly redevelopment and mixed-use development.	• Consultant selection process underway.
Port of Tillamook Bay	• Salmonberry Corridor Master Plan Integration - Coastal Segment - The multi-jurisdictional project will integrate the Salmonberry Corridor Master Plan with participating city and county comprehensive plans and/or transportation system plans. The project will also identify opportunities to improve intracity travel with well-connected, multi-modal transportation systems that link activity centers to the planned Salmonberry Trail and other local and regional assets. The project team will work closely with ODOT to ensure that any existing and/or planned highway crossings occur at appropriate locations while meeting safety and other standards.	• Statement of work being developed.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of North Bend	• North Point Industrial Lands Master Plan - The project will determine the most efficient way to integrate land use, multimodal transportation, and utility improvements at the 50-acre City of North Bend North Point Workforce Housing Project industrial site, a large scale temporary workforce housing development for the Jordan Cove Energy Project (JCEP). When the lands used for workforce housing are vacated, the land will be the only "shovel ready" site zoned for heavy industrial use within Coos County. The master plan will prepare the City for designing, engineering, and constructing any additional needed improvements to promote the economic vitality of the site when the use of the land reverts to suitability for primarily industrial use.	• Consultant selected, negotiations underway for IGA and Contract.
Confederated Tribes of Coos, Lower Umpqua & Siuslaw	• Coos Head Area Master Plan - The Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians will lead a collaborative effort to rezone their Coos Head property based on a master plan of uses.	• Consultant selection process underway.

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
Rogue Valley Council of Governments	• City of Phoenix Urban Reserve Area Concept Plan - This project will create a land use and transportation concept plan for two of the newly created Urban Reserve Areas for Phoenix. The plan will be developed in a partnership involving RVCOG, City of Phoenix and ODOT. It will work with the community and other agencies in the development of the plan.	• Project underway will end June 30, 2016
City of Klamath Falls	• Urban Trails Master Plan - The project will produce a master plan focusing on active transportation to primarily increase trail connectivity and signage.	• Statement of work being developed.
City of The Dalles	• Transportation System Plan Update - The project will completely update The Dalles Transportation System Plan.	• Consultant selected, negotiations underway for IGA and Contract.
Lake County	• Transportation System Plan Update - This project will result in an updated TSP as well as an updated Comprehensive Plan and associated codes. The plan will be developed in collaboration with the county entities, ODOT and DLCD with input from citizens and businesses.	• Consultant selected, negotiations underway for IGA and Contract.
City of Pendleton	• Transportation System Plan Pedestrian, Bicycle and Transit Update - The City will update its 2006 TSP consistent with the third phase of an adopted Work Program for Periodic Review.	•

Transportation Growth Management		
Government	**Work Under Development**	**Accomplishments to Date**
City of Lafayette	• Code Assistance, City of Lafayette Downtown Design and Infill Standards	• Project underway will end June 30, 2015
City of Cascade Locks	• Code Assistance, Code Assessment for the City of Cascade Locks - Cascade Locks is updating its development code.	• Project underway will end May 31, 2015
City of Forest Grove	• Code Assistance, Mixed-use and Town Center Zoning for the City of Forest Grove	• Project underway will end November 30, 2015
City of Gresham	• Code Assistance, City of Gresham Transportation System Plan Implementation to create code standards to implement the recently adopted Gresham Transportation System Plan.	• Project underway will end December 31, 2015

Transportation Planning Unit		
Government	**Work Under Development**	**Accomplishments to Date**
Department of Land Conservation and Development	• Jointly manage the Oregon Sustainable Transportation Iniatitive - A program which fulfills Legislative requirements for ways to plan for reducing GHG emissions	• Developed Toolkit for local jurisdictions Developed Scenario Planning Guidelines Collaborated on GHG Reduction Targets Collaborated on a Statewide Transportation Strategy
Portland Metro Metrrpolitan Planning Organization	• Scenario Planning for GHG emissions (Metro Climate Smart Communities Scenarios Project)	• Evaluated ways to reduce GHG emissions Selected and adopted a prefered scenario
Central Lane Metropolitan Planning Organization	• Scenario Planning for GHG emissions (Central Lane Scenario Planning)	• Evaluated ways to reduce GHG emissions In process of refining to a prefered scenario
Corvallis Area Metropolitan Planning Organization	• Scenario Planning for GHG emissions (CAMPO Strategic Assessment; CAMPO Scenarios Analysis)	• Evaluated outcomes of plans and trends Tested different policy choices against outcomes

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Transportation Planning Unit		
Government	**Work Under Development**	**Accomplishments to Date**
Rogue Valley Metropolitan Planning Organization	• Scenario Planning for GHG emissions (RVMPO Strategic Assessment)	• Starting process to evaluate outcomes of plans and trendsand test different policy choices against outcomes
Department of Energy	• Informal data and information sharing related to reducing GHG emissions • EcoDrive - Communication materials with tips for driving fuel efficiency	• Collaborated on assumptions for OSTI products Jointly reported to Oregon Global Warming Commissions on GHG reductions
		• Collaborate on collateral materials Distribute materials through networks
Department of Environmental Quality	• Informal data and information sharing related to reducing GHG emissions • EcoDrive - Communication materials with tips for driving fuel efficiently	• Collaborated on assumptions for OSTI products Jointly reported to Oregon Global Warming Commissions on GHG reductions
		• Collaborate on collateral materials Distribute materials through networks
Oregon Health Authority	• Better linking transportation outcomes to health impacts, as well as opportunities for data sharing	• Signed a MOU between agencies Held training with investment committees to see connections between transportation and health Offering training workshops Working on data sharing

Transportation Planning Analysis Unit		
Government	**Work Under Development**	**Accomplishments to Date**
Middle Rogue MPO	• Extension of Staff for Model Development/Support • MRMPO Regional Transportation Plan Modeling using regional OSUM transportation model, S. Oregon Activity-Based Model Development	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Grants Pass	• Extension of Staff for Model Development/Support • MRMPO Regional Transportation Plan Modeling using regional OSUM transportation model	• Developing travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.

Transportation Planning Analysis Unit		
Government	**Work Under Development**	**Accomplishments to Date**
Rogue Valley MPO	• Extension of Staff for Model Development/Support • Transit upgrade of regional JEMnR transportation model using latest On-Board Survey and Oregon household activity survey (OHAS), S. Oregon Activity-Based Model Development	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
Corvallis MPO	• Support for data development for Corvallis-Albany Lebanon regional Model (CALM) • Modeling support for regional planning effort	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
Albany MPO	• Support for data development for CALM regional Model • Modeling support for regional planning effort	• Developed multi-model travel demand model. Provide modeling and analytical support for, Local Transportation System Plan, Project Development, and Development review activities.
Benton County	• Support for data development for CALM regional Model	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Lebanon	• Support for data development for CALM regional Model. TSP modeling support	• Developed multi-model travel demand model. Provide modeling and analytical support for Transportation System Plans, Project Development, and Development review activities.
City of Philomoth	• Support for data development for CALM regional Model. TSP modeling support	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
Bend MPO	• Extension of Staff for Model Development/Support • Update/support for the current MPO model. Development of combined Bend-Redmond Regional model with other model enhancements	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.

Transportation Planning Analysis Unit		
Government	**Work Under Development**	**Accomplishments to Date**
City of Redmond	• Extension of Staff for Model Development/Support • Support for data development for the Bend-Redmond regional Model (BRM). TSP modeling support, development review modeling support.	• Developed multi-model travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
Linn County	• Support for data development for CALM regional Model	• Developed multi-model travel demand model. Provide modeling and analytical support for Transportation System Plans, Project Development, and Development review activities.
City of Roseburg	• Extension of Staff for Model Development/Support • Model update and application.	• Developed travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of The Dalles	• Extension of Staff for Model Development/Support • Development of City of The Dalles first Travel Demand Model.	• Developing travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Newport	• Extension of Staff for Model Development/Support • Development of City of Newport Travel Demand Model for both average weekday and seasonal conditions.	• Developing travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Brookings	• Extension of Staff for Model Development/Support • Model Update - new future year scenario(s) for 2035	• Updating travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of CoosBay	• Extension of Staff for Model Development/Support • Model update - New future year scenario	• Updating travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Prineville	• Extension of Staff for Model Development/Support •	• Provided travel demand model, modeling services and analytical support for Transportation System Plan, Project Development, and Development review activities.

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Transportation Planning Analysis Unit		
Government	**Work Under Development**	**Accomplishments to Date**
City of Newberg	• Extension of Staff for Model Development/Support	• Updated travel demand model. Travel modeling and analytical support for Local Transportation System Plans, Project Development, and Development review activities.
City of McMinnville	• Extension of Staff for Model Development/Support	• Updated travel demand model. Travel modeling and analytical support for Local Transportation System Plans, Project Development, and Development review activities.
Astoria-Warrenton	• Extension of Staff for Model Development/Support	• Updating travel demand model. Provide modeling and analytical support for Regional Transportation System Plan, Local Transportation System Plans, Project Development, and Development review activities.
City of Woodburn	• Extension of Staff for Model Development/Support •	• Provided travel demand model, modeling services and analytical support for Transportation System Plan, Project Development, and Development review activities.
Klamath Falls	• Extension of Staff for Model Development/Support	• Updated travel demand model. Travel modeling and analytical support for Local Transportation System Plans, Project Development, and Development review activities.
DLCD	• Collaborate on GHG Planning for Oregon MPOs	• Strategic Assessments for CAMPO and RVMPO; Scenario Planning for Metro and Central Lane. Agency Technical report for MPO GHG Target Rule
DEQ	• Collaborate on vehicle technologies and emissions	• Agency Technical report for MPO GHG Target Rule
DEQ	• Data exchange	• Partnered with DEQ to provide DMV vehicle data in exchange for additional data related to vehicle fuel efficiency and odometer readings for about half of the Oregon fleet of registered vehicles.
DOE	• Collaborate on transportation energy/fuels and GHG planning	• Agency Technical report for MPO GHG Target Rule
Rogue Valley Transit District (RVTD)	• Collaborate on improved transit analysis tools in RVMPO	• • Review of TBEST Consultant Report • Transit on-board survey review • Scenario Testing of updated RVMPO Travel Demand Model Transit functionality
Portland State University (PSU)	• Collaborate on research projects for transportation analysis tools	• Examples include Pooled Fund Grant for Bike Counts, Training program planning, ODOT Research projects coordination
Metro	• Obtain resources for new metropolitan freight model • TAC for SHRP2 C20 Freight Model development, including linkages to SWIM.	• Partnered to write SHRP2 grant to gain funding for freight model development. Grant was awarded for $350K in 2014. • Review proposed methodology and work plan. Work has just begun.

Transportation Planning Analysis Unit		
Government	**Work Under Development**	**Accomplishments to Date**
Port of Portland	• TAC member for 2014 Commodity Flow Study • Team partner for 2014 Cost of Congestion Study • Team partner in SHRP2 C20 grant proposal	• Provided technical review and recommendation regarding deliverables and methods used by consultants, provided data from SWIM. • Reviewed and edited scope of work, participated in project meetings, provided technical expertise, provided data for ODOT modeled MPOs, provided SWIM data, provided technical review, provided technical info related to Rough Roads Ahead and Seismic Vulnerability analysis, reviewed deliverables, prepared related data - statewide VMT. VMT growth patterns for Oregon and US, and per capita VMT over time. • See reference under Metro
Corvallis MPO	• OHAS	• Fielded many questions regarding patterns and data from OHAS, provided recommendations related to new survey, technical advice and explanation to MPO and city;
Oregon Modeling Steering Committee (OMSC)	• Facilitation and exchange of information amongst member agencies (about 20)	• OMSC is a forum for agencies to exchange information related to common objectives, especially related to transportation planning and analysis. The group has been in place for nearly 20 years.
OR Health Authority	• Member of Data Survey Partnership Committee • Data, Modeling and Analysis Coordination	• Purpose is to share data sources and find common areas of informational need in order to develop new opportunities to share resources to meet common needs. • Share data across agencies to analyze health impact of transportation system plans and actions. In addition to TPAU working directly with OHA, the OMSC has a subcommittee that is fostering partnerships between OODT, OHA, MPO's and others.

Research		
Government	**Work Under Development**	**Accomplishments to Date**
	• Copper Removal from storm Water Runoff Using Fish Bone Mean	• Ongoing Workorder Contract
	• Impacts of Potential Seismic Landslides on Lifeline Corridor	• Ongoing Workorder Contract
	• Strengthening Methods for Deficient Flexural Steel Anchorages in Bridge Girders	• Ongoing Workorder Contract
	• Performance Based Selection of RAP-RAS in Asphalt Mixtures	• Ongoing Workorder Contract

Research		
Government	**Work Under Development**	**Accomplishments to Date**
Oregon State University	• Bluetooth Data Collection System for Planning and Arterial Management	• Completed & published in August 2014
	• Appropriate Width of filter Strips for Natural dispersion of Stormwater in Western Oregon	• Ongoing Workorder Contract
	• Assessment of High Strength Steel Bars and Steel Casing on Response of Drilled Shafts	• Ongoing Workorder Contract
	• Toward Effective Design Treatments for Right-Turns at Intersections with Bicycle Traffic	• This project is split between OSU and PSU
Oregon State University	• Implementing Safe and Effective Speed Reductions for Specific Freeway Work Zones	• Completed & published in September 2014
	• Investigation of Bicycle and Pedestrian Count Technologies	• Ongoing Workorder Contract
	• Optimal timing and Detection Practices for Red Clearance Extension	• This project is split between OSU and PSU
	• Road User Charge Economic Analysis	• Ongoing Workorder Contract
	• Titanium for Strengthening Existing Reinforced Concrete Bridges	• Ongoing Workorder Contract
	• Strategies to Increase the Service Life of Bridge Decks	• Ongoing Workorder Contract
	• Bridge Seismic Retrofit Measures Considering Subduction Earthquakes	• In final stages of completion
	• Residential Location choices for Transportation Decision Making	• Final report should be posted within a week
	• Multi-modal Performance Measures in Oregon: Developing a Transportation Cost Index	• Work half-way completed

Research		
Government	**Work Under Development**	**Accomplishments to Date**
Portland State University	• Evaluation of Weather Based Variable Speed Limit Systems • Toward Effective Design Treatments for Right-Turns at Intersections with Bicycle Traffic • Crowdsourcing as a Data Collection Method for Bicycle Performance Measures	• Shared with Montana State University • Shared with Oregon State University • Ongoing Workorder Contract
Portland State University	• Impact of Cascadia Earthquake on the Seismic Evaluation Criteria of Bridges • Optimal Timing and Detection Practices for Red Clearance Extensions • Safety Effectiveness of Pedestrian Crossing Enhancements • Risk Factors for Pedestrian and Bicycle Crashes	• Ongoing Workorder Contract • Shared with Oregon State University • Will begin this quarter • Will begin this quarter
Iowa State University	• Premature Asphalt Concrete Pavement Cracking	• Final stages - wiating on Final Report
Montana State University	• Corrosion Monitoring System for Reinforced Concrete Structures • Understanding and Mitigating Effects of Chloride Deicer • Evaluation of Weather Based Variable Speed Limit Systems • Risk Factors Associated with High Potential for Serious Crashes	• One project almost complete • Completed & published September 2014 • Shared with Portland State University • Ongoing Workorder Contract
Texas Transportation Institute	• Improved Safety Performance Functions for Signalized Intersections • Effective Measures to Restrict Vehicle Turning Movements	• Close to completion • Close to completion
Auburn University, Alabama	• Mechanistic Design Data	• Ongoing Workorder Contract

Research		
Government	**Work Under Development**	**Accomplishments to Date**
CalPoly, California	• Preparing a Possible Oregon Road Map for Connected Vehicle/Cooperative Systems	• Ongoing Workorder Contract
Northern Arizona University	• Improving Adaptive/ Responsive Signal Control Performance	• Ongoing Workorder Contract