Oregon Department of Transportation

STATE PLANNING AND RESEARCH WORK PROGRAM – SUBPART A

JULY 1, 2021 - JUNE 30, 2023

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Section 1: Summaries and References

A. Introduction

ODOT's Policy, Data & Analysis Division (PD&A) is responsible for the planning activities in the 2021-2023 Biennial State Planning and Research (SPR) Work Program. Federal and State funds allow the Department to carry out its planning responsibilities. Federal rules on SPR require an annual approval of the program. Federal approval will also be needed before the 2023 fiscal year SPR funding can be made available.

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

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

ODOT's transportation planning activities described in this Biennial Planning Work Program ensures compliance with Title VI of the Civil Right Act of 1964: 49 CFR, part 21; related statutes and regulations to the end that no person shall be excluded from participation in or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, sex, or national origin. The Planning Section actively collects Title VI compliance information from our contractors on an annual basis.

In fulfilling CFR 420.111 there are 20 separate project areas that have been included in the SPR Work Program Subpart A documentation that illustrates the various planning activities that are occurring around the state. Each project area includes the overall cost estimates for the work, activities, tasks, and products under project area. For the most part, each project area includes work activities that are considered on-going as well as some activities that are considered discrete projects. On-going projects and tasks are often related to activities that are regular and cyclical in nature. Examples include data collection and reporting, updating models with revised demographic, transportation, or other data sets, evaluating local agency land use changes that can impact the safety and operation of the state transportation system, and more.

B. Overview

As we move into the 2021-2023 biennium, ODOT's TPD budget level supports a broad range of activities and products that further the department's mission as well as supports joint state and local jurisdiction's transportation planning efforts. The challenges and strategies identified in the Oregon Transportation Plan guides the department in assessing program priorities. The policy directions of the plan include system optimization, integration of transportation modes, integration of transportation, land use, the environment and the economy, and the need to make strategic investments using a sustainable funding structure.

Each project area manager is responsible for establishing their work program priorities as part of the SPR Program Application process and ensuring compliance with Federal and State Transportation Planning laws, rules, and regulations for establishing these priorities. Beyond the legal requirements, each project area manager will develop their proposed projects and tasks to ensure the ODOT mission, vision, and priorities are reflected as well as any expectations place on the agency from the Legislature and/or Governor. Finally each project area manager is responsible for working with their stakeholders and partners to identify the highest needed work projects and activities within the framework described above.

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes and jurisdiction of Oregon's transportation system as one integrated system and addresses the needs of transportation in Oregon through 2030. The seven goals, policies, and strategies guide the actions, investments, and key decisions of state and local agencies. The seven OTP Goals are 1) Mobility and Accessibility, 2) Management of the System, 3) Economic Vitality, 4) Sustainability, 5) Safety and Security, 6) Funding the Transportation System and 7) Coordination, Communication and Cooperation.

There is a close alignment between the Transportation Program Development budget that is approved by the Oregon legislature and work tasks that are completed with funding from the SPR Subpart A funds. Due to this linkage, planning projects are selected and prioritized based on that part of the Agency's organizational planning needs. An example is the long range planning needs are developed at a regional level and prioritized based on the internal management discussions at that level. In Region 1 (Portland area) there are a number of planning products that are supportive of Metro's Regional Transportation Planning efforts, while in Region 5 (Eastern Oregon) the list is much smaller given the limited number of staff as well as needs.

As we move forward the challenges facing the state are significant and the transportation system is growing more complex. It is important that we continue to monitor the system so we can best manage, maintain, and improve the transportation system to meet these challenges. The Oregon Transportation Plan provides a framework for making decisions to effectively provide a transportation system that meets Oregon's diverse needs.

C. Acronyms and Abbreviations

3C	Continuous, Cooperative and Comprehensive
AASHTO	American Association of State Highway and Transportation Officials
ACTs	Area Commissions on Transportation
ADA	Americans with Disability Act
ADT	Average Daily Traffic
ARTS	All Road Transportation Safety
ATR	Automatic Traffic Recorder
CFR	Code of Federal Regulations
DAPR	Data Analytics & Performance Reporting
DBE	Disadvantaged Business Enterprise
DEQ	Department of Environmental Quality
DLCD	Division of Land Conservation and Development
DOJ	Department of Justice
EA	Environmental Assessment
EEO	Equal Employment Opportunity
EDMS	Environmental Data Management System
EIS	Environmental Impact Statement
EMS	Environmental Management System
EPA	Environmental Protection Agency
FAST-ACT	Fixing America's Surface Transportation Act
FC	Functional Classification
FEIS	Final Environmental Impact Statement

FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FP	Financial Plan
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emissions
GIS	Geographic Information Systems
HERS	Highway Economic Requirements System
HPMS	Highway Performance Monitoring System
HSM	Highway Safety Manual
IAMP	Interchange Area Management Plans
IGA	Interagency Governmental Agreement
ITIS	Intelligent Transportation Information System
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Protection Act
NHS	National Highway System
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OFAC	Oregon Freight Advisory Committee
OHP	Oregon Highway Plan
OPTP	Oregon Public Transportation Plan
ORS	Oregon Revised Statutes
OSTI	Oregon Sustainable Transportation Initiative
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
PD&A	Policy, Data & Analysis Division
PE	Preliminary Engineering
PM	Project Manager
PMS	Pavement Management System
PSMS	Project Safety Management System
PS&E	Plans, Specifications & Estimates
ROW	Right of Way
ROD	Record of Decision
RTP	Long-range Regional Transportation System Plan
SIP	Safety Investment Program
SPR	State Planning and Research
SRTS	Safe Routes to School
STA	Special Transportation Area
STIF	Statewide Transportation Improvement Fund
STIP	Statewide Transportation Improvement Plan
STBG	Surface Transportation Block Grant

STS	Statewide Transportation Improvement Fund
TAC	Technical Advisory Committee
TAP	Transportation Alternative Plan
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TGM	Transportation and Growth Management
TIA	Transportation Impact Analysis
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TRB	Transportation Research Board
TSAP	Transportation Safety Action Plan
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
UBA	Urban Business Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United State Department of Transportation
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

D. Estimated Funding For Subpart A Planning

Table 1 documents the core of the SPR Planning program. The details of each project are found on the following pages.

TABLE 1 PLANNING PROJECTS FOR FISCAL YEARS 2022

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2022 BUDGET
2.1	**PLANNING & ANALYSIS**				
2.1.1	Planning Analysis		412,066	47,163	459,229
2.1.2	OR Model Improvement Project		780,564	89,339	869,903
2.1.3	Freight & Intermodal Planning	386,280		96,570	482,850

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2022 BUDGET
2.1.4	Climate Change Mitigation		1,244,559	142,445	1,387,004
2.1.5	Policy Planning		1,274,427	145,864	1,420,291
2.1.6	Policy Plan Implementation	140,000		35,000	175,000
2.1.7	Bicycle & Ped Plan Implementation		448,650	51,350	500,000
2.1.8	MPO Planning	226,666		56,666	283,332
2.2	**FINANCIAL & ECONOMIC**				
2.2.1	STIP Management		2,943,445	336,891	3,280,336
2.2.2	Econ Plan & Policy Support		554,673	63,485	618,158
2.3	**TRANSPORTATION DATA & MAPPING**				
2.3.1	GIS, Mapping and EDMS	1,173,947		293,487	1,467,434
2.3.2	TransInfo	799,823		199,956	999,779
2.3.3	Asset Management Integration	1,733,327		433,332	2,166,659
2.3.4	Project Safety Mgmt. System	194,512		48,628	243,140
2.3.5	Data Analytics & Performance Reporting		552,862	63,278	616,140
2.3.6	Crash Analysis and Reporting	1,584,106		396,027	1,980,133
2.3.7	Hwy Perf Monitoring System	325,294		81,323	406,617
2.3.8	Traffic Monitoring System	1,553,202		388,301	1,941,503
2.3.9	Strategic Data Improvement		110,371	12,633	123,004

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2022 BUDGET
2.4	REGION PLANNING				
2.4.1	Long Range Plans		5,229,487	598,538	5,828,025
2.4.2	Development Review		1,053,475	120,575	1,174,050
	Federal Total	$8,117,158	$14,604,581	$3,700,849	$ 26,422,589
	Indirect @ 28.0 %				$ 7,398,325
	TOTAL SPR - SUBPART A PLANNING PROJECTS				$ 33,820,914

Section 2: SPR Work Program – Subpart A

Functional Sections

The Policy, Data & Analysis Division (PDAD) plans and develops Oregon's transportation future. It focuses on providing Oregonians with a balanced, well-connected system. The Division's programs develop Oregon's future transportation with plans that vary in length up to 20 years. The Policy, Data & Analysis Division is responsible for researching, collecting, analyzing, and reporting information concerning the development and management of the statewide transportation system, and administration of Oregon's Department of Transportation (ODOT) multimodal transportation programs and coordination with various transportation partners. ODOT will need to make future decisions and investments, balanced alongside other important considerations like safety, the economy, climate and to weave transportation equity through all that we do in transportation policies.

As transportation is the highest polluting sector in the state, accounting for nearly 40 percent of all greenhouse gas (GHG) emissions. Pollution from cars, trucks, and other transportation activities impact the health of Oregonians and contribute to changes in our climate. Extreme weather events in recent years have led to flooding, landslides, wildfires, and road closures that impact people's ability to get to jobs and critical services and have lasting economic impacts. A portion of the SPR work program is helping to reduce the Agency's carbon footprint, curb transportation emissions, adapt to changes in the climate and weather, and make the transportation system more environmentally sustainable.

Also, portions of the SPR work program is supported by ODOT's Regional Planning Sections that supports the planning activities for Regional and Community level transportation system plans and key transportation facility corridors. This helps communicate local needs and priorities to justify the value of a project for state funding.

Finally, ODOT's Technical Service group works with stakeholders to develop and implement rules necessary to ensure ongoing progress toward achieving access management of the Oregon Highway Plan; and the Project Safety Management systems that assist in decisions to improve the safety of Oregon's Transportation System.

Below are some key program areas included in the SPR work program primary managed by PDAD:

Models and Analysis

- Perform traffic analysis on highway projects, SPR-funded plans and Transportation Growth Management grants as required for traffic analysis support, forecasting, design adequacy, capacity, and identification of geometrics for all modes using the full range of tools from the macro, meso and micro levels.
- Perform technical review of projects, SPR-funded plans, Transportation growth Management grants, and traffic impact studies as needed for compliance with scopes of work or deliverable requirements.
- Develop, evaluate, apply, and teach improved analysis methodologies, data sources, and innovative methods to improve quantity and quality of traffic analysis products completed throughout the departments.
- Continue to update the second edition of the Analysis Procedure Manual with new chapters and updates to existing chapters with new and updated methodologies.
- Perform planning-level analysis for projects and plans, sensitivity testing, and linkages with travel models using HERS.
- Support statewide policy development by; promoting consistent planning assumptions for Oregon, providing information for statewide strategic planning, and providing legislative support.
- Analyze fiscal and economic impacts of policies, programs, and investments.

Statewide Policy Plans

Public Transportation Programs

- Develop, coordinate and fulfills federal and state planning requirements, including the Code of Federal Regulations (CFR) for the development and content of Long-Range Statewide Transportation Plans, state statute for a multimodal long range plan (ORS 184.618), and the state rule for a state-level Transportation System Plan (OAR 660-012-0015).
- Establish the statewide policy framework for Oregon, provides direction for investments, and solidifies a comprehensive vision of the transportation system, with a path to achieve the vision.
- Support ODOT Regions, MPOs, Tribal governments, Counties, Cities and other state agencies in understanding and correctly applying policy and investment direction.
- Integrate policies into all aspects of transportation, including planning, investing, delivering and maintaining.
- Create a policy construct by which equity considerations become foundational to all transportation planning outcome for all plans moving forward.
- Ensure scarce investment opportunities statewide support federal and state transportation goals by developing financially-realistic plans that are consistent with the Oregon Transportation Plan.
- Satisfy state and federal land use transportation planning requirements related to land use changes and property development. Participating in the local land use process to ensure that development appropriately mitigates for safety and operational impacts to the state transportation network, for all modes of transportation.

Mode and Topic Programs

- Develop, coordinate, and implement state policy on bicycle and pedestrian transportation issues and provide technical assistance statewide on bicycle and pedestrian issues.
- Assist local and regional jurisdictions to better integrate biking and walking concerns into ODOT and local plans and projects.
- Reduce barriers for children biking and walking to school through coordination, planning, and project identification on the state system and with local jurisdictions.
- Research, study, plan for, and execute transportation strategies for mitigating and adapting to climate change.

Freight and Intermodal

- Manage Oregon's multimodal and intermodal freight mobility needs and activities.
- Provide freight technical expertise, coordinates and manage activities of the Oregon Freight Advisory Committee (OFAC).
- Assist local and regional jurisdictions to better integrate freight concern into local plans.
- Review Transportation System Plans and make recommendations regarding appropriate freight related planning.
- Continue to work with regional partner states to develop plans and projects that are regionally important.

Climate Change Mitigation & Adaption

- Continue to works across ODOT Divisions to educate, develop and institutionalize a climate lens and strategies into the ways the Agency plans for, invests in, builds, manages, maintains, and supports the multi-modal transportation system of Oregon.
- Mitigation (reducing GHG emissions from transportation), efforts are focused on implementing Executive Order 20-04 which directs state agencies to incorporate climate considerations into their work, and includes specific directives to ODOT around our investment programs and electric vehicles charging infrastructure.
- Implementing strategies to achieve broader transportation electrification, partnering with other state agencies, utilities, and the private sector.
- Implementing ODOTs *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* (STS). STS implementation actions within ODOT and across other agencies are being identified and pursued.
- Adaptation (responding to the impacts of climate change and extreme weather), efforts are focused on understanding the impacts of climate change to transportation infrastructure and making the system more resilient.
- Other efforts include a continuation of Sustainability Programs such as Solar Highways, and continued conservation of water and energy use as directed by past Executive Orders.

Statewide Transportation Improvement Program Development & Oversight

- Implementation of applicable portions of 23 USC 135 requiring development of a statewide transportation improvement program, and to provide adequate information to select projects for the fiscally constrained STIP through initial scoping of potential transportation projects statewide.
- Prepare project authorization reports that provide descriptive information about the scope, estimated cost and funding for each project included in the program.
- Monitor the status of federal-aid obligation authority and future apportionment so that maximum usage of all available dollars is possible.
- Monitor and maintain the priority formulas for Interstate Roadways, Non-Interstate Roadways, and Priority Bridges along with project selection for those programs.

Data Management

Traffic and Field Operations

- Collect, analyze and report traffic data, which includes vehicle speed, standard traffic counts, and traffic counts by vehicle type and vehicle weight.
- Collect and distributers a visual record of the State Highway System.
- Analyze and report annual mileage and travel data and coordinate federally mandated functional classification updates.

Geographic Information Systems

- Develop and maintain GIS solutions and technology to support a safe and reliable multimodal transportation system.
- Develop and periodically updates annual geospatial data layers and prepare maps for cities, counties and the state including the official State Map of Oregon.
- Maintain agency repository of crash data, travel information, and road and bridge data, including geometries, roadway surface and bridge condition, for all public roadways in Oregon.
- Update and provide Urban/Rural/Road Index Maps (City/County) for ODOT and its customers.
- Update the OR-Trans linear highway data that is used to produce the All Roads GIS Network.
- Update State Highway Maintenance Restricted Activity Zone data & map products.
- Provide Emergency Mapping Support.
- Develop, update, and support desktop, web, and mobile GIS applications.
- Maintain and update several standard published map products.
- Process City Annexations annually to maintain the City Limits data layer.
- Support and/or provide GIS user training across Agency.
- Provide support for GPS roadway feature data collection that is used for GIS analysis and mapping.
- Manage inter-agency agreements to update and maintain map bases, GIS data and provide computer application which analyze and distribute spatial data each quarter.
- Develop a GIS Strategic Business and Implementation Plan in order to ensure alignment with ODOT's Mission, Vision and Goals and federal requirements for maps and data.

Below are some key program areas included in the SPR work program primary managed by Tech Services:

Asset Management

- Mechanism(s) and process(es) for collecting, maintaining and utilizing asses data to support business decisions, performance management and transparent reporting to our Federal, State and Local partners.
- Coordinate access management activities and guideline for access management.
- Maintain ODOT's statewide transportation infrastructure assets.
- Addresses processes, data management, systems, tools and inventory for all assets in support of decision making for ODOT's ongoing quest to achieve it mission and goals.

Project Safety Management System

- Implementation of processes, procedures, research, guidance and tools needed to identify and address critical safety issues for safety projects statewide
- Support statewide safety plans, tools and guidance development by; promoting consistent safety planning assumptions for Oregon, providing information for statewide safety project identification, and providing legislative support.
- Deliver statewide guidance and training on programs, procedures and tools needed to identify and address critical safety issues
- Monitor and maintain the criteria, guidance, tools and supporting documentation for the All Roads Transportation Safety (ARTS) program.
- Monitor and maintain the criteria, guidance, tools and supporting documentation for the Safety Priority Index System (SPIS).
- Develop and implement plans, processes and guidance that incorporates Highway Safety Manual (HSM) safety analysis into planning, design and the design exception processes
- Improve coordination and communication between and within ODOT and local agencies responsible for safety
- Identify and evaluate data requirements for safety processes, procedures, guidance and tools

Below are some key program areas included in the SPR work program primarily managed by ODOT Regions:

ODOT Regional Planning

Metropolitan Planning

- Coordinate with and provide oversight to Oregon's Metropolitan Planning Organization (MPO) areas and promote timely development of short-range and long-range transportation plans to meet the requirements of Federal law (49 U.S.C. 5303(c) and 134 (H) and 23 CFR 450.306) for continuing, cooperative, and comprehensive transportation planning process.
- Administer and award federal funds to the MPO areas in the form of a consolidated planning grant.
- Coordinate activities for various studies, including capacity studies, advance preliminary engineering studies, and major investment studies.
- Assist with coordination of air quality conformity activities in the MPO areas.

Long-Range Planning

- Conduct a long-range transportation planning program that addresses the transportation planning needs throughout the State of Oregon.
- Supports development of plans for transportation corridors and community transportation systems.
- Evaluating existing and future transportation conditions, establishing system and solution goals and objectives, and identifying potential solutions to current and future problems. Consistent with standard industry practices and federal, state and local government regulation.
- Developing comprehensive plan amendments and ordinances needed to enable local governments to adopt and/or implement the plans produced.

Development Review

- Satisfy state and federal land use and transportation planning requirements related to land use changes and property development.
- Develop and implement plans, processes and guidance that incorporates Highway Safety Manual (HSM) safety analysis into planning, design and the design exception processes
- Improve coordination and communication between and within ODOT and local agencies responsible for safety
- Identify and evaluate data requirements for safety processes, procedures, guidance and tools

2.1 Planning & Analysis

2.1.1 Planning Analysis 23PF002

ODOT CONTACT: PETER SCHUYTEMA, PLANNING ANALYSIS
(503) 986-4110

OBJECTIVES

Provide transportation planning analysis and support, including model application, transportation forecasts, technical analysis, and engineering studies, to cities, counties, and all sections of the Oregon Department of Transportation (ODOT).

- Research, develop, and publish innovative transportation planning analysis or other related methodologies.
- Develop, create and maintain standards of practice, guidance, methodologies, and expertise for ODOT.
- Evaluate and utilize mobility, reliability, safety and other system performance measures and indicators.
- Conduct other special transportation or traffic related studies as required for state, FHWA or local agencies.
- Assist local areas in attaining compliance with federal regulations and state administrative rules on transportation planning.

PLANNED ACTIVITIES & PRODUCTS

SUPPORT STATEWIDE POLICY DEVELOPMENT

- Support the draft and final Statewide Transportation Improvement Plan (STIP) project selection through data, analysis methodologies, and production of traffic analysis information.
- Respond to ODOT requests for traffic analysis support for policy-level and other high-level corridor planning efforts using a wide range of analysis tools such as travel demand models and HERS.

SUPPORT REGULATORY COMPLIANCE ACTIVITIES

- Develop modeling-related methods and procedures for performance metrics to meet the Fixing America's Surface Transportation (FAST) act mandates.
- Ongoing document maintenance and updates to address new technology and processes in the Analysis Procedure Manual. During this biennium, the multimodal analysis and micro-simulation

chapters will be further updated, and the environmental analysis and documentation chapters will be rewritten.

- Perform analysis for regional SPR-funded plans and Transportation Growth Management grants as needed.
- Review and comment representing the technical expertise for the Planning Section for planning-level scoping and pre-implemental tasks for regional SPR-funded plans, Transportation Growth Management grants and traffic impact studies. This includes scopes of work, methodologies, analysis, and product deliverables.
- Develop linkages between analysis tools and the travel demand models to determine needed capabilities of performance measures.
- Integrate new emerging methodologies such as the Highway Safety Manual, multimodal, mesoscopic/subarea, reliability/non-recurring conditions, and freight analyses (dependent on staffing and funding constraints) into plans, projects, reviews, special studies, research, and training.
- Respond to special study (non-highway project) data and traffic analysis requests from other federal and state agencies, local jurisdictions, and private citizens.
- Perform yearly updates to the Future Volume Table, the Seasonal Characteristic/Trends Tables, and biennial updates for the Bicycle Level of Traffic Stress GIS layer to support regional staff, consultants and the HPMS submittal process.
- Provide technical assistance to regional staff and consultants on procedures.

SUPPORT ODOT FACILITY AND NETWORK PLANNING

- Respond to ODOT regional office requests for pre-project and/or scoping-level assistance and analysis. Includes review and analysis of proposed solutions for highway projects for adequacy of design and capacity.
- Perform a large variety of studies and reports for many different work units within the agency.
- Analyze traffic signal timing; develop truck axle loading for surface designs; determine geometric designs and lane requirements; and perform other related functions as needed.

IMPROVE DATA QUALITY

- Evaluate use of new data sources, such as cellphone-based data, to use in performance measures, transportation analysis, and travel demand models.

ADVANCE THE STATE OF THE PRACTICE

- Evaluate improved analysis methods for estimating, forecasting, and presenting system performance measures such as mobility and reliability.
- Develop, evaluate and apply innovative methods to increase quantity and quality of analysis products completed.
- Continue field data gathering, research, and testing of new software packages and analysis tools/techniques that support or improve transportation system analyses.

DEVELOP AND SUSTAIN RELATIONSHIPS WITH CUSTOMERS AND PARTNERS

- Transportation analysis training for ODOT regional staff through formal in-class training (dependent on staffing constraints), and Analysis Procedure Manual quarterly user group meetings.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		412,066	10.27	47,163	459,229
2023		412,067	10.27	47,163	459,230
	BIENNIAL TOTAL				**$918,459**

2.1.2 Oregon Modeling Improvement Project 23PF004

ODOT CONTACT: ALEX BETTINARDI, PLANNING ANALYSIS
(503) 986-4104

OBJECTIVES

The overall mission of the Oregon Modeling Improvement Project (OMIP) is to provide relevant and timely information to support long range transportation planning and policy development. OMIP's supporting goals and strategies are described in greater detail in OMIP's Strategic Implementation Plan (SIP), found on the Oregon Department of Transportation's webpage: https://www.oregon.gov/odot/planning/pages/omip.aspx. The following planned activities and products are organized using the six key objective areas laid out in OMIP's SIP.

PLANNED ACTIVITES & PRODUCTS

OMIP OBJECTIVE 1. SUPPORT STATEWIDE POLICY DEVELOPMENT

- Support requests for statewide technical information and analysis, such as estimating economic impacts of highway closures, evaluating impacts to traffic due to weather events, and addressing questions submitted through AskODOT.
- Support the development of major statewide plan and policy updates, such as the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP).
- Explore methods of connecting statewide modeling tools to each other to draw upon the strengths of each tool; allowing for improved support of statewide policy development.

OMIP OBJECTIVE 2. SUPPORT REGULATORY COMPLIANCE ACTIVITIES

- Develop and Maintain the following MPO level transportation models
    - Corvallis, Albany, Lebanon Model (CALM) for AAMPO and CAMPO,
    - Southern Oregon Activity Based Model (SOABM) for MRMPO and RMVPO, and
    - Bend Redmond Model (BRM) for BMPO.
- These models are used to support Regional Transportation Plans (RTP), Transportation System Plans (TSP), transit planning, and various transportation and land use studies.
- Develop, maintain and apply models for Astoria, Klamath Falls, Roseburg for TSPs and various projects.
- Maintain and conduct analysis using the following existing travel demand models; Brookings, Coos Bay / North Bend, McMinnville, Newberg, Newport, Pendleton, Prineville, The Dalles, and Woodburn.
- Support RVMPO, MRMPO, and Klamath Falls air quality and conformity determination.
- Provide technical services and information to state decision makers, legislative committees, ODOT's Director's Office, along with other internal and external customers.

OMIP OBJECTIVE 3. SUPPORT ODOT FACILITY AND NETWORK PLANNING

- Provide modeling and analysis support for Oregon's tolling and value pricing work, the condition and maintenance of Oregon's transportation system, freight analysis, benefit/cost analysis, multi-modal analysis, and travel behavior data and trends.
- Conduct statewide system analysis related to long-range planning, economic impacts, freight movement, and resiliency in the system, prioritization, and strategic investment.

OMIP OBJECTIVE 4. IMPROVE DATA QUALITY

- Prepare data sets to align with the next Oregon Household Activity Survey and the next decennial census. Necessary data sets include; highway, transit and active mode transportation networks, counts, and land use attribution such as employment and school enrollment. This activity will be focused in MPO model areas.

- Identify, obtain, evaluate, develop and maintain data sources necessary to meet program objectives, including GIS processes and tools, purchase of commercial data sets, augmenting and enhancing existing data, collecting observational data.
- Evaluate commercial data products as potential sources of data for travel modeling, such as EROAD, Streetlight, and other emerging data sources and products.

OMIP OBJECTIVE 5. ADVANCE THE STATE OF THE PRACTICE

- Support the development of the Transportation System Plan (TSP) guidelines & the Oregon Sustainable Transportation Initiative (OSTI).
- Further enhance the analytical capabilities and functionality of the Statewide Integrated Model (SWIM).
- Coordinate on and develop on building more "emerging technology" representation into Oregon's toolset. This includes implementing a beta version of the TMIP-EMAT tool.
- Further enhance the analytical capabilities and functionality of Oregon's Activity Based Model (ABM) platform for planning and policy analysis.
- Continue partnership and participation on the ActivitySim ABM platform.
- Develop tools, metrics and procedures to support performance-based planning.
- Develop User Guides and Training materials as new methods and tools are adopted.

OMIP OBJECTIVE 6. DEVELOP AND SUSTAIN RELATIONSHIPS WITH CUSTOMERS AND PARTNERS

- Develop brochures, fact sheets, website content and other materials to assist with customer understanding of models and modeling process.
- Continue to participate and support inter-agency modeling collaboration through the Oregon Modeling Steering Committee (OMSC), the Oregon Modeling Users Group (OMUG), and active OMSC subcommittees.
- Continue coordination with planning partners, such as MPOs, DLCD, DEQ, DOE, FHWA, and OHA.
- Serve on state and national peer review committees, conference planning committees, technical advisory committees, and participate in conferences presenting findings from Oregon modeling analysis.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		780,564	10.27	89,339	869,903
2023		780,564	10.27	89,339	869,903
	BIENNIAL TOTAL				**$1,739,806**

2.1.3 Freight & Intermodal Planning 23PF006

ODOT CONTACT: JOHN BOREN, FREIGHT PLANNING
(503) 986-3703

OBJECTIVES

Serves as the focus for various activities to help meet multimodal and intermodal freight mobility needs and activities. Activities include implementation of the Oregon Transportation Plan and the Oregon Freight Plan. Additionally, provide freight technical expertise to the Oregon Freight Advisory Committee and other freight-related groups.

PLANNED ACTIVITES & PRODUCTS

- Oregon Commercial Truck Parking Study Implementation– The study concluded in 2020 and focused on identifying causes and solutions to the lack of safe and adequate trucking parking spaces for rest purposes throughout the State of Oregon. The project recommended a number of potential implementation items that would ameliorate the identified truck parking deficiencies in the state. Initial implementation items include a Rest Area Truck Parking Design Simulation will leverage Oregon State University's virtual environment simulation technology to establish recommended striping plans for rest areas and to establish a statewide standard that could be incorporated into statewide design manuals. The state is also working on a proposal for implementing a Truck Parking Information Management System (TPIMS) that would provide truck parking availability data to users of the I-5 corridor in Oregon, Washington and California.
- Oregon Freight Plan Update/Implementation – Continued work on implementing the Oregon Freight Plan, which was most recently updated in 2017. Key focus areas include identifying and tracking key performance measure for freight, data collection and analysis, assessing new technologies, and integrating high-level freight policy into the major updates to the Oregon Transportation Plan and Oregon Highway Plan. Part of the implementation efforts are to include a Freight Planning Guide to act as a resource and identify best practices for Agency staff working directly with projects in the regional offices. Also, work will be completed on an updated OFP, which must be done by November 2022 to be in compliance with Federal Regulations.
- Over Dimensional Load Routing Designations - The Agency is working with stakeholders on identifying barriers and costs to dedicated routing for heavy, high, wide, long loads to provide greater permitting certainty for users. An initial routing from the Columbia River at Umatilla to the Idaho state line in the eastern part of the state went through preliminary scoping, with other routings through the state in consideration for next steps.
- Oregon Freight Advisory Committee Implementation Items/Work Plan – Ongoing support for the Oregon Freight Advisory Committee, a statutorily created committee to advise the Oregon Transportation Commission on issues and policies and programs that impact freight mobility through the state. Key support includes implementing the strategic plan in 2018, which called for better communication and public education on freight and its role in the Oregon economy, and

continuing to meet with Area Commissions on Transportation throughout the state to understand freight issues in local economies.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	386,280		20	96,570	482,850
2023	386,280		20	96,570	482,850
	BIENNIAL TOTAL				**$965,700**

2.1.4 Climate Change Mitigation & Adaptation 23PF010

ODOT CONTACTS: **BRIAN HURLEY, PROJECT MANAGER** (503) 986-4398 **GEOFF CROOK, POLICY LEAD** (503) 986-3425

OBJECTIVES

- Mitigate the impacts of climate change by identifying and pursuing policies, programs and investments that reduce transportation-related greenhouse gas (GHG) emissions.
- Adapt to the impacts of climate change by identifying and pursuing policies, programs and investments that improve or enhance transportation system resilience to extreme weather and climate impacts.
- Research best practices and plan for sustainable transportation system operations.

PLANNED ACTIVITES & PRODUCTS

MITIGATION

Focus on implementation of the *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* (2013) and the Every Mile Counts multi-agency working group. The Statewide Transportation Strategy (STS) is a state-level scenario planning effort for all aspects of the transportation system that identifies a combination of strategies to reduce GHG emissions from the transportation sector. To support implementation of these activities the following activities will be pursued.

Scenario Planning and Strategic Assessments

- Provide technical analysis, process support, and planning expertise in the creation of regional Strategic Assessments or Scenario Plans, based on regional interest and the outcome of Department of Land Conservation and Development (DLCD) Climate Friendly and Equitable Communities Rulemaking.
- Provide technical support to Metropolitan Planning Organizations (MPOs), cities, and counties. Conduct Strategic Assessments or Scenario Planning project in collaboration with the DLCD, stakeholders, and regional and local staff. Resulting documents will inform development of local plans and inform on progress towards state GHG reduction targets.

Guidelines for Scenario Planning and Strategic Assessment

- Existing Scenario Planning Guidelines will be updated to reflect state-of-the-art and state-of-the-practice and transferred to an interactive online wiki format. Lessons learned will be incorporated and best practices identified.
- Staff will serve as ongoing subject matter experts and provide updated guidance and informational materials on Scenario Planning and Strategic Assessments.

STS Monitoring and Reporting

- Staff will monitor implementation trends, and provide progress updates on implementation of the STS, including development of an interactive dashboard website, presentations, and informational materials.

Modeling and Analysis

- Updates are needed to existing models and tools. Update GreenSTEP and Regional Strategic Planning Model (RSPM) platforms to the new national VisionEval platform.
- Finalize implementation of VisionEval, which will be used to support statewide and local policy analysis efforts and discussions around GHG.
- Support GHG target and monitoring guidance for the state and local level.
- Provide modeling support for Strategic Assessments and related Scenario Planning efforts for the Oregon MPOs. Model documentation and guidance materials will be developed and updated.

GHG Reduction Strategies for Transportation Program Funding

- Develop and implement processes for evaluating GHG emissions impacts of the Statewide Transportation Improvement Program (STIP).
- Update scoping materials and process maps.
- Provide program and project level emissions data, analysis and decision-support tools, such as a climate index for analyzing project performance.

- Prepare analysis and reporting for when funding is allocated between program areas, as projects are scoped and selected, and when project lists are finalized.
- Coordinate between agency program managers, regions and headquarters staff for implementation.
- Prepare reports for internal and external stakeholders.

Transportation Electrification

- Lead the statewide assessment of transportation electrification charging infrastructure needs and gaps in support of the state's Zero Emission Vehicle adoption targets.
- Pursue policies, programs, and strategic investments that support vehicle charging needs and opportunities for rural and urban areas, and within disadvantaged communities.
- Collaborate with agencies, utilities, and diverse community stakeholders to inform positive transportation electrification policies and outcomes.

Inter- and Intra-Agency STS Implementation Programs

- Coordinate and engage with partner state agencies to implement the STS and inform stakeholders through the Every Mile Counts multi-agency working group.
- Every Mile Counts is a partnership between state agencies to implement the STS and support other transportation focused climate change mitigation efforts.
- ODOT staff will partner with other agencies to develop work plans for implementation actions and to form internal and external stakeholder groups for high priority actions and directives.

ADAPTATION/SUSTAINABILITY

Build understanding of impacts from extreme weather and climate change impacts (research and analysis), and support investment decisions that integrate resilience in transportation planning, project design, and maintenance and operations. Focus on the state's primary climate stressors of sea level rise, extreme precipitation, and extreme temperatures/ wildfires. Identify vulnerable areas and assets for the transportation system. Support research, planning and implementation for sustainable transportation operations, including performance based planning and investment decision-making.

Climate Change Risk Assessments and Transportation Resilience Strategies

- Work with researchers, agency staff and consultants to understand the impacts of climate stressors on transportation infrastructure and operations. Conduct vulnerability and risk assessments. Identify adaptation needs and strategies.
- Develop an Adaptation Roadmap outlining strategies and actions that address priority climate risks to the transportation system. Integrate findings into asset management plans and operations with the goal to inform resilience in transportation decision-making. Incorporate information from hazards planning and climate change research.

- Coordinate with staff, agency partners and stakeholders to develop climate research and studies that support resilience planning and implementation. Support climate hazards planning and research, including the prioritization of resilience strategies and projects.
- Inform changes to statewide coastal resilience policies.
- Participate in the development and implementation of Oregon's Climate Change Adaptation Framework, and statewide natural hazard mitigation planning and policies.

Sustainability Plan and Program Development

- Implement the Sustainability Plan.
- Produce annual Sustainability Progress Reports documenting progress on implementation and performance.
- Establish conservation and management strategies consistent with Executive Orders and state and federal guidance.
- Conduct a GHG emissions inventory for agency operations covering construction and maintenance practices. Research, identify and review methods for reducing the agency's carbon footprint including opportunities with construction equipment and fuels, and the carbon intensity of products, materials, and standards of practices. Recommend and support implementation of lower carbon materials and practices, including identified priorities, guidelines, specifications and procurement.
- Coordinate and engage with agency and industry stakeholders on inventory findings and implementation strategies. Lead research and partner with state agencies on a GHG Reduction Toolkit that covers buildings and vehicle fuels.
- Conduct an assessment of the opportunities and costs for converting highway lighting assets to LED on the statewide transportation system.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		1,244,559	10.27	142,445	1,387,004
2023		1,320,528	10.27	151,140	1,471,668
	BIENNIAL TOTAL				**$2,858,672**

2.1.5 Policy Plans 23PF012

ODOT CONTACT: LUCIA RAMIREZ, TRANSPORTATION PLANNING
(503) 986-4168

OBJECTIVES

Through this work, ODOT fulfills federal and state planning requirements, including the Code of Federal Regulations (CFR) for the Development and Content of Long-Range Statewide Transportation Plans, state statute for a multimodal long range plan (ORS 184.618), and state rule for a state-level Transportation System Plan (OAR 660-012-0015). The Oregon Transportation Plan (OTP) is the umbrella document covering the movement of freight and people across all modes, and mode and topic plans help to refine broad policies into more specific strategies. The work establishes the statewide policy framework for ODOT and Oregon, provides direction for investments, and solidifies a comprehensive vision of the transportation system, with a path to achieve the vision. ODOT will achieve this through developing and maintaining the OTP and mode and topic plans as shown below.

OREGON PLAN	CURRENT STATUS	UPDATE OR AMENDMENT	NOTES
Aviation	2018 Update	Business Decision	Developed by Oregon Dept. of Aviation
Bicycle and Pedestrian	2016 Update	Not Scheduled	
Freight	2017 Amendment	2022 Update (federal)	
Highway	2015 Republication	2023/24 Update	Amended often for Technical or Policy Items. Full Update Scheduled
Public Transportation	2018 Update	Not Scheduled	
Rail Plan	2020 Update	2024 Update (federal)	May be amended early due to EIS
Statewide Transportation Strategy (GHG)	2013 Development (Adopted by Ref. into OTP in 2018)	Business Decision	
Transportation Options	2015 New Plan	Not Scheduled	
OTP	2006 Update	2022 Update	Full Update by End of 2022 or Early 2023
Transportation Safety Action	2016 Update	2021 Update (federal)	Update Underway, Completion Fall 2021

PLANNED ACTIVITES & PRODUCTS

- Develop the new Oregon Transportation Plan. Work will include:
  - White paper development

    - Understanding existing conditions, needs and trends
    - Scenario framework and analysis
    - Stakeholder meetings and interviews
    - Committee and work group review
    - Develop goals, policies, strategies and implementation items
    - Public involvement consistent with ODOT best practices for statewide planning and the Oregon transportation Commission (OTC) public involvement policy.
    - Plan adoption anticipated in late 2022 or early 2023
- Preparatory work and starting the new Oregon Highway Plan. Work includes:
    - Project and contract scoping (second phase of OTP/OHP contract)
    - White paper development
    - Understanding existing conditions, needs and trends
    - Scenario framework and analysis
    - Stakeholder meetings and interviews
    - Committee and work group review
    - Develop goals, policies, strategies and implementation items
    - Public involvement consistent with ODOT best practices for statewide planning and the OTC public involvement policy.
    - Plan adoption anticipated in late 2023 or early 2024
- Complete update to the Transportation Safety Action Plan to meet federal requirements. Work will include:
    - Stakeholder meetings and interviews
    - Data assessment
    - Emphasis area action review and development
    - Stakeholder coordination and public review
    - Plan adoption anticipated in Fall 2021
- Transportation Planning Unit staff will also support Agency policy work such as tolling policy development, connected and automated vehicle impacts, operations and ITS planning, refinements to Oregon's state planning program and transportation planning rules, and other planning tasks in support Agency business.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		1,274,427	10.27	145,864	1,420,291
2023		1,274,427	10.27	145,864	1,420,291
	BIENNIAL TOTAL				**$2,840,582**

2.1.6 Policy Plan Implementation 23PF016

ODOT CONTACT: ROSEANN O'LAUGHLIN, TRANSPORTATION PLANNING
(503) 986-3525

OBJECTIVES

Implement statewide plans and policies (listed below) through guidance, directives, integrated information, and actions. Support ODOT Divisions and Regions, MPOs, Tribal governments, counties, cities and other state agencies in understanding and correctly applying policy and investment direction. Integrate policies into all aspects of transportation, including planning, investing, delivering and maintaining the system.

OREGON PLAN	CURRENT STATUS	UPDATE OR AMENDMENT	NOTES
Aviation	2018 Update	Business Decision	Developed by Oregon Dept. of Aviation
Bicycle and Pedestrian	2016 Update	Not Scheduled	
Freight	2017 Amendment	2022 Update (federal)	
Highway	2015 Republication	2023/24 Update	Amended often for Technical or Policy Items. Full Update Scheduled
Public Transportation	2018 Update	Not Scheduled	
Rail Plan	2020 Update	2024 Update (federal)	May be amended early due to EIS
Statewide Transportation Strategy (GHG)	2013 Development (Adopted by Ref. into OTP in 2018)	Business Decision	
Transportation Options	2015 New Plan	Not Scheduled	
OTP	2006 Update	2022 Update	Full Update by End of 2022 or Early 2023
Transportation Safety Action	2016 Update	2021 Update (federal)	Update Underway, Completion Fall 2021

PLANNED ACTIVITES & PRODUCTS

- The Statewide Transportation Planning Unit will support implementation of adopted policy plans by providing direction and guidance on plan intent, coordinating or initiating actions to implement policies and strategies, and monitoring progress where applicable.
- The Transportation Planning Unit will support a number of overarching plan implementation initiatives including:
    - Linking transportation and public health actions

    - Linking planning and environmental work through guidance and staff information
    - Linking planning and operations in system planning, facility planning and investment decisions
    - Supporting ODOT's intermodal objectives such as implementing the Blueprint for Urban Design
    - Developing information and providing guidance on emerging topics for plan implementation – including staffing Agency Task Forces as needed
    - Managing elements of a Plan's implementation work plan and coordinating progress reporting
- As part of Oregon Highway Plan implementation, staff will provide guidance and make clarifying edits to keep the Oregon Highway Plan current and accessible. In addition, staff will track and record amendments to the Plan in order to document implementation.
- Planning staff will provide statewide coordination with MPOs over the next biennium to ensure sufficient sub-recipient oversight. This may include, but is not limited to, training; documentation of MPO liaison roles, responsibilities and expectations; UPWP review, working through planning rules and regulations, and sharing information for statewide consistency.
- Planning staff will support Performance Based Planning and Programming (PBPP) goals, objectives, performance measures, and targets through the implementation of policies, programs, and investment priorities outlined in long-range statewide transportation plans.
- Planning staff will support Transportation Asset Management Plan principles and techniques through the implementation of established long-range statewide transportation planning goals, defined priorities and investment decisions.
- Planning staff will support STIP development and project selection by linking investment priorities to performance targets outlined in the Transportation Asset Management Plan and other policies. These priorities are reflected and consistent with policy direction established by the statewide transportation plans. Activities support larger Agency efforts and may include support for developing eligibility criteria, application materials, documenting STIP development, project selection methods, and tools for investment programs.
- To support implementation of the Oregon Public Transportation Plan and associated policies that link land use and transportation, ODOT will complete a study identifying characteristics of land uses and transportation investments near various transit facilities. This study will identify opportunities and challenges to providing different types of housing and other land uses near transit and rail investments, and for providing transit service and appropriate transportation investments to areas of varying land use density.
- Support policy plan implementation and strategic work across the Agency by monitoring and coordinating implementation of the ODOT Strategic Action Plan and consider ties to long range policy work.
- Support the Area Commissions on Transportation (ACT) Refocus project to ensure effective stakeholder and jurisdiction involvement in ODOT policy, planning and implementation actions. Actions will include: ACT coordination on ODOT's Strategic Action Plan, implement social equity objectives in ACT activities, enhance ACT roles in STIP development, implement Area Strategies

Pilot Project if selected, improve ODOT and ACT coordination and communication, and revise the ACT formation policy to ensure effective public involvement through ACTs.

- Review the current Transportation System Plan Guidelines to account for the new best practices and plan topics. Consider updates now or shortly following updated policy plans such as the OTP and OHP.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	140,000		20	35,000	175,000
2023	140,000		20	35,000	175,000
	BIENNIAL TOTAL				**$350,000**

2.1.7 Bicycle & Pedestrian Plan Implementation 23PF018

ODOT CONTACT: SUSAN PEITHMAN, TRANSIT SECTION
(503) 986-3491

OBJECTIVES

Implement the Oregon Bicycle and Pedestrian Plan. Integrate policies into day-to-day ODOT operations and transportation decision-making across the state.

PLANNED ACTIVITES & PRODUCTS

The focus of implementation efforts for the Oregon Bicycle and Pedestrian Plan is on the three key initiatives identified, which include: defining the network, data, and program level performance measures.

DEFINING THE NETWORK

Work on defining the network has been underway for the past several years and has progressed far. The activities outlined below integrate efforts completed and create new products that help better define Oregon's biking and walking network.

Active Transportation Needs Inventory

The next phase of ODOT's Active Transportation Needs Inventory (ATNI) will enable ODOT to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. Primary activities include projects planning for the top 10% of identified needs and gaps, and pairing improvements projects with relevant funding sources such as the Sidewalk Improvement Program fund. The project will also assist with implementation of ODOTs Blueprint for Urban Design that provides guidance on best practices for enhancing livability on the arterial highway network.

Identify and Plan Projects for the STIP

Using the Active Transportation Needs Inventory (ATNI), which documents gaps in pedestrian and bicycle infrastructure on the state system, Active Transportation staff will work with regions and Delivery and Operations staff to plan, scope projects, and develop projects for the 24-27 STIP. This work includes program policy development and guidance, identification of priority locations, coordination with key internal stakeholders and engagement with external partners and agency advisory committees.

Improve Off-Roadway Walkways and Bikeways

Build partnerships with local agencies and identify and critical path and trail corridors that connect communities and advance equity and greenhouse gas reduction goals. This effort includes evaluation of path and trail corridors for funding for both project development and construction.

DATA AND PERFORMANCE MEASURES

The other two key initiatives are combined into a single effort to identify and collect data that informs decision-making through performance measures. The performance measures will support both performance-based planning and investment decisions.

DATA VISION AND STRATEGY

The next phase of the data and performance measures work will include the implementation of the Bicycle and Pedestrian Performance Measures Report. The report includes recommendations for data collection, management and analysis that is required for ODOT to implement the agency and program level performance measures. A data vision and implementation strategy for the division and

agency will be necessary and will require research, coordination, and technology. Research will be conducted and memos produced that summarize the state of the art and state of the practice data.

In addition to the Oregon Bicycle and Pedestrian Plan key initiatives, other activities are needed to support implementation and build out of quality bikeways and walkways in Oregon, such as:

Oregon Safe Routes to School Program Implementation

One of the top critical connections identified in the Plan is to assure bikeway and walkway connectivity to schools. This effort would support before-and-after studies of infrastructure and non-infrastructure (education and outreach) Safe Routes to School investments. Such studies would be used to support performance-based planning and programming decisions. A before-and-after study methodology will be used and based on performance measures. This information will be used for performance-based planning and investments. In addition, research will be conducted on bikeway and walkway design and interventions to establish priority design and safety countermeasure factors to guide decision-making.

ORS 366.514 Oregon Bike Bill Guidance

The Bike Bill requires walkways and bikeways to be build whenever a road is reconstructed, rebuild, or reconfigured, with a few exceptions. ODOT needs strongly policy guidance and legal interpretation in order to blend compliance of the statute with policy support from the Oregon Bicycle and Pedestrian Plan. In addition, such guidance would be helpful for supporting local jurisdictions bikeway and walkway plans and investments.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		448,650	10.27	51,350	500,000
2023		448,650	10.27	51,350	500,000
	BIENNIAL TOTAL				**$1,000,000**

2.1.8 MPO Coordination & Oversight 23PFX00

ODOT CONTACT:				
	REGION 1	GLEN BOLEN	(503) 731-8284	23PF100
	REGION 2	NAOMI ZWERDLING	(503) 302-0083	23PF200
	REGION 3	IAN HORLACHER	(541) 774-6399	23PF300
	REGION 4	RICK WILLIAMS	(541) 388-6084	23PF400
	REGION 5	TERESA PENNINGER	(541) 963-1344	
	STATEWIDE	ARLENE SANTANA	(503) 986-4126	23PF600

OBJECTIVES

To meet the requirements of Federal law (49 U.S.C. 5303, 23 U.S.C. 134, 23 CFR 420, 23 CFR 450, and 2 CFR 200) for continuing, cooperative and comprehensive planning efforts within the State of Oregon with the eight statewide MPO's and two bi-state MPO's. ODOT is a direct recipient of Federal-aid funds. Includes project stewardship and oversight so as to address requirements specified in 2 CFR 332(d), 49 CFR 18.40, 23 CFR 420.117 and 23 CFR420.121. How ODOT determines to administer stewardship and oversight is the responsibility of the Agency and dependent on the unique needs of the Region and the MPO.

PLANNED ACTIVITES & PRODUCTS

- General oversight of and administrative support to MPOs (e.g. self-certification processes, boundary adjustments, agreement preparation and oversight, etc.)
- Supporting MPOs public outreach efforts
- Assisting in developing the annual Unified Planning Work Program including:
    - Ensuring ODOT's Planning Activities are included
    - Ensuring the MPO UPWP addresses any FHWA/FTA certification findings
    - Participating in the annual UPWP's reviews
    - Establishing and executing annual funding agreements
- Liaison between ODOT, and MPOs on transit, modeling, and land use and transportation planning efforts
- Reviewing, advising, and assisting with the MPO's transportation planning and programming efforts, (e.g. RTP, MTIP, RTSP, CMAQ project eligibility, etc.) including Regional Transit Plan, Regional Transportation Functional Plan and Urban/Rural Reserves
- Providing technical assistance to the regional solutions teams
- Coordinating efforts between ODOT, MPOs and public transportation providers
- Providing technical assistance to MPOs on grant applications (e.g. Transportation and Growth Management grants, Transportation and Boarding Estimation Tool, etc.)
- Representing ODOT on the MPO's technical advisory committees
- Participating on the MPO's Policy Board

- Ensure TMA certification review findings are being adequately addressed and time schedules of corrective actions are being met

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	226,666		20	56,666	283,332
2023	226,666		20	56,667	283,333
	BIENNIAL TOTAL				**$566,665**

2.2 Financial & Economic

2.2.1 STIP 23PFX17

ODOT CONTACT:	REGION 1	TALENA ADAMS	(503) 731-8235	23PF117
	REGION 2	JOHN MAHER	(503) 986-2614	23PF217
	REGION 3	LISA CORNUTT	(541) 957-3643	23PF317
	REGION 4	TANA FOOS	(541) 388-6256	23PF417
	REGION 5	TERESA PENNINGER	(541) 963-1344	23PF517
	STATEWIDE	AMANDA SANDVIG	(503) 986-3534	23PF617
	STATEWIDE PROGRAMS:	GABRIELA GARCIA	(503) 986-3836	23PF617

OBJECTIVES

Implementation of applicable portions of 23 USC 135 and 23 CFR 450 requiring development of a statewide transportation improvement program and to provide adequate information to select projects the fiscally constrained STIP through initial scoping of potential transportation projects statewide.

PLANNED ACTIVITES & PRODUCTS*

STIP MANAGEMENT

Administration and management activities related to the 2021-2024 STIP, and planning for the 2024-2027 STIP. Conduct STIP maintenance activities, including, but not limited to:

- Demonstrate consistency of STIP program investments with policy guidance and investment priorities established by the OTC and associated long-range plans.
- Coordinate with ODOT, FHWA, FTA, and MPOs on the implementation of transportation performance measures as related to the management of the active STIP/TIP.
- Establish agreements for matching funds with local agencies prior to funding obligations requested.
- Establish and manage STIP project funding details and delivery dates through preparation of the Region's Financial Plan
- Financial plan reflect the STIP and FMIS
- Update STIP FP for each transaction
- Tracks allocated funding for each STIP cycle
- Prepare requests for federal funds obligation
- Develop the STIP in cooperation and consultation with all areas of the State, including Metropolitan planning organizations, non-metropolitan local officials, and Tribal governments
    - Document outcomes of agency consultation with federal, state, regional and local governments
    - Document outcomes of Tribal government consultation

STIP STAKEHOLDER ENGAGEMENT

This task covers public involvement in the STIP development process and access to approve and development STIP information for transparency, project management/delivery, and performance tracking.

- Develop and manage the STIP in cooperation and consultation with all areas of the State, including Metropolitan planning organizations, non-metropolitan local officials, and Tribal governments
- Document public involvement processes providing individuals and interested parties with reasonable opportunity to be involved early and continuously and at key decision points
- Ensure outreach activities align with initiatives outlined in the strategic action plan
- Maintain an interested parties mailing list
- Develop and maintain accurate and relevant information resources for all projects in the STIP

STIP DEVELOPMENT & PROGRAMMING

STIP development covers pre-scoping, active scoping and transition scoping activities. Pre-scoping is planning for and developing a strategy for the active scoping phase. Active scoping is when we have teams working on cost estimates and scoping deliverables for proposed projects. Transition scoping are for activities that happen after a project is approved for the STIP but before we have obligated funds. This mostly consists of charter development and confirming scope and budget prior to obligation. The primary goal for all scoping activity is to inform funding investment strategies with well-defined project scopes, project risk assessments, and reliable cost estimates.

*These activities are not a part of a formal NEPA Process and the activities are not funded with SPR funds.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		2,943,445	10.27	336,891	3,280,336
2023		2,943,445	10.27	336,891	3,280,336
	BIENNIAL TOTAL				**$6,560,672**

2.2.2 Economic Planning & Policy Support 23PF045

ODOT CONTACT: DANIEL PORTER, REVENUE, FINANCE AND COMPLIANCE
(503) 986-5365

OBJECTIVES

Forecast revenue and financial assumptions to plan for and build agency and statewide transportation budgets. Describe the value and impacts of policies, programs, and investments on the economy and people to inform decision-making and secure funding. Identify pricing opportunities, policies, and structures for existing or new programs.

PLANNED ACTIVITES & PRODUCTS

Complete required transportation finance studies and revenue forecasts, report on potential investments and expenditures, and perform benefit-cost analysis. Support the planning and project development efforts of the agency through econometric analysis and evaluations. Some of the larger activities and products include:

HIGHWAY COST ALLOCATION STUDY

Support the development of the state constitutionally mandated Highway Cost Allocation Study through the Department of Administrative Services, looking at cost responsibility between all vehicles and recommending adjustments as needed. A Highway Cost Allocation Study report will be produced.

BENEFIT-COST ANALYSIS

Conduct benefit-cost analysis (BCA) on major transportation projects to inform investments and as required for project selection under Federal discretionary programs. Develop and evaluate economic analyses and tools incorporating BCA requirements and considerations. Produce BCA reports summarizing individual project results.

ROAD USAGE CHARGE ANALYSIS

Update and adapt the Road Usage Charge financial forecasting model for use in estimating program revenues and costs. Develop alternative scenarios to match proposed legislation and policy alternatives. Produce summary memos and presentations.

TOLLING AND PRICING MECHANISMS

Support transportation pricing discussions and decisions by analyzing different tolling approaches, prices, and structures. Support federal applications to conduct tolling and value pricing. Inform policy conversations. Produce research reports and memos.

STATE AND FEDERAL REVENUE FORECASTS AND ANALYSES

Develop semiannual State Highway Fund revenue forecasts, including forecasting DMV, Commerce and Compliance, Motor Fuels, and other Highway revenues. Develop summary tables for budget development and tracking for both state and local governments. Produce a semiannual report. Track proposed federal transportation legislation and issues related to funding. Develop estimates and analysis of current and future revenues for use in STIP development and agency and MPO budgeting.

LOCAL ROAD AND STREET FINANCE STUDY

Gather data from cities and counties on funding and spending for transportation, per federal and state requirements. Produce a report summarizing findings, highlighting key facts, and comparing between years, as appropriate.

TRANSPORTATION FINANCE AND REVENUE ANALYSIS

Develop data related to, and research and evaluate, transportation finance issues and opportunities. Understand revenue impacts. Develop data to support and evaluate transportation finance approaches via memos and reports.

TAX COMPARISON STUDIES

Compare transportation taxes across neighboring states to inform decisions. Produce comparison charts summarizing fees.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		554,673	10.27	63,485	618,158
2023		554,674	10.27	63,485	618,159
	BIENNIAL TOTAL				**$1,236,317**

2.3 Transportation Data & Mapping

2.3.1 GIS, Mapping & EDMS 23PF060

ODOT CONTACT: BRETT JUUL, GEOGRAPHIC INFO SERVICES UNIT
(503) 986-3156

OBJECTIVES

Develop, maintain and support standard and custom GIS mapping products, web applications and technology solutions supporting ODOT's programs for a safe and reliable multimodal transportation system

PLANNED ACTIVITES & PRODUCTS

GEOGRAPHIC INFORMATION SYSTEMS

- Develop and update geospatial data layers throughout the year and maintain agency repository of crash data, travel information, and road and bridge data, including geometries, roadway surface and bridge condition, for all public roadways in Oregon
- Update the OR-Trans linear highway data that is used to produce the All Roads GIS Network
- Process City Annexations annually to maintain the City Limits data layer
- Provide computer applications which analyze and distribute spatial data
- Develop, maintain and update several standard Oregon DOT published map products as well as the Official State Map of Oregon
- Update and provide Urban/Rural/Road Index Maps (City/County) for ODOT and its customers
- Update State Highway Maintenance Restricted Activity Zone data & map products
- Provide Emergency Mapping Support (This support is for developing and updating digital and hard-copy map products that support emergency incident response in the case of major or catastrophic transportation system impacts. These products cover the transportation modes and field support functions of ODOT.)
- Develop GIS web applications and provide updates and support
- Provide Desktop GIS software updates and support
- Develop and provide mobile GIS application updates and support for GPS roadway feature data collection that is used for GIS analysis and mapping
- Support and/or provide GIS user training across Agency
- Implement the initiatives in the GIS Business Plan in order to ensure alignment with ODOT's Mission, Vision and Goals and federal requirements for maps and data

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	1,173,947		20	293,487	1,467,434
2023	1,173,948		20	293,487	1,467,435
	BIENNIAL TOTAL				**$2,934,869**

2.3.2 TransInfo 23PF062

ODOT CONTACT: STACY SNIDER, ROAD INVENTORY & CLASSIFICATION SERVICES UNIT
(503) 986-4157

OBJECTIVES

Provide foundational state highway system data and statistical mileage information in support of ODOT and FHWA asset management and performance measurement activities, including STIP development, transportation safety, MAP-21 performance measure data, Oregon Key Performance Measure support, and other transportation planning activities.

PLANNED ACTIVITES & PRODUCTS

ACTIVITIES

- Maintain ODOT's corporate road inventory database for state highways (TransInfo)
- Continue to expand the TransInfo system for other ODOT work units to manage asset data
- Update TransInfo with data from construction plans and other resources
- Integrate non-state roads and upgrade software for TransInfo
- Develop and maintain data reporting tools, and provide data and custom reports on request.
- Record Video Log on a regular update cycle (Covid restrictions may interrupt regular cycles): Interstate and US Routes that are NHS, one year, OR Routes that are NHS, two years, other non-state NHS and OR Routes, three years, Interstate Connections and Frontage Roads five years. The

Video Log will continue although with Covid-19, the field season is not able to start in time and some highways may not be filmed as scheduled.

- Continue to enhance Video Log quality and efficiency
- The production of the Straightline Charts is extremely labor intensive making the published data out of date, and, at times, take years to replace. Systems and software are antiquated and with staff attrition, we are providing the same data in a different format. We are working on tools /reports that will allow customers to retrieve monthly updated data using the Highway Inventory Report from TransInfo. This change will require us to provide training to customers in order for them to understand how the information is downloaded and how to read the data provided in the reports.
- Support the Oregon Transportation Plan, Highway Plan, STIP, Transportation Safety, Access Management, Freight Mobility, environmental, congestion management and other planning functions.

PRODUCTS

- Monthly update of the internet report file (TransViewer) (Three each quarter)
- GIS data layers to support TransGIS and other GIS applications (1st and 3rd quarter)
- Highway Inventory Report (electronically updated monthly)
- Video Log online digital images and DVD libraries (COVID-19 may affect deployment of staff into the field for this seasons collection)
- State highway data files for Highway Performance Monitoring System and Certified Mileage submittals (4th quarter) Certification of highway mileage changes for GASB34 reporting (4th quarter)

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	799,823		20	199,956	999,779
2023	799,824		20	199,956	999,780
	BIENNIAL TOTAL				**$1,999,559**

2.3.3 Asset Management Integration 23PF070

ODOT CONTACT: LISA LETNEY, ENGINEERING & TECHNICAL SERVICES BRANCH
(503) 302-0917

OBJECTIVES

ODOT seeks a facilitated and coordinate enterprise approach to managing ODOT's transportation infrastructure asset. It is necessary to enhance existing or establish relationships across individual assets, programs and initiatives as well as build and maintain a structure for common guidance. This effort addresses processes, data management, systems, tools and inventory for all assets in support of decision making for ODOT's ongoing quest to achieve its mission and goals. Advance the concept of Asset Management (AM) within the Agency to integrate AM systems and philosophies into our business model

PLANNED ACTIVITES & PRODUCTS

ASSET MANAGEMENT PROGRAM MANAGEMENT

Advance the concept of Asset Management (AM) within the Agency to integrate AM systems and philosophies into our business model, including but not limited to the following:

- Long Range Fix-it Strategy Planning
  Develop a long range fix-it strategy, and pilot cross asset tools and processes. This is the second phase of ongoing work.
- 2022 Transportation Asset Management Plan & Annual Consistency Determinations
  Manage and coordinate updates to the 2022 TAMP, and annual Consistency Determinations per MAP-21 requirements.
- Asset Management Program Office (AMPO) 5-year Strategic Plan
  Develop an updated 5-year AMPO strategic plan and framework which aligns with Statewide Policy Plans and strategies, including the Transportation Asset Management Plan, Oregon Transportation Plan, and Oregon Highway Plan.
- Culvert & Stormwater Asset Management Strategy
  Develop a mid and long-range strategy for the maintenance, rehabilitation and replacement of culverts and storm water facilities.
- Asset Management Standards, Processes and Procedures
  Development of new asset management standards, processes and procedures. Maintain and update current standards, processes and procedures.
- Automated Asset Data Collection
  Develop processes for the automated collection and extraction of highway asset data through the use of tools such as mobile LIDAR and survey.

TRANSPORTATION ASSET CONDITION, INVENTORY AND DATA MAINTENANCE

Maintain ODOT's statewide transportation infrastructure asset data though performing field inspections and condition assessments, and maintaining accurate and accessible transportation asset data.

- Environmental & Hydraulic Asset Management
  Culvert inspection, condition assessments and asset data maintenance/upkeep.
- Traffic/Roadway Asset Management
  Maintain Traffic/Roadway asset data such as signs, ADA, Traffic Signals, and Bicycle and Pedestrian Facilities through inspection, condition assessments and asset data maintenance and upkeep.
- Geotechnical Asset Management
  Unstable Slopes Inspection, condition assessments and asset data maintenance/upkeep.
- Pavement Asset Management
  - Perform condition rating, maintain and quality check data
  - Perform friction testing, maintain and quality check data
  - Perform roughness testing, maintain and quality check data
  - Overarching pavement asset management activities such as program and financial plan management, budget impact analysis, project selection, development of targets and strategies.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	1,733,328		20	433,332	2,166,660
2023	1,733,328		20	433,332	2,166,660
	BIENNIAL TOTAL				**$4,333,320**

2.3.4 Project Safety Management System 23PF072

ODOT CONTACT: ANGELA KARGEL, STATEWIDE PROJECT DELIVERY
(503) 986-3594

OBJECTIVES

The objective of this effort would be to continue to enhance ODOT's Project Safety Management System (PSMS). The PSMP designed to improve decision making and improve safety on Oregon's highways and all public roads. The PSMP relates includes processes, procedures, and tools needed to address critical safety issues for safety projects, including network screening of potential projects, investigation procedures and tools, project selection prioritization processes and procedures, projects scoping, countermeasure selection, design, and construction.

PLANNED ACTIVITES & PRODUCTS

The purpose the following planned activities and products is to improve the reporting, accuracy, and usefulness of the PSMS. Some of the work below is typically carried out yearly.

- Evaluate, incorporate, develop, update and/or implement new safety research and national guidance into safety plans, policy's, methods, tools and procedures
- Develop, support or update existing plans such as Intersection Control Evaluation Plan, Annual Highway Safety Plan, Older Driver Plan, Roadway Departure Plan and Intersection Implementation Plan
- Produce/distribute SPIS reports and provide support for Region Investigations
- Evaluate and update statewide safety program processes, policy's, tools and guidelines
- Develop new tools, methods and approaches to help flag safety locations
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur
- Improve coordination and provide training to ODOT staff and Local agencies in Safety plans, methods, tools, procedures and data analysis
- Research/ implement speed management strategies statewide and investigate new criteria, tools and methods to help quantify the effects of speed changes
- Publish reports such as HSIP Annual Report and PSMS Biennial Report
- Develop Strategic Plan and begin data collection of MIRE FDE's

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	194,512		20	48,628	243,140
2023	194,513		20	48,628	243,141
	BIENNIAL TOTAL				**$486,281**

2.3.5 Data Analytics & Performance Reporting (DAPR) 23PF074

ODOT CONTACT: PROJECT MANAGER: CHI MAI, UNIT: TRANSPORTATION PLANNING ANALYSIS UNIT
PHONE NUMBER: (503) 731-8542

OBJECTIVES

The objectives of this program are to estimate and forecast the location and severity of congestion on the state highway system, develop methods to quantify the impacts of congestion (delay) & reliability (dependable travel times), develop new performance measures, identify attributes of the highway system and highway travel affecting traffic congestion & reliability, develop methods and tools to cultivate effective solutions, monitor system performance over time, and develop reporting dashboards to monitor system performance. As a new program, strategies, goals and objectives will be developed in detail and implemented in phases corresponding to ODOT priorities. Objectives identified here represent more than two years of work, but interrelate and must be planned under one comprehensive program in order to effectively utilize scarce resources across the agency.

PLANNED ACTIVITES & PRODUCTS

SUPPORT STATEWIDE POLICY DEVELOPMENT

- Support the development of major statewide plan and policy updates, such as the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP) using HERS.

- Explore methods of connecting statewide modeling tools to each other to draw upon the strengths of each tool; allowing for improved support of statewide policy development.

SUPPORT REGULATORY COMPLIANCE ACTIVITIES

- Develop, maintain and annual update of the Oregon HERS model for annual reporting of the ODOT congestion Key Performance Measure (KPM) and FAST Measure planning level evaluation.
- Apply the HERS model for reliability analysis (based on SHRP2 C11), benefit-cost, FAST Act metrics, system needs analysis, planning support such as RTP and TSP analysis.
- Implement, apply and manage the RITIS platform with Inrix speed data, traffic volume data and other information needed to FAST act performance measures, report reliability, delay and other mobility related performance measures.
- Provide maintenance and expand implementation of the RITIS data analytics platform – integrating key data elements of ODOTs into the RITIS reporting stream, such as traffic volumes, incidents, public transit ridership, and weather data; integrate data elements from partner agencies, such as the MPOs.
- Development and application of TSMO performance measures, including cross-division collaboration on several performance measures, develop data plans, new methods, data storage and information reporting, system-wide performance reporting, location-based reporting, and develop a TSMO program performance management plan.
- Maintain and update the Analysis Procedure Manual related to operations analysis, HERS and performance measures.

SUPPORT ODOT FACILITY AND NETWORK PLANNING

- Conduct statewide system analysis related to long-range planning, economic impacts, freight movement, and resiliency in the system, prioritization, and strategic investment.
- Apply HERS to STIP project evaluation within the planning context.

IMPROVE DATA QUALITY

- Develop reliability analysis input defaults related to data elements, including but not limited to ADT profiles, weather, crash and other safety data.
- Develop reporting dashboards for efficient monitoring and reporting, including automation and visualization,
- Produce the annual HERS model using the HPMS submittal data “TOPS”, perform regular maintenance and sensitivity testing of HERS,
- Evaluate new data products (BigData, Origin-Destination), lead coordination and guidance development as this emerging field develops.

- RITIS – prepare data conflation, refine reporting ability through additional data inputs on volumes, transit, develop dashboards and automated reporting processes.

ADVANCE THE STATE OF THE PRACTICE

- Develop new performance measures and refine existing measures to suit agency's evolving needs.
- Develop, refine and apply methods to measure congestion,
- Develop methods to forecast congestion under different investment project bundles,
- Provide technical guidance, outreach and education to support ODOT Regions and MPO partners on topics related to congestion and reliability analysis
- Develop methods to evaluate use of new data sources, such as cellphone-based data, to use in performance measures, transportation analysis, and travel demand models.

DEVELOP AND SUSTAIN RELATIONSHIPS WITH CUSTOMERS AND PARTNERS

- Develop outreach and educational training materials for users of the RITIS platform, including technical guidance, case studies, input data development, conflation, and facilitating the RITIS Users Group
- Represent ODOT in the TTI Support for Urban Mobility Analysis (SUMA) pooled fund project – identify work program products of benefit to ODOT
- Facilitate the agency Operations Performance Measures Technical Advisory Committee.

PRODUCTS

- Annual reporting for Key Performance Measure on congestion
- Annual reporting of FAST metrics
- Annual HERS-Oregon model update with HPMS/TOPS dataset
- HERS-Oregon Implementation Plan
- HERS-Oregon Applications – statewide and regional analysis
- Implementation of SHRP2 C11 reliability post processor for urban and statewide models
- Implementation Plan for SHRP2 C11 reliability analysis for statewide and urban areas
- TSMO Program Performance Management Plan
- Facilitate development of RITIS dashboard reporting page for Region users,
- Improvements to methodology for estimating and forecasting congestion, including connections to statewide models and documentation of technical methods.
- RITIS Technical Support Implementation Plan: identify activity necessary to effectively integrate RITIS use into ODOT analysis, including:
    - ✓ Activity related to serving as ODOT - RITIS liaison facilitating discussion of ODOT needs with RITIS vendor CATTLAB,
    - ✓ Lead the RITIS Users Group

- ✓ Develop a RITIS Implementation Plan - identify needed written guidance and training materials, network conflation, coordination with other parts of ODOT, outreach to other partners

- Report statewide system congestion levels via biennial Statewide Congestion Overview report
- Publish definitions and standards related to TSMO performance measures
- Develop a 2-5-10 year program workplan
- Updates to the ODOT Analysis Procedure Manual documentation based on information included in these work products.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		552,862	10.27	63,278	616,140
2023		552,862	10.27	63,278	616,140
	BIENNIAL TOTAL				**$1,232,280**

2.3.6 Crash Analysis & Reporting 23PF080

ODOT CONTACT: ROBIN NESS, CRASH ANALYSIS & REPORTING UNIT
(503) 986-4236

OBJECTIVES

Completing the annual statewide files of 55,000+ crashes on all Oregon's public roads. This includes crash data collection and coding for all 36 counties and 242 incorporated cities in Oregon. It requires providing annual, custom and ad-hoc reporting and data distribution. Developing and maintaining procedures, manuals, validations and reporting documentation, database management and data development. In addition, it involves outreach and coordination with numerous crash data stakeholders.

PLANNED ACTIVITES, SERVICES & PRODUCTS

ACTIVITIES

- Collect, assimilate, analysis, code and enter statewide motor vehicle traffic crash information derived from police and citizen crash reports
- Analysis crash data, develop program report queries and formats, produce custom and ad-hoc reporting. Develop custom extracts for use in safety analysis tools and programs
- Track and respond to all ad hoc or custom data requests. The five-year average number of annual requests is 439 (*excluding mandated and custom annual reports & publications)*
- Track, compile, create and manage hardcopy case files of Oregon motor vehicle traffic fatal traffic crashes
- Produce daily Fatal Traffic Toll and Preliminary Fatal info reports, and distribute to a large stakeholder group via daily email
- Develop and maintain procedures, data dictionary, manuals, validations and reporting documentation, database management and data and training development and change management notification
- Provide outreach to local agencies and data stakeholders promoting the use of the crash data to identify and plan cost-effective engineering countermeasures, safety education, and law enforcement strategic patrolling
- Manage, update, and maintain several peripheral databases and logs of requests and fatal and report tracking
- Manage an external crash report scanning contract
- Develop a 5-Year CAR Unit Strategic Business Plan using a Consultant contract
- Ongoing training of new and existing staff on coding and reporting procedures and changes
- Coordinate with DMV and their STP project to ensure CAR Unit has improved access traffic crash source documents, preferably in electronic format i.e., scans

ANNUAL PRODUCTS & SERVICES INCLUDE:

- Annual Oregon Traffic Crash Quick Facts https://www.oregon.gov/ODOT/Data/Pages/Crash.aspx
- Annual Oregon Motor Carrier Crash Quick Facts Report
- Annual Traffic Crash Summary
- Annual State Highway Crash Rate Book
- Annual Fatal and Injury Traffic Crash Summary
- Annual Law Enforcement Crash Data Books
- Annual State Highway Crash Rate Tables II-V
- Annual Oregon State Police (OSP) Crash Rate Book
- Annual OSP Crash Data Book
- Annual data extracts for ODOT's safety systems and programs, SPIS, All Roads SPIS, OASIS, Crash Graphing Tool, OTSE, Crashviewer, Traffic Signal Crash Viewer, Crash Decoder, etc.
- https://www.oregon.gov/ODOT/Data/Pages/TransData-Portal.aspx

- Annual data extracts and crash data geodatabases for local governmental jurisdictions and MPO's
- Annual data evaluation and analysis and recommendations for the Oregon Highway Safety Corridor Program
- Published most current year preliminary crash data to the web for on-line reporting for on-line use in analysis and reporting throughout the year
- Annual spatial crash data to populate ODOT's corporate interactive GIS mapping tool, TransGIS http://gis.odot.state.or.us/TransGIS/
- Ad-hoc and custom reports, spot maps, diagrams, and extracts on demand thought out the year
- Annual copy of crash data file to ODOT Enterprise Data Warehouse (EDW) (changes uploaded nightly)
- Annual copy of crash data file for use in on-line Crash Magic diagramming tool available for use by internal and external data stakeholders (changes uploaded nightly)

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	1,584,106		20	396,027	1,980,133
2023	1,584,106		20	396,027	1,980,133
	BIENNIAL TOTAL				**$3,960,266**

2.3.7 Highway Performance Monitoring System 23PF090

ODOT CONTACT: STACY SNIDER, ROAD INVENTORY & CLASSIFICATION SERVICES UNIT (503) 986-4157

OBJECTIVES

This program 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.

PLANNED ACTIVITES & PRODUCTS

ACTIVITIES

- Maintain records and maps showing the Functional Classification/National Highway System FC/NHS status of all highways, roads and streets
- Maintain road inventory records needed to calculate annual Certified Mileage Submittal
- Liaise with public agencies to update public road mileage each year
- Analyze FC/NHS change requests for compliance with FHWA standards and provide liaison services between FHWA, ODOT Regions and other government agencies
- Provide National Highway System (NHS) /Functional Classification (FC) information (data, maps and reports) to the Department of Transportation, FHWA, local jurisdictions, and the public
- Support planning, asset management and highway design activities by providing mileage statistics and other information related to the public road system and its use
- Support Oregon and Federal transparency and accountability requirements
- Ensure federal law and FHWA guidelines are met for the Certified Mileage Report and the annual HPMS Submittal
- Track and respond to FHWA recommendations for continual process improvements

PRODUCTS

- Oregon Mileage Report (1st quarter)
- Certified Mileage Report (4th quarter)
- Highway Performance Monitoring System (HPMS) submittals 4/15 and 6/15 (4th quarter)
- Report of HPMS audit recommendations to Oregon Legislature (every other year)

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	325,294		20	81,323	406,617
2023	325,294		20	81,323	406,617
	BIENNIAL TOTAL				**$813,234**

2.3.8 Traffic Monitoring Systems 23PF093

ODOT CONTACT:	STATEWIDE	DON R. CROWNOVER	(503) 986-4132	21PF093-000
	REGION 1 & 2	DON R. CROWNOVER		21PF093-121
	REGION 3	JERED W. CARPENTER	(541) 957-3693	21PF093-301
	REGION 4	MARK BARRETT	(541) 388-6120	21PF093-401
	REGION 5	JEFF WISE	(541) 963-1902	21PF093-501

OBJECTIVES

This program funds activities to obtain data for accurate estimates of traffic volumes on all state highways and to maintain the Oregon Highway Performance Monitoring System (HPMS). This data is used in planning activities, provided information to the public and local agencies, and is used to support FHWA program, determine funding allocations, and to report to Congress on the state of the nation's roads.

PLANNED ACTIVITES & PRODUCTS

- Prepare and distribute the annual Transportation Volume Tables and the Statewide Traffic Flow Map.
- Critical hour summaries
- Publish Transportation Volume Tables to intranet
- Process manual traffic classification count reports for projects, modelling, and coverage
- Provide traffic data for the Highway Performance Monitoring System. Data is collected on the non-state system on a three year update cycle.
- Monthly upload of traffic data to FHWA
- Prepare seasonal and growth factors
- Maintenance of the traffic counter and sensor for Continuous Count Stations (CCS) and portable counters statewide. All stations are telemetry stations.
- Activate public traffic count portal within our Oregon Traffic Monitoring System (OTMS), which is hosted by MS2
- Implement recommendations from our field technology plan, with primary focus on network and communications updates to our CCS sites
- Load statewide bike and pedestrian volume data into OTMS
- Programmatically load WIM and ITS volume data from authoritative sources

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022	1,553,202		20	388,301	1,941,503
2023	1,553,202		20	388,301	1,941,503
	BIENNIAL TOTAL				**$3,883,006**

2.3.9 Strategic Data Improvements 23PF095

ODOT CONTACT: DENISE WHITNEY DAHLKE, STRATEGIC DATA PROGRAM MANAGER
(503) 986-3517 OFFICE (971) 719-6274 CELL

OBJECTIVES

Data is everywhere, almost every organizational process creates or consumes data or both. Given data's pervasiveness, the ability to use data effectively is also increasingly required. But reliable data and information are not produced by accident. Well-managed data depends on planning and design, governance of business and technical processes, and a commitment to quality results. The effective management and use of data require staff to be literate and even fluent in these practices. The objective of this work is to advance data governance, management, and use practices within the agency, and at the local and national level.

PLANNED ACTIVITES & PRODUCTS

Work efforts include researching, developing, and/or testing innovative or emerging approaches to data governance, management, and use, and educating people on these practices. The work may be done in partnership with local and national peers, both formally and informally. Where partnerships are not direct, products may be shared with local and national peers through committees, peer exchanges, workshops, and webinars in order to advance the state of practice. Staff will participate on and assist in leading (as appropriate) national and local committees for these purposes.

Staff will monitor data governance and management trends and will serve as subject matter experts. Progress updates will be provided on both materials produced and activities. The following includes a list of planned activities and products by major category:

DATA GOVERNANCE

Data governance is most valuable as a response to real business need. Document and share business use case driven data governance activities, such as the development of data policies, procedures, standards, and guidance on topics such as:

- Data sharing and publishing
- Data ethics:
    - use of artificial intelligence, algorithms, and automated decision systems
    - demographic data collection
    - data privacy
    - data collection transparency

There are a number of data governance maturity models and at least one transportation data management maturity model (developed by AASHTO and TRB), but not a *transportation* data governance maturity model.

In response to the imperative that Oregon state agencies conduct a data governance maturity assessment, with the allowance for industry specific need, ODOT will expand the data strategy and governance segment of the ASSHTO/TRB Agency-wide Data Management Assessment to create a stand-alone transportation data governance maturity assessment and pilot its use.

DATA MANAGEMENT

Increasingly we are moving to suites of collaborative work management tools such as SharePoint Online, Smartsheet, etc. These tools create opportunities for greater efficiency as employees create forms that they can use to gather data and information from a broad spectrum of stakeholders into lists and databases and develop semi-automated work flows between people and groups. They can then easily link this to reporting and dashboarding tools such as PowerBI.

However, without evolving good data management and publishing practices related to collaborative work and educating people on them, the proliferation of one-off and unofficial data could cause many problems. In order to assist in the evolution of best practices, this task involves setting expectations for collaborative work as it relates to the generation, management and publishing of related information. It will include tying the expectations to data governance policies, guidance, etc. and producing related communication materials including training. The training could be required for those who want or will gain access to the tools.

Conducting data management assessments for the purposes of prioritizing data improvements can lead to increased data value realization and better cost optimization for data collection and/or more

effective data management practices for individual units or the agency as a whole. ODOT will conduct an agency-wide data management maturity assessment and up to five small assessments (data value or unit data management maturity assessments).

DATA LITERACY/FLUENCY TRAINING

Previous efforts focused on data management skill building. This work will be focused on setting expectations and identifying training to build data analysis and interpretation skills for a range of staff, from executives and managers, those doing simple analysis, all the way to "data scientists".

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		110,371	10.27	12,633	123,004
2023		110,371	10.27	12,633	123,004
	BIENNIAL TOTAL				**$246,008**

2.4 Region Planning

2.4.1 Long Range Plans — 23PFX20

ODOT Contact:				
	Region 1	Glen Bolen	(503) 731-8284	23PF120
		Kristen Stallman	(503) 731-4957	
	Region 2	Naomi Zwerdling	(503) 302-0083	23PF220
	Region 3	Lisa Cornutt	(541) 957-3643	23PF320
	Region 4	David Amiton	(541) 388-6111	23PF420
	Region 5	Teresa Penninger	(541) 963-1344	23PF520

OBJECTIVES

The purpose of this project is to conduct a long-range transportation planning program that addresses the statewide transportation planning needs/activities (23 USC 135) within the State of Oregon for all modes of transportation and the policies stated in section 134(a) to be continuing, cooperative and comprehensive to the degree appropriate based on the complexity of the transportation issues to be addressed. The program supports development of plans for transportation corridors and community transportation systems. This work involves evaluating existing and future transportation conditions, establishing system and solution goals and objectives, and identifying potential solutions to current and future problems. The transportation needs and solutions are determined consistent with standard industry practices and federal, state, and local government regulations. The various planning project developed through this program involve participation by state and federal agencies, local governments, concerned citizen advocacy groups and the general public.

PLANNED ACTIVITES & PRODUCTS*

REGION 1

Active Transportation Program

Description: Using the Active Transportation Needs Inventory (ATNI) and the Oregon Transportation Data Explorer, develop updates in coordination with other regions to make these tools more comprehensive, and user-friendly for scoping active transportation projects and planning scopes. This includes the development of a priority needs list for active transportation.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $500,000

System Analysis & Technical Assistance

Description: Support early-stage performance-based planning through the use of modeling tools, data evaluation, model calibration, forecasting analysis, and scenario-based alternative analysis. Provide technical assistance, updates and refinements to important reference data sets and documents including the Active Traffic Management, ITS, Interchange Atlas, Traffic Performance Report, and Before/After analyses. Funding supports procurement of data and evaluation as well as partnership with Metro on tool development.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $1,200,000

Local Planning Assistance

Description: Participate in and contribute to the development of state-mandated transportation system plans and other planning efforts in the region's counties and cities. Pursue opportunities to advance statewide initiatives and implementation of the Strategic Action Plan. Ensure consistency of local plans with applicable requirements, policies and standards, such as performance-based planning. Deliver more local planning projects that align with agency strategic priorities, which may include but are not limited to the following:

- consultant-led planning projects in Region 1 communities that implement statewide policy, such as Transportation Asset Management Plan, Transportation Safety Action Plan, Executive Order 20-04, the Governor's economic recovery plan and the Strategic Action Plan
- developing and implementing initiatives around climate equity, in alignment with the agency's climate office
- developing and implementing initiatives around equity goals, in alignment with the agency's social office
- pilot projects working with R1 counties and cities on enhanced asset management program to further limited Fix-It funds

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $600,000

Mobility Policy

Description: Collaborate with Metro on the development of additional measures of mobility (including accessibility) to serve as the basis of system planning and development review decisions.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/22

FY 2022/2023 Budget: $85,000

Planning for Operations

Description: This activity will identify future investment opportunities for operational improvements. Evaluating and planning for deployment of transportation system management/operational strategies to improve mobility and safety of the system.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $455,000

Project Planning

Description: The purpose of this task is to create a portfolio of investments with robust planning-level estimates of economic benefits and costs. ODOT will consider needs that have been identified through analyses such as ODOT's freight delay study and the 2018 Regional Transportation Plan. This task will help ensure a desirable level of project readiness for future major investments and therefore RTP consistency. Includes the application of ODOT policies such as Blueprint of Urban Design and Road Safety Audits to develop strategic investments on the state system. The project subjects are expected to include the following:

- Sunrise Corridor, Phase 2
- 217 Phase III
- corridor plans for Tualatin-Valley Highway (OR-10), McLoughlin Boulevard (OR-99E), 82nd Avenue (OR-213)
- equity project identification on urban arterials
- State of Good Repair Assessments for OR-141, TV Highway, OR-281
- Regional Stormwater Mitigation Strategy
- Mt Hood Multi-Modal Plan Update

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $1,050,000

Highway Corridor Transit Planning

The purpose of this task is to provide assistance in the development of regionally significant transit planning efforts in Region 1. This task includes ongoing development of the ODOT Bus on Shoulder study, transit access to congested recreation areas, as well as assisting with the development of efforts by regional transit partners to enhance access to transit on ODOT facilities.

Project Start Date: July 2021
Projected Completion Date: June 2023
Approximate Funding for FY 2021/2023: $300,000

Inclusive Stakeholder Engagement

Develop a strategy and plan to implement inclusive stakeholder engagement in project planning and early development.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $50,000

Columbia River Gorge National Scenic Area Coordination

Description: Collaborate with Gorge stakeholders, coordinate congestion issues and recreational access strategies and National Scenic Area compliance and stakeholder engagement.

Project Start Date: 7/1/21

Projected Completion Date: 6/30/23

FY 2022/2023 Budget: $250,000

REGION 2

Willamina TSP

Description: Develop a Transportation System Plan for Willamina

Project Start Date: March 2020

Projected Completion Date: June 2023

FY 2022/2023 Budget: $120,000

Wheeler/Nehalem/Manzanita (Nehalem Bay) TSP

Description: Develop a Transportation System Plan for Wheeler, Nehalem and Manzanita

Project Start Date: March 2020

Projected Completion Date: June 2023

FY 2022/2023 Budget: $200,000

Newport TSP

Description: Develop a 2040 Transportation System Plan for Newport

Project Start Date: March 2019

Projected Completion Date: June 2023

FY 2022/2023 Budget: $45,000

R2 Active Transportation Needs Inventory (R2 ATNI)

Description: Identification and planning of active transportation operational and enhancement projects based on the Active Transportation Needs Inventory (ATNI). The ATNI will be complete by June 2021. This project will provide ongoing support for maintenance and update of ATNI to keep the document current and relevant.

Project Start Date: July 21

Projected Completion Date: Ongoing

FY 2022/2023 Budget: $25,000

Gearhart US 101 Facility Plan

Description: Develop a 2040 Facility Plan for US 101 in Gearhart (not in conjunction with NEPA, but intended to support future NEPA work).

Project Start Date: April 2020

Projected Completion Date: June 2023

FY 2022/2023 Budget: $285,000

I-5 Brooklake IAMP

Description: Develop a 2040 Interchange Area Management Plan for the Brooklake Interchange on I-5 (not in conjunction with NEPA, but intended to support future NEPA work).

Project Start Date: August 2020

Projected Completion Date: June 2022

FY 2022/2023 Budget: $180,000

South Corvallis (Southtown) Facility Plan

Description: Develop a 2040 Facility Plan for OR 99W in South Corvallis (not in conjunction with NEPA).

Project Start Date: January 2020

Projected Completion Date: March 2023

FY 2022/2023 Budget: $425,000

Springfield Main Street Facility Plan

Description: Develop a 2040 Facility Plan for OR 126 Business in Springfield (not in conjunction with NEPA).

Project Start Date: June 2017

Projected Completion Date: June 2022

FY 2022/2023 Budget: $30,000

Creswell OR99/OR222 Intersection Recon

Description: Develop a detailed planning-level concept for improving the intersection of OR99 and OR222 in downtown Creswell including identifying signing, turn lanes, shoulders, access, and various bike and pedestrian improvements and associated cost estimates.

Project Start Date: January 2020

Projected Completion Date: June 2022

FY 2022/2023 Budget: $20,000

OR126E Safety Study

Description: Develop a Safety Study for OR 126E (east of Springfield) focused on identifying potential lower (relatively) cost safety implementation action throughout the corridor including signing, turn lanes, shoulders, access, and various bike and pedestrian improvements.

Project Start Date: August 2020

Projected Completion Date: June 2023

FY 2022/2023 Budget: $120,000

Tillamook County TSP

Description: develop an updated TSP for Tillamook County

Project Start Date: July 2022

Projected Completion Date: July 2023

FY 2022/2023 Budget: $150,000

Dallas TSP

Description: Develop an updated TSP for the city of Dallas

Project Start Date: July 2022

Projected Completion Date: July 2023

FY 2022/2023 Budget: $150,000

US 20 Crossing Study/Lebanon

Description: Evaluate opportunities for improved pedestrian crossings on US 20 in Lebanon. The study will identify potential improvements that can be incorporated into future Fix-it projects on the highway.

Project Start Date: July 2022

Projected Completion Date: June 2023

FY 2022/2023 Budget: $150,000

Urban Design Verification

Description: The Urban Design Verification (UDV) will focus on three corridors with multiple Fix-it Priority locations in order to obtain public feedback on flexible design elements. Project tasks include public involvement, Blueprint for Urban Design decision-making, and verification of potential project-related concepts between ODOT and the city. The ultimate goal is to create a mutual understanding of the corridors' infrastructure elements before a project commences in the 2024-2027 STIP.

Currently our Region Planning units focus on long-range planning activities which are more vague in nature and sometimes do not match up with projects in the STIP in this time when Fix-it Program projects are the majority. Individual STIP Programs have their own planning processes but we don't have Region or Area STIP Planning for all programs. If we have this planning phase for the Region STIP, we could better inform and improve our feedback process with the community on the STIP. We could also better inform the added/leverage features at the project scoping phase.

Proposed locations to implement the UDV process:

- Rainier (US 30) Very poor pavement, poor/missing ADA, poor signal conditions, 1 SPIS site
- Mt. Angel (OR 214) Poor pavement, poor ADA, poor signing/illumination, multiple undefined accesses, 8 unapproved marked crosswalks, BUD opportunities
- Corvallis (OR 99W Couplet) Poor pavement, poor ADA, poor signal conditions, 4 recurring SPIS sites

This project will also include preparation of Corridor Crossing Analysis (CCA) in key communities which are being scoped for ADA ramp projects in 2023 and 2024. The CCA will focus on engaging local jurisdictions, reviewing existing plans, and working through potential design improvements with local agency and ODOT technical staff. Crossing improvement recommendations will be made for each community. These improvements could be added to the ADA ramp projects with funding from either Safety or Active Transportation. The following locations have been preliminarily selected

for CCA: Banks, Vernonia, Gaston, Waldport, Alsea, Creswell, Dallas, Monmouth, Sheridan, Independence, and Amity.

Project Start Date: July 2021

Projected Completion Date: June 2023

FY 2022/2023 Budget: $375,000

REGION 3

Douglas County TSP Update

Description: Major update to the TSP for Douglas County. The county plan has not been updated since 1997. The plans will identify future land uses, evaluate transportation systems for all modes, and develop future transportation improvements, policies to protect the function and capacity of transportation systems, capital improvement lists, and adoptable plans. Coordinates with the recent update of the Roseburg and Sutherlin TSPs, the planned update of the Winston TSP and the development of a transit plan for Douglas County Transportation District (transit). A number of interchange and corridor plans have been completed by ODOT within Douglas County since 1997, and these will be incorporated into the planning and new TSP.

Project Start Date: October 2020

Projected Completion Date: July 2022

FY 2022/2023 Budget: $175,000

US 199 Corridor Segment Plan

Description: This corridor segment will examine the congested corridor between Cave Junction and Grants Pass. East of this segment, an expressway plan was completed and partial improvements completed near Grants Pass. It will tie into the Josephine County TSP update and the MRMPO RTP update, including enhance transit service between Grants Pass and Cave Junction. The plan will also examine the multimodal needs of the various rural communities along this segment and examine safety issues (pedestrian and vehicular).

Project Start Date: January 2021

Projected Completion Date: January 2023

FY 2022/2023 Budget: $200,000

OR 42 Passing Lane Study

Description: This project will result in a passing lane study for the section of OR-42 from the City of Myrtle Point to Camas Valley in Douglas County. The plan is necessary to identify improvements and policies relative to passing lanes along this section of OR-42. The section experiences extreme fluctuations in average daily traffic between the tourism-heavy summer months and slow winter

months. The number of slow-moving recreational vehicles requires the provision of strategically-placed passing lanes along highway, without which the corridor could experience extreme congestion. This will be a twenty-year facility plan.

Project Start Date: November 2021

Projected Completion Date: November 2023

FY 2022/2023 Budget: $250,000

Winston TSP Update

Description: Develop a transportation system plan for the City of Winston. The current transportation system plan, adopted in 2003, was wholly inadequate to serve the needs of Winston. Since adoption of the current transportation system plan, Winston has developed and/or adopted numerous other plans and efforts, including the: OR-42 Expressway Plan and an urban renewal plan for the city. The transportation system plan update will provide an overarching plan that better serves the community, provides a baseline dataset, updates the capital improvement list, and unifies and implements policies.

Project Start Date: June 2021

Projected Completion Date: February 2023

FY 2022/2023 Budget: $265,000

Curry County TSP

Description: Develop a transportation system plan for Curry County. The current transportation system plan, adopted in 1999, was originally developed for the Harbor area, but adopted for the County. The bike and pedestrian elements were remanded and never addressed. Since adoption of the current transportation system plan, Curry County has developed other plans in conjunction with ODOT and needs to address growth and other land use factors that have occurred since the original adoption date. The transportation system plan update will provide an overarching plan that better serves the community, provides a baseline dataset, updates the capital improvement list, and unifies and implements policies.

Project Start Date: May 2021

Projected Completion Date: September 2022

FY 2022/2023 Budget: $165,000

I-5 Bottleneck Study

Description: This project evaluates bottlenecks on the I-5 corridor in the Greater Roseburg Area. While developing IAMPs for Interchanges 124 and 125, it was noted that severe bottlenecks exist on the I-5 corridor, and that solutions should be examined prior to completing the IAMPs. This project began in FY 18. It will project traffic volumes and needs for the next twenty-years. The project will

assist the Department in the development of traffic solutions and define how these solutions may impact the Roseburg interchanges. The project is intended as a preliminary look at this corridor segment which could lead to future NEPA work or innovative solutions to address identified issues.

Project Start Date: FY 18

Projected Completion Date: August 2021

FY 2022/2023 Budget: $10,000

IAMP 124-125 Roseburg

Description: This completes development of interchange area management plans for Interstate 5 interchanges 124 and 125, which serve the City of Roseburg. The plan is needed due to the many land use and transportation system changes that have occurred since the interchanges were first constructed. The plan will identify improvements and policies to protect and preserve operations and safety of the interchanges for the next 20 years. The plan will provide a baseline dataset for use in developing the transportation system plan for Roseburg. It will follow on the development of the I-5 Bottleneck study in this same area, examining congestion and weaving issues on the mainline near both interchanges. This project has a twenty-year planning horizon as required by the state. This will be a preliminary look at the operations and function of the interchanges and will not involve any NEPA level analysis. The plan will likely include some near term operational improvements and develop some protections for the interchange.

Project Start Date: February 2022

Projected Completion Date: April 2024

FY 2022/2023 Budget: $200,000

OR-138E Corridor Concept Plan

Description: Develop a joint twenty-year facility plan with the city of Roseburg to develop/improve bike and pedestrian travel along this deficient corridor, identify future operational and safety improvements, and incorporate beautification efforts from the City's Urban Renewal Agency. Currently sidewalks are narrow and encumbered by utilities, making even able body adults have to sometimes go sideways to get by or step into travel lanes. Shoulders are nearly non-existent, with high speed trucks. The study will look at options on this highway segment and parallel routes to improve safety and make important connections (No NEPA level analysis is anticipated).

Project Start Date: October 2021

Projected Completion Date: August 2023

FY 2022/2023 Budget: $235,000

South Medford Circulation Study

Description: Analyze and develop a plan to improve circulation in south Medford to response to significant economic development activities. The area is proximity to Interstate 5 and generally located between Barnett and Highland down to Phoenix is expected to see exponential growth. This study will examine the need for new arterial connections to reduce existing congestion and support economic expansion. Evaluation will include the potential for new overcrossings, conversion of existing roadways to arterials, new arterials, and potential for a new interchange. This project will be completed in coordination with the RVMPO and City of Medford. No NEPA level analysis is anticipated.

Project Start Date: November 2021

Projected Completion Date: January 2024

FY 2022/2023 Budget: $200,000

Central Point TSP Update

Description: Develop an update to the City of Central Point's Transportation System Plan. The current transportation system plan, adopted in 2008, needs updating due to high growth, expansion of the urban growth boundary and commercial development. Since adoption of the current transportation system plan, the city has completed urbanization plans for its growth areas, adopted the Interchange plan for exits 30 and 35, and completed a jurisdictional transfer of a portion of OR-99 to the city. The transportation system plan update will provide an overarching multimodal plan consistent with planned growth and the MPOs Regional Transportation Plan.

Project Start Date: September 2021

Projected Completion Date: May 2023

FY 2022/2023 Budget: $275,000

IAMP 27 Update

Description: Develop an update to the S. Medford Interchange Area Management Plan. Due to significant growth within the study area of IAMP 27, we are examing the potential for improvements to the local circulation system around the South Medford Interchange. Minor improvements to the interchange may also be considered, along with the potential for an alternative mobility standard. The planning horizon will be extended consistent with the current RTP. This project is being developed in cooperation with the City of Medford.

Project Start Date: October 2020

Projected Completion Date: December 2021.

FY 2022/2023 Budget: $75,000

REGION 4

Jefferson County TSP (631)

Description: Complete the update to Jefferson County's Transportation System Plan.

Project Start Date: Q3 2019

Projected Completion Date: Q3 2021

FY 2022/2023 Budget: $15,000 / $0

Lakeview TSP (741)

Description: Complete the update to Lakeview's Transportation System Plan.

Project Start Date: Q2 2020

Projected Completion Date: Q4 2021

FY 2022/2023 Budget: $25,000 / $0

US 97 Baker Rd IAMP (621)

Description: Complete the IAMP for US 97 & Baker Road in Bend and Deschutes County.

Project Start Date: Q3 2020

Projected Completion Date: Q2 2022

FY 2022/2023 Budget: $100,000 / $0

R4 Long Range Local Transportation Plan (000)

Description: Work in support of Region 4 Local Planning efforts, including Comprehensive Plan amendments, TSP amendments, TSP updates, and others.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $110,000 / $110,000

Gorge Regional Transit Strategy Phase 2

Description: Develop a bi-state transit plan focused on the Mid-Columbia Area (Sherman, Wasco, Hood River, Klickitat, and Skamania counties).

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $55,000 / $55,000

Prineville TSP & West Side Refinement

Description: Update the City of Prineville's Transportation System Plan and develop refinement plans for the Downtown corridor and West Side intersections.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $120,000 / $120,000

R4 Active Transportation Planning

Description: Concept planning and development for enhanced pedestrian and bicycle crossings of the State highway system.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $55,000 / $55,000

US 20: Refinement Plan (Bend)

Description: Develop a refinement plan for the US 20 corridor through Bend.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $225,000 / $225,000

US 97: South Madras Refinement Plan

Description: Develop a refinement plan for the southern section of US 97 through the south end of Madras and transitioning into Jefferson County.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $90,000 / $90,000

US 97: Reed Market Refinement Plan (Bend)

Description: Develop a refinement plan for the US 97 interchange area and Reed Market corridor.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $90,000 / $90,000

US 97: High Bridge to Madras Refinement Plan

Description: Develop a safety- and access-focused refinement plan for the US 97 corridor between the Crooked River High Bridge and Madras.

Project Start Date: Q3 2021

Projected Completion Date: Q2 2023

FY 2022/2023 Budget: $90,000 / $90,000

REGION 5

10th Street (US 30) Refinement Plan (Baker City)

Description: Develop a refinement plan for 10th Street (US 30) in Baker City to include evaluation of a roundabout at the intersection of 10th Street/Hughes Lane, a 4-lane to 3-lane road reconfiguration, sidewalks and safe route to school crossings. The planning effort is a refinement plan of the City's TSP that has a 20-year planning horizon. Some of the proposed improvements will be constructed with Keep Oregon Moving funds and others will be amended into the TSP for future funding (not in conjunction with NEPA).

Project Start Date: FY20, QTR 1

Projected Completion Date: FY22, QTR 4

FY 2022/2023 Budget: $ 75,000

I-82/US 730 IAMP Update (Umatilla)

Description: Update Interchange Area Management Plan for Exit 1 interchange area with a lower cost alternative to relocating the POE to I-82. The IAMP has a 20 year planning horizon (not in conjunction with NEPA).

Project Start Date: FY22, QTR 1

Projected Completion Date: FY23, QTR 4

FY 2022/2023 Budget: $ 200,000

Transit Development Strategies

Description: Conduct a travel shed analysis based on the update of the Coordinated Human Services Transportation Plans and develop regional transit development strategies within and between counties in eastern Oregon to address existing transit and employment commuting needs.

Project Start Date: FY22, QTR 3

Projected Completion Date: FY23, QTR 4

FY 2022/2023 Budget: $100,000

Urban Corridor Crossing Assessment

Description: Conduct a crossing assessment based on the Blue Print for Urban Design (BUD) on state highways that serve as multi-lane arterials in and between communities in Eastern Oregon.

Project Start Date: FY23, QTR 1

Projected Completion Date: FY23, QTR 4

FY 2022/2023 Budget: $ 75,000

I-84 Exit 216 IAMP (Confederated Tribes of the Umatilla Indian Reservation)

Description: Develop statement of work for Interchange Area Management Plan for Exit 216 to identify improvements to enhance safety and capacity as light industrial and commercial development continues to grow near the interchange area. The IAMP has a 20 year planning horizon (not in conjunction with NEPA).

Project Start Date: FY23, QTR 3

Projected Completion Date: FY23, QTR 4

FY 2022/2023 Budget: $ 25,000

*These activities are not a part of a formal NEPA process and the activities are not funded with SPR funds.

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		5,229,487	10.27	598,538	5,828,025
2023		4,769,031	10.27	545,837	5,314,868
	BIENNIAL TOTAL				**$11,142,893**

2.4.2 Development Review 23PFX40

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	REGION 4	DAVID AMITON	(541) 388-6111	23PF440
	REGION 5	TERESA PENNINGER	(541) 963-1344	23PF540

OBJECTIVES

As part of the process of planning and implementing safe and appropriate changes to the state transportation network, ODOT must review public and private sector development proposals that have the potential to impact the state transportation network. Work with local governments and private developers to develop impact mitigation requirements to ensure that access to new or re-developed properties appropriately mitigates identified safety and operational impacts to the state transportation network, for all modes of transportation. This work is completed through development of mitigation agreements and establishing conditions of approval for state access permits issued by ODOT. Mitigation may also involve recommending conditions of approval that local governments can apply to proposed plan and zoning changes or site plan reviews. This work does not include access management work needed to develop and implement ODOT-initiated project development activity. That work is funded through project charging to each individual project and through state indirect funding.

PLANNED ACTIVITES & PRODUCTS

- Analyze the transportation-related implications to the state transportation network of public and private development proposals and site development plans
- Analyze traffic impact studies prepared for proposed public and/or private development proposals and site development plans to determine the extent of potential multimodal impacts to the state transportation system
- Participate in pre-application meetings held by local government to solicit comment from other agencies regarding potential transportation impacts associated with development proposals and site development plans
- Review public notices provided by local governments and the Oregon Department of Land Conservation and Development (DLCD) regarding public and/or private development proposals and site development review opportunities
- Communicate with local government representatives, private developers, and their consultants to scope transportation impact studies and gather information needed to develop transportation impact studies for review and comment

- Analyze and understand provisions of pertinent federal, state, and local government regulations that are relevant to establishing mitigation measures and conditions of approval for development proposals that impact the state transportation network
- Participate in local government hearings to ensure that identified mitigation measures are properly included in the local conditions of approval that will be required of prospective developers
- Develop information needed to appeal local government property development decisions, if recommended mitigation measures are not included in their conditions of approval, when appropriate
- Meet with the Oregon Department of Justice and private legal counsel regarding ODOT's positions about recommended mitigation measures and conditions of approval, as needed
- Prepare oral and written testimony for local government proceedings
- Work with local government representatives and developer representatives to ensure mitigation measures to the state transportation system are implemented as required by ODOT's permit process and/or the local conditions of approval
- Coordinate with representatives of other state agencies that have an interest in significant development proposals that may impact the state transportation network

FINANCIALS

PROJECT LEVEL COST ESTIMATES (CONSISTENT WITH 23 CFR 420.111)

STATE FISCAL YEAR	FEDERAL SHARE, SPR	FEDERAL SHARE, STBG	MATCHING RATE	STATE MATCHING SHARE	TOTAL ESTIMATE
2022		1,053,475	10.27	120,575	1,174,050
2023		1,053,475	10.27	120,575	1,174,050
	BIENNIAL TOTAL				**$2,348,100**