DRAFT (11/2/2026)
LONG-TERM DATA MANAGEMENT AND MAINTENANCE PLAN

DATE: November 2, 2026

TO: Project Partners

FROM: ODOT Multimodal Inventory Project Management Team

SUBJECT: Long-Term Data Management and Maintenance Plan Project #P24069

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1. EXECUTIVE SUMMARY

In 2024, the Oregon Department of Transportation (ODOT) initiated the Multimodal Inventory Project to provide cities, counties, and other transportation partners with consistent multimodal data to support long-range transportation planning and compliance with updated Oregon Transportation Planning Rules associated with the Climate-Friendly and Equitable Communities rulemaking.

The Long-Term Data Management and Maintenance Plan establishes a framework for sustaining ODOT's Multimodal Inventory Project investment over time, documenting how the statewide inventory was developed and how ODOT and partner agencies can collaboratively maintain it. Extensive engagement with local agencies, technical committees, and data users informed the inventory's standardized data layers, attributes, documentation, and long-term management strategy, with an emphasis on maintaining useful, locally relevant data while supporting consistency and statewide applications.

The recommended approach is a hybrid data management model in which local jurisdictions retain ownership and responsibility for maintaining authoritative local datasets, and conducting quality assurance (QA) and quality control (QC), while ODOT maintains selected statewide datasets, annually collects jurisdiction updates, conflates them into statewide layers, and distributes the resulting information through its enterprise Geographic Information System (GIS) environment and Multimodal Web Application.

This plan establishes recommended maintenance schedules and data standards, provides technical resources and tools to help jurisdictions make updates efficiently, and proposes a voluntary governance structure supported by a memorandum of understanding (MOU) and an interagency working group focused on standards, training, data releases, documentation, and continuous improvement. Data access and distribution are designed to account for licensing and source-data restrictions, while maintaining broad usefulness for planning.

Finally, Appendix C illustrates data use cases, documenting testing of the inventory through typical analyses such as modal mileage, crash analysis, network routing, and bicycle level of traffic stress (LTS) demonstrates that the datasets are suitable for citywide, planning-level analysis, while also underscoring the importance of appropriate data preparation, consistent standards, and ongoing quality assurance.

2. PARTNER ENGAGEMENT

Partner engagement began in early 2024 and continued throughout the project. Through surveys, agency coordination, technical committees, and statewide outreach, ODOT worked with local jurisdictions, regional agencies, and data users to develop consistent, useful datasets and establish a practical approach to long-term data management.

ENGAGEMENT APPROACH

ODOT used several methods to gather feedback, address technical challenges, and inform project decisions.

- **Agency Surveys:** GIS and planning staff identified existing datasets, data gaps, maintenance challenges, and opportunities to improve data usability.
- **Direct Agency Coordination:** Meetings with participating jurisdictions supported data collection, gap analysis, quality assurance and quality control (QA/QC), and final data delivery. Pilot agencies helped test and refine the process.
- **Technical Committees:** The Multimodal Inventory Steering Committee (MISC) and Statewide Technical Advisory Committee (STAC) provided guidance on data standards, collection methodologies, and long-term maintenance.
- **Long-Term Management Discussions:** Individual agency meetings explored local maintenance capacity, opportunities for collaboration, and participation in future data management efforts.
- **Statewide Communications:** Cohort emails, GovDelivery updates, and virtual briefings kept partners informed and provided additional opportunities for feedback.

WHAT WE LEARNED

Four key priorities emerged from the feedback that helped shape the inventory's structure, data standards, and recommended long-term management approach:



1. **Establish Consistent, Useful Data Standards**
   Feedback from GIS staff, planners, and technical committees helped define standardized data attributes, collection methodologies, and QA/QC procedures. These standards support Transportation Planning Rules (TPR) requirements while making the data useful for broader planning applications.



2. **Build on Existing Local Data and Resources**
   Jurisdictions have different data systems, staffing levels, and technical capabilities. The project prioritized using existing authoritative datasets and accommodating local practices wherever possible, balancing statewide consistency with local flexibility.



3. **Make Long-Term Maintenance Practical**
   Partners emphasized the importance of integrating data updates into existing workflows, prioritizing essential datasets and attributes, and providing technical resources to support efficient maintenance. This feedback informed the recommended maintenance schedules and guidance provided in this plan.



4. **Share Responsibility Through Collaboration**
   Partner input supported a hybrid data management model in which jurisdictions maintain their authoritative local datasets and conduct QA/QC, while ODOT compiles and distributes standardized statewide datasets. This approach preserves local ownership while supporting statewide consistency and accessibility.

INFORMING LONG-TERM DATA MANAGEMENT

Partner engagement established the foundation for the recommended collaboration model, maintenance responsibilities, and voluntary governance structure outlined in this plan. Continued coordination through a proposed interagency working group will support consistent data standards, technical guidance, and ongoing improvements to the statewide inventory.

Additional details about engagement activities, participating agencies, and committee meetings are provided in Appendix A.

3. DATA LAYERS AND ATTRIBUTES

Datasets were developed to meet the transportation system plan inventory requirements for cities within metropolitan areas as outlined in the TPR. The data covered the urban growth boundaries for each of these cities and, to the degree possible, was accompanied by standardized geometries and attributes. These datasets have been provided to jurisdictions as ESRI file geodatabases, with supporting metadata and documentation that describe both the individual datasets as well as technical coordination activities.

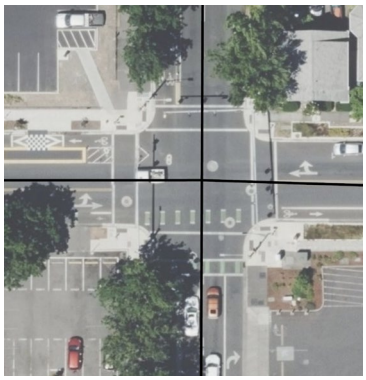
This section includes descriptions of both the data and the supporting documentation provided. These resources can be used in conjunction with the project-developed technical memos to better understand the data schemas, development processes, quality assurance procedures, and coordination steps.

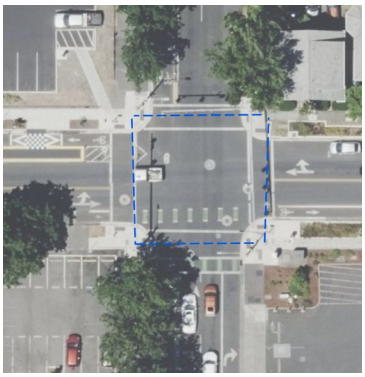
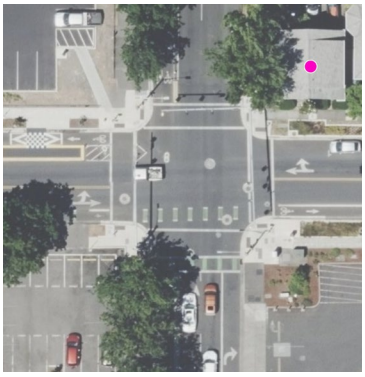
Note: Jurisdiction participation in the ODOT Multimodal Inventory Project is voluntary. This extends to the geometry and structure of project datasets. In some cases, jurisdictions opted not to use the standard geometry. This typically occurred when a jurisdiction had an existing, mature dataset that did not follow the project standard geometry. For example, several jurisdictions used road centerlines rather than sidewalk centerlines for pedestrian facilities. In other cases, jurisdictions had more than one dataset for a mode. For example, several jurisdictions had both trail and sidewalk data layers. For both cases, non-standard geometry and multiple data layers, the project team prepared the provided datasets with the standard project attributes.

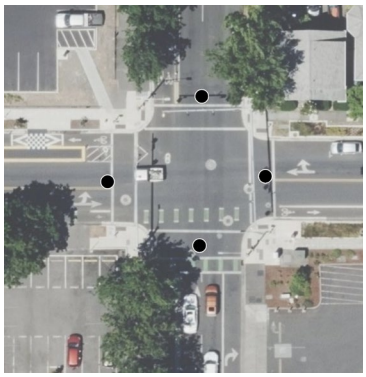
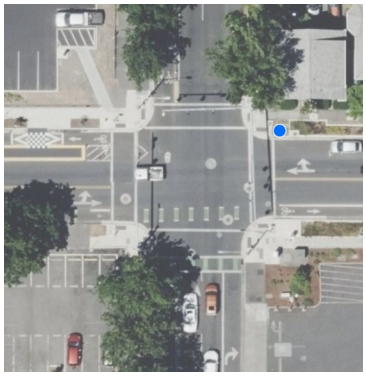
DATA LAYER DETAILS

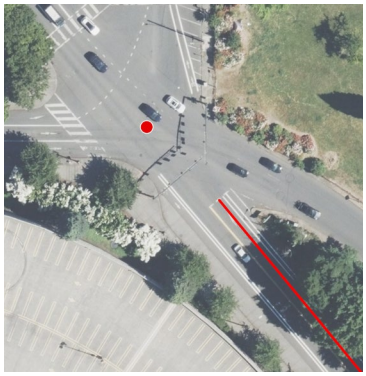
The project team developed the following datasets for jurisdictions and transit agencies with standardized geometries and attributes. Whenever possible a jurisdiction's existing, authoritative data was updated rather than creating a new dataset.

TABLE 1: DATASETS FOR JURISDICTIONS & TRANSIT AGENCIES

DATASET	STANDARD NAME[1]	DESCRIPTION	GEOMETRY TYPE[2]	EXAMPLE SCREENSHOTS OF MAPS
Roadways	Roadways CFEC	Centerlines for each road segment.	Line	
Freight Routes	Freight Routes CFEC	Centerlines for each freight route.	Line	
Freight Terminals	Freight Terminals CFEC	Points representing significant intermodal or other freight terminals.	Point	

DATASET	STANDARD NAME[1]	DESCRIPTION	GEOMETRY TYPE[2]	EXAMPLE SCREENSHOTS OF MAPS
Pedestrian Facilities	Pedestrian Routes CFEC	Lines representing the centerlines of each pedestrian facility.	Line	
Bicycle Facilities	Bicycle Routes CFEC	Lines representing the centerline of each bicycle facility.	Line	
Marked Bicycle and Pedestrian Crossings	Bicycle and Pedestrian Crossings CFEC	Lines representing the centerline of marked bicycle and pedestrian crossings.	Line	
Key Destinations	Key Destinations CFEC	This dataset is delivered as an empty feature class for the jurisdiction to populate during the TSP development. It is structured to include points representing the location of key destinations as described in the TPR.	Point	

DATASET	STANDARD NAME[1]	DESCRIPTION	GEOMETRY TYPE[2]	EXAMPLE SCREENSHOTS OF MAPS
Crashes	Crashes CFEC	ODOT developed crash locations with additional attributes developed by the project team.	Point	
Intersection Points	Intersections CFEC	Points representing each leg of an intersection. This dataset can also be used to identify unmarked bicycle and pedestrian crossings.	Point	
Transit Lines[3]	Transit Lines CFEC	Lines, derived from ODOT-hosted GTFS services, representing transit lines.	Line	
Transit Supportive Facilities (Transit Stops)[3]	Transit Supportive Facilities CFEC	Points, derived from ODOT-hosted GTFS services, representing transit stops, stations, and centers.	Point	

DATASET	STANDARD NAME[1]	DESCRIPTION	GEOMETRY TYPE[2]	EXAMPLE SCREENSHOTS OF MAPS
Transit Priority Infrastructure[3]	Transit Priority Infrastructure Points Transit Priority Infrastructure Lines	Points and lines developed with input from transit agencies, representing transit priority infrastructure including bus only lanes, queue jumps, and other improvements. At the time of development this dataset only applies to TriMet and Lane Transit District.	Points & Lines	

[1] Standard names are applied when developing a new dataset for a jurisdiction. For jurisdictions where existing datasets were updated, the project team maintained the existing dataset name provided by the jurisdiction. For jurisdiction specific data naming conventions, see the Jurisdiction Summary Spreadsheet and/or Jurisdiction Delivery Email.

[2] While the project team proposed applying the standard geometry to all jurisdictions, some jurisdictions opted to use their existing geometry. For example, some jurisdictions opted to use road centerlines for bicycle and pedestrian facility datasets.

[3] Transit datasets were developed for each available transit agency to reflect the agency's entire service area, not the service area within each jurisdiction. Some jurisdictions are serviced by more than one transit agency.

For detailed attribute descriptions and additional information on the relationship of each dataset to the Transportation Planning Rules (TPR), see Dataset Methodology Tables listed in Appendix B - Resources.

JURISDICTION DATA DELIVERABLES

In addition to final datasets, each jurisdiction received documentation describing data sources, development steps, and any unique aspects or anomalies to be aware of. These documents include:

- **Jurisdiction Delivery Email:** This email, delivered by ODOT, provides an overview of the project, data being delivered, any unique aspects of the data, as well an overview of the Ecopia End User License Agreement (EULA) which restricts how data can be distributed. This information provides jurisdictions with a high-level summary of their datasets and can be used to quickly reference what was delivered, the sources of each dataset, and any restrictions to use or distribution.
- **Final Data Delivery Memoranda:** Jurisdictions received three memoranda with final datasets. The first was unique to each jurisdiction and outlined the data being delivered, methods used to process and compile the datasets, accuracy considerations and limitations, guidance on appropriate uses and restrictions, and contact information to facilitate ongoing coordination between

local jurisdictions and ODOT. The second accompanied delivery of intersection point data and included information similar to the first memo. The third was a standardized memo accompanying the raw Ecopia data which detailed that dataset and outlined use restrictions.

- **Jurisdiction Summary Spreadsheet:** This spreadsheet summarizes jurisdiction coordination activities, findings from the jurisdiction gap analysis, dataset specific development steps, and quality control measures. The dataset specific tabs within the spreadsheet describe the source of each dataset, how each attribute was populated, any unique issues encountered during processing, and the project quality control measures for each attribute. The dataset specific tabs also identify attributes populated by the project team and those to be populated by the jurisdiction. This spreadsheet can be used by technical staff to answer processing questions and facilitate long-term data updates.
- **Metadata:** Each delivered dataset includes standard Federal Geographic Data Committee (FGDC) compliant metadata, viewable in ArcPro or other desktop GIS software. Like the Jurisdiction Delivery Email, metadata provides a high-level summary of the dataset and any use or distribution restrictions.

In addition to the resources described above, the Dataset Methodology Tables listed in Appendix B - Resources describe each dataset and attribute. The FAQ document also listed in the appendix includes responses to commonly asked questions regarding each data layer. For information on the proposed data maintenance activities and schedule, see Section 6 Maintaining Data.

4. COLLABORATION MODEL

Development of this dataset and its long-term data management approach is founded in collaboration. Committee and local agency feedback guided the project team to propose a hybrid approach for data management, where both ODOT and local agencies own and manage data (as opposed to data ownership and management being wholly centralized at ODOT or wholly owned by local agencies).

This cooperation is illustrated in Figure 1. Future collaborative development and management of the data is proposed as follows (**with the key roles in bold**):

- Each agency partner, or jurisdiction, maintains the datasets for their geographic scope in their own database, as shown in the green cylinder. Figure 1 illustrates two example agency partners, or jurisdictions.
- **Data Creators** interface with their local computer system to create and edit data. They get the data from their local database and edit it in their local system, most likely ArcGIS.

- **Data Creators** push the data to a shared online folder for ODOT to collate the statewide data set at an agreed upon schedule—either once or twice a year. The statewide dataset with all agency partner data is shown as the 3rd green cylinder.
- The **Data Distributor** (ODOT) processes the data, merges it into a series of statewide datasets, and publishes it using its online GIS platform. This is done after the annual agency partner data upload deadline has passed. Complete statewide datasets are published in their entirety with a release date for version control.
- **Data Consumers**, which can be regional planners, transportation modelers, analysts, and researchers, may view, and with permissions, download the data from the ODOT GIS platform or directly from the Data Creators.

Notes:

- *Complete datasets are uploaded to ODOT and published statewide, i.e. the entire dataset and not just edits or revisions since it was last published. This ensures complete datasets are maintained.*
- *Data flows one direction only: from agency partners to ODOT to data consumers. (Note: Jurisdictions are responsible for updating data and providing it to ODOT. ODOT may make geometry changes during the conflation process to avoid overlaps, but will not update attributes.)*
- *As noted earlier, ODOT is the Data Creator for select datasets such as the statewide crash data.*
- *Because agency partners push complete datasets each time to ODOT, the agency partner database is the single source of truth (SSOT), i.e. the latest and greatest data. ODOT does not edit the local data—it just collates and merges statewide for publishing.*
- *Agency partners are free to share their local datasets with interested Data Consumers, or direct them to the conflated ODOT statewide dataset (which is likely to have additional resources such as documentation, examples, access and use safeguards, etc.)*

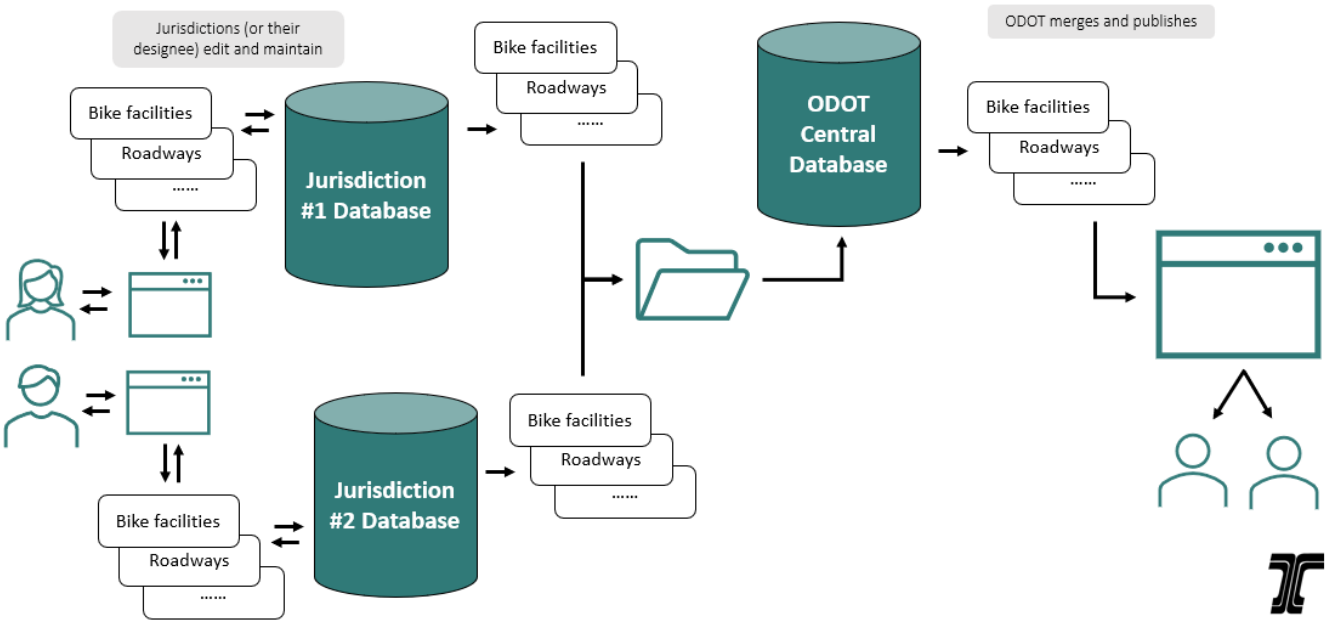


FIGURE 1: COLLABORATIVE DATA MANAGEMENT PROCESS

HOW THE TEAM AGREED TO THIS APPROACH

The project team, along with the MISC, STAC, and the Chief Data Officer's team, met several times over the course of the project to discuss various approaches to managing the data long term. The goal was to align on ODOT's role and preferred platform for long-term support of the Multimodal Inventory dataset.

The discussions started by defining the project goals, local jurisdiction/agency partner goals, and agency (ODOT) goals as outlined below and as depicted in the Venn diagram in Figure 2.

PROJECT GOALS:

- Data is locally owned, controlled and updated
- Maintain data into the future with regular updates. Should be flexible to expand to new geographies and datasets
- Accommodate use restrictions (limit access to some data)
- ODOT's role is minimal, largely housing and conflating data
- Preserve integrity of initial local datasets while conflating into standard format
- Easy to access and accommodate a range of skillsets
- Visual platform for use, exploration and presentation

LOCAL JURISDICTION GOALS:

- Meet TSP and CFEC requirements
- Efficient and cost-effective data updates
- Preserve integrity of initial local datasets
- Support from COG or MPO to update data (some do not have processes to update certain datasets or the staffing to do so)
- Clear process and expectations for data updates in a centralized platform
- Fields to track year added (to show progress) and who and when data is added
- Easy to access and accommodate a range of skillsets (ideally something that is already being used)
- Visual platform for use, exploration and presentations
- Periodic audits of a centralized system for accuracy

AGENCY (ODOT) GOALS:

- Meet people and local agencies where they are at
- Technology agnostic (ingestion/acquisition and use/analytics)
- Single data and analytics ecosystem for asset data
- Identify systems of record and authoritative sources (analytics, transactional, etc.)
- Minimize redundancy
- Minimize risk
- Automate as much as possible
- Maximize value of data by increasing use and availability (data sharing)
- Consistent governance across all data assets – Standards, Processes, Roles and Responsibilities, and Documentation

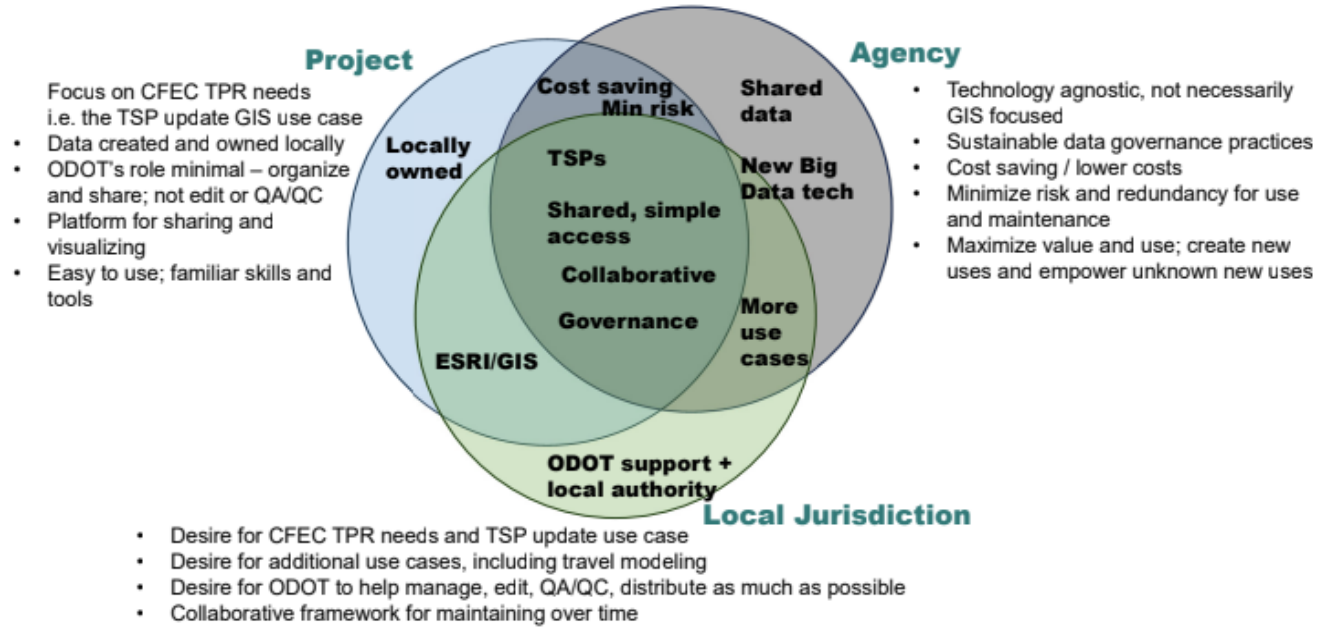


FIGURE 2: PROJECT, LOCAL JURISDICTION, AND AGENCY GOALS

Next, the team discussed three potential approaches to managing the data, as shown in Figure 3. Through this discussion, a "hybrid approach" emerged that shares responsibility between ODOT and agency partners, rather than relying solely on ODOT or individual agencies.

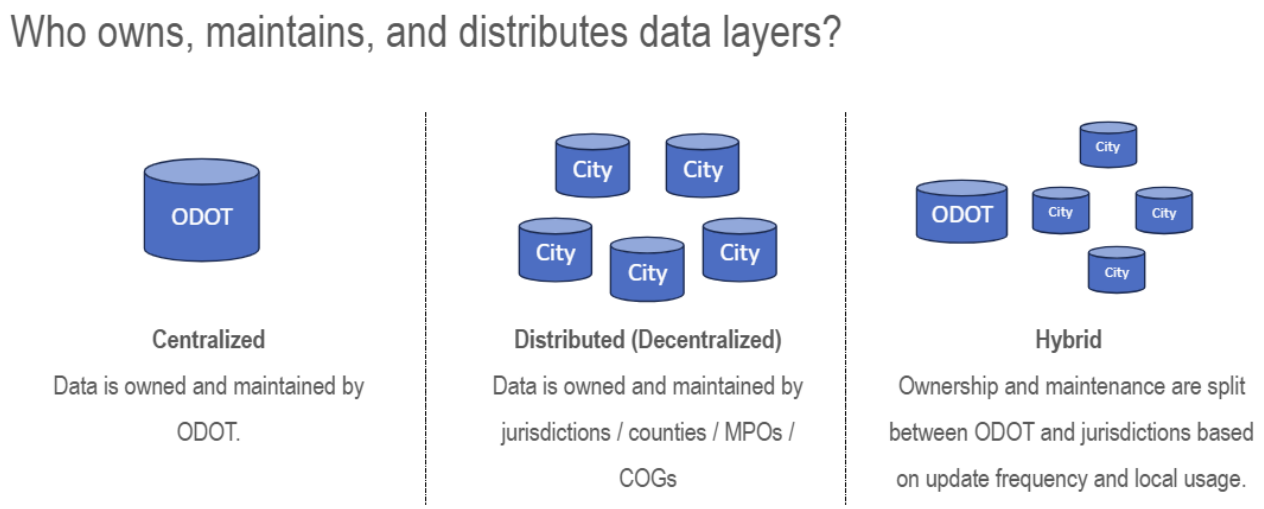


FIGURE 3: DATA MANAGEMENT APPROACHES

The project team, along with the MISC, STAC, and the Chief Data Officer's team, agreed that the hybrid approach (illustrated in the Venn diagram in Figure 4) best fit the project, local jurisdiction, and agency (ODOT) goals because it:

- Builds on feedback that state and regional roles are valuable
- Local agencies maintain autonomy and authoritative local data
- Local agencies will perform QA/QC and data upkeep
- ODOT will conflate and store data on enterprise GIS
- ODOT will continue to manage and contribute statewide layers

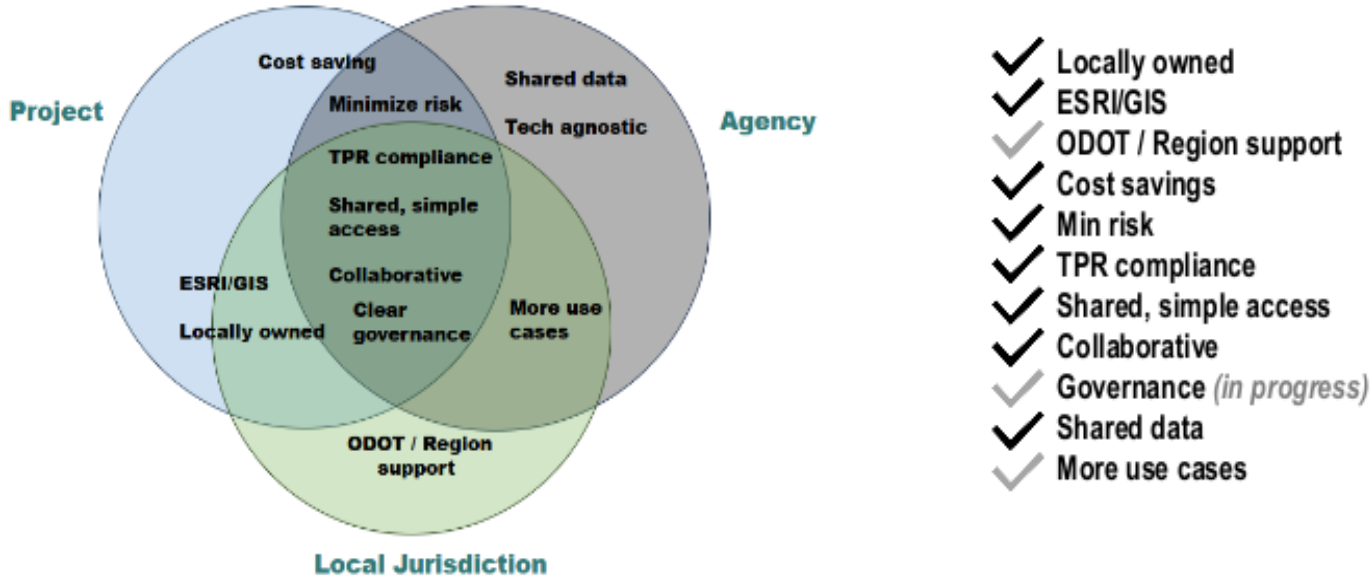


FIGURE 4: DATA MANAGEMENT HYBRID APPROACH

5. MAINTAINING DATA

The proposed data management approach divides dataset ownership and maintenance responsibilities between jurisdictions and ODOT and identifies associated data maintenance schedules. This section outlines maintenance responsibilities and timelines, including anticipated yearly maintenance activities and the associated resources provided by the project to support ongoing updates.

MAINTENANCE RESPONSIBILITIES

The proposed maintenance responsibilities are described by dataset in Table 2.

TABLE 2: PROPOSED MAINTENANCE RESPONSIBILITIES

DATASET	STANDARD NAME[1]	DATA OWNER / MAINTAINER[2]
Roadways	Roadways CFEC	Jurisdiction
Freight Routes	Freight Routes CFEC	Jurisdiction
Freight Terminals	Freight Terminals CFEC	Jurisdiction
Pedestrian Facilities	Pedestrian Routes CFEC	Jurisdiction
Bicycle Facilities	Bicycle Routes CFEC	Jurisdiction
Marked Bicycle and Pedestrian Crossings	Bicycle and Pedestrian Crossings CFEC	Jurisdiction
Key Destinations	Key Destinations CFEC	Jurisdiction
Crashes	Crashes CFEC	ODOT
Intersection Points	Intersections CFEC	Jurisdiction
Transit Lines	Transit Lines CFEC	ODOT
Transit Supportive Facilities (Transit Stops)	Transit Supportive Facilities CFEC	ODOT
Transit Priority Infrastructure[2]	Transit Priority Infrastructure Points Transit Priority Infrastructure Lines	ODOT / Transit Agency[3]

[1] Standard names are applied when developing a new dataset for a jurisdiction. For jurisdictions where existing datasets were updated, the project team maintained the existing dataset name provided by the jurisdiction. For jurisdiction specific data naming conventions, see the Jurisdiction Summary Spreadsheet and/or Jurisdiction Delivery Email.

[2] In some cases Jurisdictions will not have internal resources to update project datasets. For these jurisdictions, the project team has tried to identify an associated agency (example: regional government) that can provide data updates. For additional information on data ownership and maintenance responsibilities, see the Jurisdiction Summary Spreadsheet and/or Jurisdiction Delivery Email.

[3] Transit Priority Infrastructure datasets are not included in the standard GTFS datasets and will require coordination between transit agencies and ODOT. During project data development, only TriMet and Lane Transit District had Transit Priority Facilities.

MAINTENANCE TIMELINE

To comply with TPR requirements, all jurisdictions should plan to make routine updates to their local version of the datasets and update their multimodal data as a part of each TSP update. Making routine updates on a more frequent basis can benefit both the jurisdiction and other partners who utilize this data. When data updates can be incorporated into a jurisdiction's normal project processes or annual work plans, this can increase efficiency and decrease GIS level of effort. Examples could include:

- At the end of each year, the jurisdiction reviews all completed capital and maintenance projects, updating datasets to reflect improvements made.
- A jurisdiction requests as-builts for public improvements from private developers, as an item on its currently planning requirements/checklists, and uses them to update datasets to reflect improvements made.

For jurisdictions with limited GIS resources for making regular data updates, we recommend prioritizing the following datasets:

- Roadways
- Bicycle routes
- Pedestrian routes
- Bicycle and pedestrian crossings

Each jurisdiction should consider its local planning, priorities, and goals when determining where and how often to update its data. Maintaining up-to-date datasets that support local performance tracking and reporting can allow a jurisdiction to demonstrate that public dollars are being spent to make progress on issues important to the community. For example:

- A jurisdiction that reports on performance measures related to maintaining its existing facilities might want to prioritize routine updates to conditions attributes for pedestrian routes, bicycle routes, and roadways

- A jurisdiction that has set goals related to access and safety for vulnerable road users might want to priorities updates to bicycle routes, pedestrian routes, crossings, and ADA accessible features like curb ramps
- A jurisdiction that is rolling out a citywide traffic calming program might want to prioritize updates to roadway attributes such as posted and measured speeds, lane presence or configuration, and lane or roadway widths, as well as updates to pedestrian and bicycle crossings attributes.

The proposed maintenance timelines by dataset are summarized in Table 3. These timelines are based on a jurisdiction providing data to ODOT once per year for conflation into the statewide dataset. For more information on Statewide Data Conflation, see Section 8 Statewide Data Conflation. For more information on when to update data, see the Recommended Update Frequency subsection of Section 8.

TABLE 3: PROPOSED MAINTENANCE TIMELINES

DATASET	STANDARD NAME[1]	RECOMMENDED MAINTENANCE SCHEDULE
Roadways	Roadways CFEC	Ongoing or annually
Freight Routes	Freight Routes CFEC	As needed
Freight Terminals	Freight Terminals CFEC	As needed
Pedestrian Facilities	Pedestrian Routes CFEC	Ongoing or annually
Bicycle Facilities	Bicycle Routes CFEC	Ongoing or annually
Marked Bicycle and Pedestrian Crossings	Bicycle and Pedestrian Crossings CFEC	Ongoing or annually
Key Destinations	Key Destinations CFEC	As needed
Crashes	Crashes CFEC	Annually
Intersection Points	Intersections CFEC	Ongoing or annually
Transit Lines	Transit Lines CFEC	Annually or following major service changes
Transit Supportive Facilities (Transit Stops)	Transit Supportive Facilities CFEC	Annually or following major service changes

DATASET	STANDARD NAME[1]	RECOMMENDED MAINTENANCE SCHEDULE
Transit Priority Infrastructure[2]	Transit Priority Infrastructure Points Transit Priority Infrastructure Lines	Annually or following major facility changes

[1] Standard names are applied when developing a new dataset for a jurisdiction. For jurisdictions where existing datasets were updated, the project team maintained the existing dataset name provided by the jurisdiction. For jurisdiction specific data naming conventions, see the Jurisdiction Summary Spreadsheet and/or Jurisdiction Delivery Email.

YEARLY MAINTENANCE ACTIVITIES

It is anticipated that jurisdictions will need to make periodic updates to existing facilities as well as add new facilities to project datasets. This section describes the process for each at a high-level. For additional information on updating datasets, see the Maintenance Resource section below.

The processes described here would be completed in a desktop GIS or web GIS platform.

Note: Project datasets include standardized attributes, some of which have standardized domains. These attributes include the prefix "CFEC_" in their title. To enable statewide data conflation, it is required that the names of these attributes are not changed. For a complete list of these attributes, see the Data Methodology Tables included in the Appendix B - Resources.

ADDING NEW FACILITIES

New roadway, pedestrian, and bike facilities will need to have both their geometry and attributes added to relevant datasets. For example, if a new sidewalk is developed, a jurisdiction will update the datasets using the following steps:

1. **Locate the Correct Dataset:** Depending on the facility type, the jurisdiction will identify the correct dataset to update. In our sidewalk example, the jurisdiction would add the new facility to their Pedestrian Facility dataset.
2. **Add Geometry:** After locating the correct dataset to update, the jurisdiction will use aerial photography, as-built plan sets, or as-built CAD files to create the geometry of the new facility. The geometry should match the geometry of the existing project dataset. For example, if a jurisdiction is currently using the project standard sidewalk centerline for their Pedestrian Facilities dataset, the new facility would be drawn as a line following the centerline of the new sidewalk or shared use path.
3. **Populate Attributes:** After adding the geometry of the new facility, the jurisdiction will populate the data attributes. Some attributes, such as width, will be populated once, while other attributes,

such as condition, may change over time and will need to be updated periodically. For a description of how attributes are populated the jurisdiction will use the Jurisdiction Summary Spreadsheet provided with their final deliverable, as well as the Dataset Methodology Tables included in Appendix B - Resources.

UPDATING EXISTING FACILITIES

For existing facilities, jurisdictions will update attributes to reflect physical or activity changes associated with the facility. Physical changes to the facility include changes to width, the type, or the physical condition. Activity changes to the facility include ownership or maintenance responsibilities, posted speed, travel volumes, or pricing strategies. Typically, physical changes will occur less frequently than activity changes, and therefore, require less frequent updates. To update the attributes of a dataset, a jurisdiction will use the following steps:

1. **Locate Facilities:** Identify the facility or facilities to be updated. Depending on the jurisdictions update processes, updates could occur regularly, monthly, or annually.
2. **Populate Attributes:** After locating the facility, the jurisdiction will populate necessary attributes using methods described in the Jurisdiction Summary Spreadsheet and/or the Dataset Methodology Table.

Project datasets include many attributes; while jurisdictions may benefit from populating all attributes for new facilities and updating all attributes regularly for existing facilities, the level of effort may be too high. Based on feedback from jurisdictions, the project team has recommended a base set of attributes for jurisdictions to update annually (See Methodology Tables listed in Appendix B - Resources).

REFERENCE DATA

Several ancillary datasets were used when developing the initial project datasets. These datasets will be referenced specifically in the Data Methodology Tables and Jurisdiction Summary Spreadsheets. When updating datasets, it is recommended that jurisdictions have the following reference datasets available:

- **Aerial Photography:** Current, high-resolution aerial photography. Aerial photography was not provided by the project team. Jurisdictions should use the best available.
- **Ecopia Datasets:** The project team provided jurisdictions with access to the raw data provided by Ecopia. These datasets can be useful in populating physical attributes, such as the number of travel lanes and turn lanes. (Note: the data provided by the project team reflects conditions as of 2024 (Batch 1) and 2025 (Batch 2). Updates to these datasets can be acquired from Ecopia or other data providers.)

- **ODOT TransGIS:** The project team leveraged several datasets from ODOT's TransGIS platform including Traffic Volumes, Roadway Condition, and Closed Crossings. These datasets are frequently updated by ODOT and can be accessed via download or REST web services.

In addition to the datasets listed above, if available, the following local datasets will be useful in adding new or updating existing facilities:

- **As-Builts:** CAD or PDF as-builts of constructed facilities.
- **Asset Management Records:** Maintenance or condition records collected in an asset management system.
- **Local Plans:** Local plans, including active transportation or land use plans, can help identify new or updated facilities.

MAINTENANCE RESOURCES (AGENCY GUIDANCE)

The project team has developed resources to support jurisdictions in maintaining their project datasets. Each resource is described in Table 4.

These resources have either been provided directly to each jurisdiction as part of your final data delivery or are available from the project web page listed in Appendix B - Resources.

TABLE 4: RESOURCES FOR MAINTAINING PROJECT DATASETS

RESOURCE	DESCRIPTION
Data Methodology Tables	Data methodology tables were developed for each dataset. Each table provides an overview of the project dataset, its geometry standard, as well as a description of each attribute and how it was populated. Data Methodology Tables also identify attributes recommended for yearly updates by the project team. These tables are listed in Appendix B - Resources.
Jurisdiction Summary Spreadsheet	Each jurisdiction was provided with a Jurisdiction Summary Spreadsheet with their final data deliverable. The Jurisdiction Summary Spreadsheet includes tabs documenting agency coordination, outcomes from the data gap analysis, as well as individual tabs for each dataset describing how the data was populated and reviewed. The dataset specific tabs will be useful for jurisdiction when making updates, as they describe both the process used when populating attributes as well as notes identifying anomalies or additional considerations when using or updating data.
Tech Memo #1 Data Inventory	This technical memo describes the process for identifying required attributes based on revised Transportation Planner Rules (TPR). This document also lists the required and optional attributes included in each dataset.

RESOURCE	DESCRIPTION
Tech Memo #2 Data Gap Analysis	This technical memo describes the process for identifying differences between the project dataset standards and what is available from jurisdictions. Additionally, this memo describes the project team's process for determining which datasets already exist for jurisdictions which will be new.
Tech Memo #3 Agency Coordination	This technical memo describes coordination activities with jurisdictions, transit agencies, and regional partners. Coordination with specific jurisdictions is included in each jurisdiction's Jurisdiction Summary Spreadsheet.
Tech Memo #4 Quality Assurance / Quality Control	This technical memo describes the processes put in place by the project team to ensure consistency and accuracy of project datasets. This memo can be especially useful for jurisdictions to reference when planning or reviewing updates to project datasets.
Tech Memo #5 Data Definition and Collection Methodology	This memo describes the standards for creating the project datasets including the process for identifying data sources, level of effort considerations, and proposed ownership and maintenance responsibilities. The memo also provides a detailed definition of the items included in the Data Methodology Tables.
Intersection Point Processing	This technical document describes the process for developing the Intersection Point dataset. It includes specific steps for developing geometries and populating attributes as well as review instructions.
Frequently Asked Questions (FAQ)	This list of frequently asked questions provides answers to commonly asked questions regarding the project, specific datasets, and maintenance.
Tools	The project team developed several tools for preparing and review datasets. These tools include: • **Add Attribute Tool:** This series of ArcPro models populates datasets with ODOT Multimodal Inventory standard attributes. • **Attribute QA Tool:** This series of python scripts checks each dataset to ensure there are no missing or misspelled attributes. • **Segment Transect Tool:** This tool populates roadway centerlines with collocated bicycle and pedestrian infrastructure information. This tool is useful when conflating datasets with non-standard geometry or when performing routing exercises for active transportation. In addition to the tools developed for this project, ODOT is developing LTS tools for bicycle and pedestrian facilities. These tools will be provided separately by ODOT for use in developing Transportation System Plans.

While the resources above provide jurisdictions with an overview of the process and details regarding data development, it is anticipated that jurisdictions will use their best judgement and technical best practices when updating data. Jurisdictions may have local resources that provide more efficient or accurate results when updating datasets.

6. STATEWIDE DATA CONFLATION

ODOT is committed to providing project datasets to end users via a publicly accessible web mapping application as well as file-geodatabases for desktop use. Both the ODOT Multimodal Web App and desktop distributions datasets will include conflated data layers for project jurisdictions. This section provides recommendations for jurisdiction maintaining datasets, restrictions for incorporating jurisdictional data, and a description of the ODOT Multimodal Web App.

For additional information on how data jurisdictions provide data to ODOT for updates, see Section 5 Collaboration Model. For information on accessing data sets for local use, see Section 9 Data Access. For additional information on the ODOT Multimodal Web App see the FAQ listed in Appendix B - Resources.

BEST PRACTICE RECOMMENDATIONS FOR DATA MAINTAINERS

Through conversations with jurisdictions, the project team has identified several best practices and efficiencies for jurisdictions updating multimodal datasets. A summary of these processes is described below. It is recommended that the proposed working group (see Section 9 Governance) revisit these processes annually and recommend alternations or new processes to support jurisdictions.

- **Transportation System Plan Data**: If a jurisdiction is having a consultant or other party make refinements to their project datasets as part of TSP development, the jurisdiction should require that the consultant or acting party provide final datasets back to the jurisdiction. The jurisdiction can then update or replace their local, authoritative datasets.
- **Leverage As-Builts Example #1**: Several jurisdictions have a process in place to request as-built data from facility developers upon completion of a project. In one example, a jurisdiction is requesting CAD files for each new development and updating their roadway and active transportation datasets periodically using these materials.
- **Leverage As-Builts Example #2**: In a second example, a jurisdiction provides the engineer designing the facility with an empty file geodatabase matching the desired schema, in this case matching the ODOT Multimodal data schemas, and requests that the engineer populate each dataset with as-built information. This can include both the geometry and attributes for each data layer. Upon receiving populated geodatabases for the new facility, jurisdiction staff can easily copy or append the new facility data to their existing, authoritative datasets. This additional step can be included in the project contract as a deliverable.
- **Public Works / Permitting Coordination:** Many jurisdictions have public works departments that are involved in daily development and maintenance of facilities. These public works departments may or may not have an asset management system for tracking work. Similarly, many jurisdictions

have Permitting staff working daily to permit new facilities. It is recommended that GIS and planning staff coordinate with public works and permit staff to develop a communication pipeline for relaying new developments or maintenance projects. This communication could include emails alerting GIS staff to new projects or maintenance activities, developing a direct connection between asset management software and locally maintained multimodal datasets, or maintaining a log of new development and maintenance activities.

STATEWIDE DATA CONFLATION EXCLUSIONS

Development and maintenance of conflated statewide datasets by ODOT requires that jurisdictions comply with project dataset geometry and attribute standards. Jurisdictions that do not comply with these standards, as described below, will not have their complete datasets included in the statewide conflated dataset.

- **Geometry Standard:** For inclusion into the statewide datasets, the jurisdiction must provide data that matches the project geometry standard: point, line, or polygon. These standards are described by dataset in Section 4 Data Layers and Attributes. For example, the project geometry standard for Marked Pedestrian and Bike Crossings is a line, if a jurisdiction has an existing dataset which uses a point geometry instead of a line, the jurisdictions data would not be included in the statewide dataset for Marked Pedestrian and Bike Crossings. For jurisdictions where the geometry matches the project standard, but the location mapping does not, the jurisdictions data can still be included in the statewide dataset. As an example, if a jurisdiction uses the roadway centerline to describe the presence of pedestrian facilities as opposed to the project standard of using the sidewalks centerline, the jurisdictions data can still be included in the statewide dataset but will provide limitations for end users.
- **Attribute Standard:** For inclusion into the statewide dataset, the jurisdiction must provide attributes that match the project attribute standard. The finalized datasets provided to each jurisdiction included datasets with the project standard attributes; these attributes will include the "CFEC_" prefix in their naming. If a jurisdiction provides a dataset without matching attributes standards, the geometry of the dataset will be included in the conflated dataset prepared by ODOT but the attributes will not be. For example, if a jurisdiction changes the name of the sidewalk width attribute from CFEC_Width to Width, the conflated dataset will omit this attribute. The Attribute QA Tool, provided on the project website and described in Appendix B - Resources, can be run on each dataset to determine if it includes the project standard attributes. Some project standard attributes may be redundant with an existing attribute maintained by the jurisdiction, in these cases, it may be most efficient for jurisdictions to only update the ODOT Multimodal standard attributes prior to

annual data delivery. The project team has identified priority attributes for annual updates; these attributes are highlighted in the Data Methodology Tables listed in Appendix B - Resources.

For additional information on project dataset standards see Section 4 Data Layers and Attributes, the Data Methodology Tables included in Appendix B - Resources, and the Frequently Asked Questions included in Appendix B - Resources.

PROPOSED ACCESS

Statewide data conflation will occur annually and be completed by ODOT. The conflated data layers will be made available publicly via the ODOT Multimodal Web Application. Conflated datasets will also be available as file geodatabases for desktop use by request to ODOT. Statewide datasets will not be available for public download.

For more information on the ODOT Multimodal Web Application and other data distributions, see Section 10 Data Access.

7. LICENSING AND APPROPRIATE USES

The datasets delivered through the Multimodal Inventory Project are intended for planning-level screening and analysis in support of transportation system planning and compliance with Oregon's Transportation Planning Rules. Users should treat the data as resource-grade information suitable for planning and screening, not as survey- or design-grade data for engineering or field verification of design elements. While the datasets are designed primarily to support Transportation System Plans, they may also be useful for other planning activities such as subarea, corridor, and active transportation plans.

For all applications, users should carefully consider the level of accuracy required and the appropriate use of the dataset. In particular, Average Annual Daily Traffic (AADT) estimates, regardless of source, should not be treated as equivalent to field counts and should only be applied for screening or high-level planning efforts. Dataset attributes have been developed with TSP applications in mind, and their use in other contexts should be evaluated with attention to how attributes are defined and whether they are relevant to the intended purpose.

Appropriate uses for this dataset include:

- Preparing multimodal inventories of pedestrian, bicycle, public transportation, and street and highway systems consistent with TPR requirements.

- Identifying gaps and deficiencies in the pedestrian, bicycle, public transportation, and street and highway systems.
- Inputs for planning-level analyses, such as pedestrian and bicycle LTS, pedestrian and bicycle crash risk assessments, and network connectivity assessments. While this dataset includes the infrastructure data needed for these analyses, some post-processing may be required to complete the analysis.
- Supporting development of alternative solutions to address transportation system needs and informing project prioritization efforts within planning processes.

LICENSING CONSIDERATIONS

Feature geometries and attributes were compiled from existing jurisdictional datasets, third-party and public sources, and AI-assisted review of recent aerial imagery of transportation infrastructure to infer, classify, or fill gaps in selected attributes.

Linework developed by Ecopia is restricted by the Ecopia End User License Agreement (EULA) which applies to all end users of the data. The EULA specifies who may access the data (e.g., internal jurisdiction staff, external agency partners, third parties), how the data may be distributed or accessed (e.g., download, webmap, GeoHub), and the permitted formats for use (e.g., digital, printed, hard copy). The most current version of the EULA will always apply.

Restrictions on locally-owned source layers may also apply to project datasets and users should confirm with each local jurisdiction source whether additional restrictions on use or dissemination apply.

8. GOVERNANCE

The Multimodal Inventory dataset was developed with an intent to support local planning work in compliance with Oregon's Transportation Planning Rules. However, participation in the data production effort was voluntary and not required by rule, statute or regulation. Given the voluntary nature of this effort and recognizing constrained capacity of many agencies, the proposed governance structure is founded in objectives of peer exchange, prioritizing resources and opt-in collaboration.

MEMORANDUM OF UNDERSTANDING

A memorandum of understanding has been developed through which ODOT and partner jurisdictions that memorializes agreements around long-term management, collaboration, standards, use restrictions

and related topics. The MOU format reflects the voluntary nature of the effort while still establishing agreement on key topics. This MOU is included as Appendix A.

OVERSIGHT BODY / WORKING GROUP STRUCTURE

Purpose: Guide ongoing management and upkeep of the multimodal inventory datasets including prioritizing data for upkeep, identifying and conducting necessary training, defining procedures and tools, and affirming skills and resources needed to maintain a statewide multimodal inventory.

Example standing meeting agenda: (to drive toward the next data release)

- Data schema revisions
- Data processing issues
- Website updates / getting data distribution ready
- Promotion activities
- Documentation, use case examples updates
- MOU revisions if needed
- Other collaborative opportunities

Structure: A voluntary forum of interagency staff made up by:

- Chair
- GIS
    - 2 GIS staff from mid-size jurisdictions
    - 2 GIS staff from larger jurisdictions
- Planning
    - 1 small
    - 1 big
- Organizations
    - # COG / MPOs
        - Smaller: Bend MPO, Corvallis Area MPO, Albany Area MPO, Rogue Valley MPO, or Middle-Rogue MPO
        - Mid-size: MWVCOG and LCOG
        - Metro
    - At-large: University researcher; consultant or vendor
    - ODOT staff: Active transportation (AT) or planner

Responsibilities:

This body of volunteers will guide the management of Oregon's Multimodal Inventory. However, as a volunteer collaborative, this body has no authority to make decisions for, or recommendations to, any governmental agency.

- Meet quarterly (as getting set up) then transition to biannually
- Establish and maintain a work plan for the working group
- Facilitate technical collaboration and maintenance of a statewide multimodal inventory.
    - Confirm data update needs and priority datasets / attributes
    - Act on and report back on inventory management practices for long-term improvements and to keep up with changing trends in data
- Promote interagency communication, coordination, and cooperation among participating agencies.
    - Keep partner agencies informed of agreed upon best practices
    - Represent their own agency interests as well as similar agencies in Oregon
- Expand awareness of the benefits and uses of a statewide multimodal database.

Meeting Frequency and Length of Commitment

- Quarterly meetings in the beginning to develop a work plan, name the products, and determine if subgroups are needed
- 2-year commitment for chair
- 1-year commitment for members (initial), ideally 2 years; staggered

Working Group Administration:

For the first two years, ODOT will support the Multimodal Inventory Working Group with the following administrative support. A long-term administrative support solution will need to be identified.

Administrative Tasks include:

- Set meeting dates
- Develop agendas
- Take notes
- Maintain a website
- Communicate with partner organizations
- Maintain an email list
- Respond to questions related to the inventory
- Establish training for inventory management as agency staff turns over

DRAFT INITIAL TWO-YEAR WORK PROGRAM

Project partners suggested drafting an annual work program for the Working Group to better define the scope and commitment required for success of the effort. While the working group will ultimately be responsible for the work program, a draft example work program is expected to help get the effort off the ground.

To begin, it is important to start with a definition of what success looks like for the working group. Ideally, success looks like the following:

- A new annual release of the statewide data for all data sets via the online web application
- Improved understanding and implementation of agency partner data creation and contribution to ODOT for statewide merging and publishing
- The creation of a roadmap for project improvements
- Updates to any documentation, materials, examples, MOUs as needed
- Successful outreach and support to a diverse set of data users

To help support project success, the work program may include tasks such as:

- A best practices roundtable for integrating data upkeep into existing processes
- Improved understanding and definition of priority datasets for agency investment
- Piloting enhanced data creation and use to better support planning needs such as level of traffic stress analysis or travel modeling and network routing

A suggested initial two-year work program is illustrated in Table 5 and organized into two annual sprints in the form of data releases.

TABLE 5: PROPOSED INITIAL TWO-YEAR PROGRAM

RELEASE	TASK	START	END
2028			
Summer 2028	**Working group setup and administration**	Q2 2027	Ongoing
Summer 2028	**Partner data processing support**	Q3 2027	Q2 2028
Summer 2028	**ODOT data merge and publish**	Q2 2028	Q3 2028
Summer 2028	**Update data schema, documentation and materials as needed**	Q2 2028	Q3 2028

RELEASE	TASK	START	END
Summer 2028	Outreach and community feedback on existing or new needs	Q2 2028	Ongoing
2029			
Summer 2029	Working group administration	Ongoing	Ongoing
Summer 2029	Partner data processing support	Q3 2028	Q2 2029
Summer 2029	ODOT data merge and publish	Q2 2029	Q3 2029
Summer 2029	Update data schema, documentation and materials as needed	Q2 2029	Q3 2029
Summer 2029	Outreach and community feedback on existing or new needs	Ongoing	Ongoing

9. DATA ACCESS

The following section describes the process for receiving single jurisdiction or conflated data access for various parties. The data access process applies to entities receiving data that covers a jurisdiction(s). Potential data users are summarized in the following list:

- **Project partners:** This includes two sets of entities, which can distribute the dataset that they maintain to other parties that are working with them on projects, including other agency staff, consultants, and others.
  - Local agency – Cities and Counties that have and maintain their datasets.
  - Transit agency – Transit agencies that submit GTFS data updates to ODOT.
- **Other users and use cases:** Any case where a user requires access to the data and is not working directly with the local agency can request the data using the process described in the following sections. Potential users could include consultants, researchers, and the public.

Under all use cases, distribution and application of the dataset should be logged to provide the following benefits:

- Ensure all users are aware of and acknowledge the use restrictions
- Maintain a list of past/present users to share important information
- Maintain a list of recent use cases to provide feedback to the Working Group to improve application and share lessons learned

A user log could be established and maintained in a similar process that ODOT uses for travel demand model requests. This web-based (Cognito) request form, accessed from the ODOT Multimodal Web Application site, would allow key information to be logged, including:

- Scope of data needed
- Purpose of data access
- Approximate period of data use
- Will any data be updated/generated to supplement the dataset?
- Confirm a point of contact for future inquiries
- List local agency point of contact (if available)
- Acknowledgement of the data use restrictions

LOCAL DATA DISTRIBUTION

Local data distribution is the simplest and will likely be the most common form of data distribution. In these cases, a local agency will coordinate with an end user to provide them access to the data. Such cases may include a consultant or other entity supporting the local agency on a transportation planning effort. For such cases where a consultant or other entity is conducting planning work directly for a local agency, they may be provided access to the data by the local agency.

If a consultant or other entity is not already working with the local agency, they should complete the web form requesting data access.

Upon receiving the request, the local agency may request additional information or choose to accept or reject the request.

REQUEST AND DELIVERY PROCESS

1. **User Request:** The end user locates the jurisdiction of interest and requests the data through the jurisdictions standard process. ODOT is not involved in coordination of these data requests.
2. **Delivery:** The jurisdiction delivers the data through their standard delivery process. Jurisdictions should make end users aware of any licensing requirements associated with the requested datasets. ODOT is not involved in the delivery of these datasets.

STATEWIDE OR BROAD DATA DISTRIBUTION

In some cases, broad access to the data beyond a single local jurisdiction may be needed. These cases may include access to data within a region for regional planning efforts, or may include data at the statewide level for research purposes. For instances where individual requests to each jurisdiction are

not logistically practical (for example, the Portland region includes numerous local agencies) or merits a coordinated approach, the conflated statewide data may be requested from ODOT. In these cases, ODOT will not clip or otherwise limit the conflated statewide dataset for the user's specific area of interest.

REQUEST AND DELIVERY PROCESS

1. **User Request:** The end user navigates to the ODOT Multimodal Web Application and completes / submits the online form.
2. **Delivery:** ODOT reviews and approves the end user's submitting data request form. Following approval, ODOT provides the end user with a link to a secure ftp site for downloading the data. ODOT should make end users aware of any licensing requirements associated with the requested datasets. ODOT emails local jurisdictions to inform them of the request.

ODOT WEB DISTRIBUTION

In addition to providing data for local use, ODOT will publish conflated statewide datasets to a publicly accessible web mapping application called the ODOT Multimodal Web Application. The web mapping application will provide conflated data for the following datasets:

- Roadways
- Pedestrian Facilities
- Bicycle Facilities
- Marked Pedestrian and Bike Crossings
- Intersection Points
- Freight Routes
- Freight Terminals
- Transit Routes
- Transit Stops
- Transit Priority Infrastructure

In some cases, conflated datasets will need to omit data from jurisdictions that are inconsistent with the project geometry standards (See Section 5 Data Layers and Attributes and Section 7 Statewide Data Conflation). For example, if a jurisdiction opted to not use the standard line geometry for Marked Pedestrian and Bike Crossings, the jurisdictions data will not be included in conflated datasets.

USE AND RESTRICTIONS

Data users should be aware and familiar with the data use restrictions as generally described in Section 7 Licensing and Appropriate Uses, including the Ecopia EULA.

10. APPENDIX A – PARTNER ENGAGEMENT

Partner engagement kicked off in early 2024 and was maintained through project completion. Collaboration with data owners and users was fundamental for informing the following:

- **Establishing data standards and methodologies that could work across jurisdictions.**
- **Making the data collected as useful as possible and its partners while staying within the project's budget.**
- **Understanding partner data needs, priorities, and opportunities that informed the inventory structure.**
- **Identifying a realistic long-term approach to data management.**

INITIAL ENGAGEMENT

In the spring of 2024, two surveys were completed by agency partners to inform a data collection approach, understand existing data gaps and goals for the inventory. The surveys were sent to each participating agency.

5. **Data input survey:** GIS staff were asked to provide feedback on what data is available and where gaps existed. Feedback from this survey provided the team with a comprehensive understanding of data trends and the data collection process.
6. **End user survey:** Planning staff were asked to provide feedback on how they use datasets for decision making and challenges they face with collecting and maintaining GIS data. This helped to inform usefulness of an inventory that is maintained long term.

DIRECT AGENCY COORDINATION

The project team held working group meetings for the following attribute types: bike facility type, condition, and land use context. It was determined that land use is not valuable data to gather. These groups defined what the attribute should represent for the Transportation Planning Rules and the suitable value for the attribute, based on which standard (federal, state). They also defined the methodology to populate it.

For each jurisdiction, the project team also held:

- **Intro meeting (one per jurisdiction):** Provide an overview of the project goals, processes, and data products, identify/confirm the planning and technical staff leads, and request existing data.

- **Gap analysis meeting (one per jurisdiction):** Review gaps between existing jurisdiction data and project standards, propose updates to existing datasets and development of new datasets, and discuss the jurisdiction data setup timeline including review cycles and final delivery.
- **Data review (one per jurisdiction):** Discuss data edits made following review comments from ODOT and the jurisdiction and Discuss any unique aspects associated with the jurisdictions data.
- **Final data delivery meetings (one per jurisdiction occasionally in combination with other agencies):** Reviewed the source and final data for each data set, any anomalies, licensing agreements with Ecopia, and asked if the agency is planning to make the data their authoritative data.

PILOT AGENCIES

The 2024 Cohort acted as the project pilot group. This group included Albany, Millersburg, Ashland, Beaverton, Salem, and Keizer.

MULTIMODAL INVENTORY STEERING COMMITTEE (MISC)

The MISC was comprised of ODOT staff, including Denise Whitney-Dahlke, Jennifer Campbell, Theresa Heyn, John Bonnett, Zachary Horowitz, Josh Roll, Ken Shonkwiler, Jeff Stewart, Josh Roll, Jenna Wang, Daniel Warren, Jenna Berman, Kerrie Franey, Aaron Brooks, Sarah Chadderdon, Ben Chaney, and Michael Duncan.

The purpose of this body was to:

1. Integrate data stewardship and end-user expertise into project deliverables
2. Advise project management team on key project elements like:
    - Inventory needs
    - Collection methodologies
    - Analysis
    - Long-term data maintenance and management
3. Review key work products and provide technical feedback
4. Refine ideas before they are shared with external audiences

THE MISC MET ON THE FOLLOWING DATES:

MISC #1: June 4, 2024

Meeting Overview: The project team provided a project overview and discussed infrastructure attributes, the pilot process and data intake surveys.

MISC #2: January 22, 2025

Meeting Overview: The project team provided a project update and discussed Tech Memos 2, 5 and 3.

MISC #3: June 26, 2025

Meeting Overview: The project team provided a project update and discussed the Pilot dataset progress, the QA/QC process and began discussing long-term data management and maintenance considerations.

MISC #4: November 3, 2025

Meeting Overview: The project team provided a project update and discussed data layer findings and discussed collaborative governance to inform long-term management of the inventory.

STATEWIDE TECHNICAL ADVISORY COMMITTEE (STAC)

The STAC was formed to represent agencies that were required to meet the new requirements for multimodal data within Transportation System Plans (TSPs) and asked to participate in the project—cities, counties, and regional agencies within metropolitan areas. The following cities were invited to participate: Ashland, Bend, Durham, Grants Pass, Hillsboro, King City, Portland, Salem, Springfield, Tigard, Corvallis, and Coburg. In addition to cities, the following agencies were also invited to participate: Lane Council of Governments (LCOG), Metro, Rogue Valley Transportation District (RVTD), Washington County, Oregon Department of Land Conservation and Development (DLCD), Tri-County Metropolitan Transportation District (TriMet), Mid-Willamette Valley Council of Governments (MWVCOG), Josephine Community Transit, Rogue Valley Council of Governments (RVCOG), and Oregon Cascades West Council of Governments (OCWCOG).

The STAC was charged with discussing and providing feedback on topics including:

1. Data consistency between jurisdictions
2. Maintenance implications
3. Data standards and compatibility with existing systems
4. How the data can support other uses

THE STAC MET ON THE FOLLOWING DATES:

STAC #1: October 1, 2024

Meeting Overview: The project team provided a project overview, were provided with an update on the feedback received through the end user survey, initial date attribute considerations, and were asked to provide feedback on their challenges with data maintenance.

STAC #2: March 5, 2025

Meeting Overview: The project team provided a project update and discussed data gaps, coordination and processing, and project datasets; the committee also provided early thoughts on what ODOT should consider for long-term data management and maintenance.

STAC #3: June 26, 2025

Meeting Overview: The project team provided a project update and discussed the Pilot dataset progress, the QA/QC process, and began discussing long-term data management and maintenance considerations.

STAC #4: December 3, 2025

Meeting Overview: The project team provided a project update and were provided with a data overview and discussed intended uses. This group also discussed collaborative data management which confirmed some of the long-term data management strategies.

INDIVIDUAL AGENCY MEETINGS ON LONG TERM MANAGEMENT

ODOT offered to meet with each participating jurisdiction in the latter half of 2026 to understand the capacity of individual agencies to maintain their data in the statewide inventory over the longer term, and their likelihood to participate in a working group or other collaborative efforts. The timing allowed jurisdictions time to review their own individual datasets and consider how the datasets and potential upkeep processes could integrate into local workflows. The timing also allowed for feedback to inform conversations at the final MISC and STAC meetings, and project work the committees would be asked to advise, which included the structure and two-year work program for the working group, the contents of the MOU, and the overall long-term management plan.

ODOT met with the following agencies:

- City of Salem (7/8/2026)
- City of Tangent (7/20/2026)
- <Insert additional meetings as they occur>

Feedback from these meetings helped shape the data products and long-term data management program. Some of the key suggestions and/or themes were:

- <insert themes once more meetings are held>

COHORT EMAILS

Beginning in May 2025, ODOT sent emails nearly every month to each yearly cohort group (2024, 2025, and 2026) to provide an update on the status of their data including collection, analysis, processing and delivery. These emails were intended to keep each cohort group informed of what to expect and any actions they may need to take for the project. Some emails prompted recipients to provide ODOT with feedback on topics such as long-term data management and intersection data interpretation, which resulted in several detailed email responses by participating agencies.

STATEWIDE GOVDELIVERY EMAILS

Beginning in December 2024, ODOT sent project update emails to those included on the Climate-Friendly and Equitable Communities (CFEC) interested parties GovDelivery list and anyone else who signed up to receive updates. The emails highlighted key project updates, answered frequently asked questions, and promoted Virtual Briefings. Seven emails (approximately occurring in alternating months) were sent between December 2024 and April 2026.

VIRTUAL BRIEFINGS

A total of three virtual briefings were held to provide a public-friendly update on the project's progress and to answer questions from interested parties throughout the state. Attendees included consultants, jurisdictions not engaged with the data collection process, and metropolitan planning organizations (MPOs).

THE VIRTUAL BRIEFING MEETINGS WERE HELD ON:

Virtual Briefing #1: July 23, 2024

This briefing included an overview of the project, data needs for CFEC compliance, and data compiled to date. A question-and-answer session was provided at the end of the meeting.

Virtual Briefing #2: July 24, 2025

This briefing included an update on the project and pilot data findings, as well as QA/QC considerations. A question-and-answer session was provided at the end of the meeting.

Virtual Briefing #3: December 8, 2025

This briefing included an update on the project and data gathering findings, as well as a proposed data management approach. A question-and-answer session was provided at the end of the meeting.

11. APPENDIX B – MEMORANDUM OF UNDERSTANDING

WORKING DRAFT

MEMORANDUM OF UNDERSTANDING
Multimodal Inventory Data Collaboration

This Memorandum of Understanding (MOU) is made and entered into by and between the State of Oregon by and through its Department of Transportation, hereinafter referred to as "State;" and the , by and through its elected officials, hereinafter referred to as " Agency," both herein referred to individually or collectively as the "Party" or "Parties".

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) 190.110 and 283.110, state agencies may enter into agreements with units of local government or other state agencies for the performance of any or all functions and activities that a Party to the agreement, its officers, or agents have the authority to perform.

2. State and Agency are collaborating to maintain a standardized statewide transportation dataset which includes but is not limited to bicycle, pedestrian, intersection, roadway, and transit data ("Data")

3. State and Agency agree to maintain and utilize current and authoritative datasets for purposes of this agreement

4. Agency agrees to share with State local authoritative datasets based on agreed-upon standards and processes

5. State and Agency agree to publish statewide merged state and local data on a platform available to State and Agency.

NOW THEREFORE, the Parties agree to the following:

TERMS AND CONDITIONS

1. It is the intent of State and Agency to document in this MOU, the coordinated efforts regarding the Data.

2. State and Agency intend that, if an impasse or disagreement should occur on issues pertaining to the MOU, a collaborative process will be initiated to resolve the difference. A collaborative process may be requested by either Party and will conform to the best practices for mediation, as prescribed by the Oregon Resolution Program.

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3. This MOU shall become effective when all required signatures have been obtained and shall remain in effect for 5 years when this MOU automatically terminates. Parties may revisit and reinstate the MOU at that time.

4. Data shared, merged or manipulated under this Agreement may continue to be used, displayed, modified and otherwise used in perpetuity consistent with the Restrictions and Appropriate Uses section of this MOU and Appendix A.

5. The terms of this MOU shall not be waived, altered, modified, supplemented or amended, in any manner whatsoever, except by written agreement signed by the Parties.

6. The terms of this MOU may be amended or terminated by mutual written consent of the Parties.

7. The foregoing Memorandum is a nonbinding proposal and is not and should not be construed as a commitment by either Party. Notwithstanding the signing or delivery of the Memorandum, any past, present or future actions; or approvals by either Party based upon this Memorandum, neither Party is under any legal obligation with respect to the intentions outlined above and no binding commitment of any nature whatsoever will be implied.

8. This MOU is not intended to create a legally binding Agreement by either Party.

9. This MOU may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this MOU so executed shall constitute an original.

10. Neither Party will receive any monetary compensation from the other Party under this Agreement.

11. Parties will be represented on and agree to follow direction provided by the Oregon Multimodal Data Working Group regarding data sharing, management and standards. This will be an advisory group convened by State with roles and responsibilities outlined in Appendix A.

12. Restrictions and Appropriate Uses
    a. Agency will disclose any use restrictions for Agency Data prior to sharing data with State. Agency may exclude certain data, fields, and/or records based upon applicable laws, rules, contracts, policies, and or regulations to accommodate Agency data restrictions and approved uses.
    b. Linework developed by Ecopia, as identified in the CFEC_Source field of each feature class, is restricted by the Ecopia End User License Agreement (EULA) which applies to all End Users of the data. Neither State nor Agency will make this data or derivatives of the data available for public download.
    c. State and Agency are End Users of Ecopia data under a Distribution agreement between State's contractor DKS Associates that expires May 31, 2027. DKS Associates is

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required to inform Ecopia if it becomes aware (or suspects) of a breach of EULA while under contract with State.

d. This MOU is not a representation, warranty, or guarantee by any Party as to accuracy, content, currency, completeness, or content of any Data.
e. Data is intended for planning-level screening and analysis in support of transportation system planning and compliance with Oregon's Transportation Planning Rules. Users should treat the data as resource-grade information suitable for planning and screening, not as survey- or design-grade data for engineering or field verification of design elements. While the datasets are designed primarily to support Transportation System Plans, they may also be useful for other planning activities such as subarea, corridor, and active transportation plans. Approved data use cases are described in Appendix A. Parties shall not use Data for any other purposes.
f. Approved data use cases may be added to or removed from Appendix A by the Oregon Multimodal Data Working Group.
g. Authorized parties include Parties to this agreement and their employees, contractors and agents. Parties shall not permit unauthorized persons or unauthorized third parties to access the Data, Data transfer site, or to have administrative or user access to Data in Data Recipient's systems unless authorized by signing on to this agreement.

13. Method and Frequency of Data Exchange
    a. Agency will upload local authoritative datasets to State ftp site on an annual basis as described in Appendix A.
    b. State will merge Agency Data with that of all other Parties into a statewide dataset and post onto approved Platform following each Agency submission
    c. State will post data on a public-facing webmap ("Platform") that allows for public viewing of all data and attributes. Platform will allow full access to Parties of this Agreement. Access restrictions, including but not limited to ability for download, will be in place for all other users of the Platform. Third-party requests for data shall be made through State contact as listed in this MOU.
    d. Agency remains responsible for its compliance with applicable laws, rules, policies, and agreements with third parties regarding its Data that impact security, privacy, and sharing requirements for its Data.

14. Data Standards and Training
    a. Data will be maintained according to standards and methods outlined in Appendix A.
    b. State reserves the right to only publish data consistent with agreed upon standards.
    c. Parties' employees, contractors, and agents who will be granted access to the Data must have received training, as outlined in Appendix A, on the privacy and security obligations relating to the data or access, including restrictions and appropriate uses.

Appendix A: Multimodal Inventory Long Term Management Plan

THE PARTIES, by execution of this MOU, hereby acknowledge that their signing representatives have read this MOU, understand it, and agree to its terms and conditions.

ADD SIGNATURE LINES

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12. APPENDIX C - RESOURCES

This appendix lists key resources referenced in this long-term data management plan.

A. PROJECT OVERVIEW

- ODOT MMI website [1]
- ODOT Multimodal Inventory Web Application [2]

B. PROJECT MEMOS / DOCUMENTS

- Tech Memo #1
- Tech Memo #2
- Tech Memo #3
- Tech Memo #4
- FAQ

C. METHODOLOGY TABLES

- Methodology Table Overview / Key
- Roadways
- Freight (Freight Routes and Freight Terminals)
- Active Transportation (Pedestrian Facilities, Bike Facilities, Marked Pedestrian & Bike Crossings)
- Intersection Points
- Transit (Transit Lines, Transit Stops, Transit Priority Infrastructure)
- Key Destinations
- Crashes

D. TOOLS AND OTHER RESOURCES

The tools and resources described below can be accessed from the ODOT Multimodal Web Application.

- **ODOT Multimodal Data Schemas Overview:** The ODOT Multimodal Data Schema geodatabase is an ESRI file geodatabase including an empty feature class for each project dataset. Each feature class includes the project standard attributes and domain associations.

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[1] https://www.oregon.gov/odot/planning/pages/metropolitan-transportation-planning.aspx

[2] TBD

- **Add Attributes Tool Overview:** The Add Attributes Tool is an ArcPro toolbox with individual models for adding the required ODOT Multimodal Attributes to project datasets. This tool can be used if one or more attributes are accidentally removed from a jurisdiction dataset.
- **Attribute QA Tool Overview:** This series of python scripts reviews the attributes included in each dataset and outputs a list of missing or misspelled attributes. This tool can be run by jurisdictions prior to annual submittal to ODOT.
- **Segment Transect Tool Overview:** The Segment Transect Tool is an ArcPro toolbox with a series of models which generate transect lines from each side of a road segment. These transect lines are used to populate the presence, type, and width of pedestrian and bike facilities for each road segment. This tool is intended to support regional users, such as counties or COGs, that need to conflate active transportation for multiple jurisdictions that may not follow the project geometry standard.
- **Jurisdiction Data Update One-Page Guide:** This one-page guide provides an overview of the annual data conflation process and is intended to help support jurisdictions with their annual data uploads.

13. APPENDIX D - DATA USE CASES

In development