Oregon Department of Transportation

REVISED

STATE PLANNING AND RESEARCH WORK PROGRAM – SUBPART A

JULY 1, 2023 - JUNE 30, 2025

The activities in this work program will be financed in part through grant(s) from the Federal Highway Administration, U.S. Department of Transportation, under State Planning and Research Program Section 505 of title 23, U.S. Code. The contents of the activities do not necessarily reflect the official view or policy of the Federal Highway Administration, U.S. Department of Transportation. Oregon Department of Transportation is solely responsible for the material contained herein.

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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 2023-2025 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. The purpose of the SPR program is to meet 23 USC 134 and 135 as well as Oregon State Laws.

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 2023-2025 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. Currently, the OTP is being updated and ODOT's expects adoption of the new OTP in July 2023. So, this whole application and biennium will be implementing the new OTP.

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
UDV	Urban Design Verification
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States 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 for State Fiscal Year 2024. Table 2 documents the core of the SPR Planning program amended to include both State Fiscal Year 2024 and 2025.The details of each project are found on the following pages.

TABLE 1 PLANNING PROJECTS FOR FISCAL YEAR 2024

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2024 BUDGET
2.1	PLANNING & ANALYSIS				
2.1.1	Planning Analysis		604,085	69,140	673,225
2.1.2	OR Model Improvement Project		900,605	103,078	1,003,683
2.1.3	Freight & Intermodal Planning	275,834		68,958	344,792
2.1.4	Climate Change Mitigation		1,248,745	142,925	1,391,670
2.1.5	Policy Planning		1,274,427	145,864	1,420,291
2.1.6	Policy Plan Implementation	206,635		51,659	258,294
2.1.7	Bicycle & Ped Plan Implementation		436,827	49,997	486,824
2.1.8	MPO Coordination & Oversight	233,042		58,260	291,302
2.2	FINANCIAL & ECONOMIC				
2.2.1	STIP		3,523,347	403,263	3,926,610
2.2.2	Econ Plan & Policy Support		540,056	61,812	601,868
2.3	TRANSPORTATION DATA & MAPPING				
2.3.1	GIS, Mapping & EDMS	1,160,766		290,191	1,450,957
2.3.2	TransInfo	1,137,273		284,318	1,421,591
2.3.3	Asset Management Integration	1,687,650		421,913	2,109,563
2.3.4	Project Safety Mgmt. System	189,386		47,347	236,733
2.3.5	Data Analytics & Performance Reporting		528,978	60,544	589,522
2.3.6	Crash Analysis and Reporting	1,488,956		372,239	1,861,195
2.3.7	Hwy Perf Monitoring System	232,874		58,219	291,093

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2024 BUDGET
2.3.8	Traffic Monitoring System	1,644,419		411,105	2,055,524
2.3.9	Strategic Data Improvement		107,463	12,300	119,763
2.4	REGION PLANNING				
2.4.1	Long Range Plans		3,992,809	456,995	4,449,804
2.4.2	Development Review		1,232,890	141,110	1,374,000
	Federal Total	$8,256,835	$14,390,233	$3,711,235	$ 26,358,304
	Indirect @ 28.0 %				$ 7,380,325
	TOTAL SPR - SUBPART A PLANNING PROJECTS				$ 33,738,629

TABLE 2 PLANNING PROJECTS AMENDED FOR FISCAL YEAR 2024 & 2025

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2024 & FY 2025 BUDGET
2.1	PLANNING & ANALYSIS				
2.1.1	Planning Analysis		1,208,170	138,281	1,346,451
2.1.2	OR Model Improvement Project		1,801,210	206,156	2,007,366
2.1.3	Freight & Intermodal Planning	551,668		137,917	689,585
2.1.4	Climate Change Mitigation		2,497,491	285,849	2,783,340
2.1.5	Policy Planning		1,711,304	195,866	1,907,170
2.1.6	Policy Plan Implementation	1,160,000		290,000	1,450,000
2.1.7	Bicycle & Ped Plan Implementation *		873,654	99,994	973,648
2.1.8	MPO Coordination & Oversight	454,070		113,518	567,588
2.2	FINANCIAL & ECONOMIC				
2.2.1	STIP		6,327,396	724,199	7,051,595
2.2.2	Econ Plan & Policy Support		1,080,113	123,624	1,203,737

PROJECT #	NAME	FEDERAL SHARE SPR	FEDERAL SHARE STBG	STATE MATCH	FY 2024 & FY 2025 BUDGET
2.3	TRANSPORTATION DATA & MAPPING				
2.3.1	GIS, Mapping & EDMS	2,321,531		580,383	2,901,914
2.3.2	TransInfo	2,274,546		568,637	2,843,183
2.3.3	Asset Management Integration	3,375,301		843,825	4,219,126
2.3.4	Project Safety Mgmt. System	378,773		94,693	473,466
2.3.5	Data Analytics & Performance Reporting		1,057,956	121,088	1,179,044
2.3.6	Crash Analysis and Reporting	2,977,912		744,478	3,722,390
2.3.7	Hwy Perf Monitoring System	465,750		116,437	582,187
2.3.8	Traffic Monitoring System	3,288,838		822,210	4,111,048
2.3.9	Strategic Data Improvement		207,074	23,701	230,775
2.4	REGION PLANNING				
2.4.1	Long Range Plans		8,553,288	978,962	9,532,250
2.4.2	Development Review		2,230,535	255,295	2,485,830
	Federal Total	$17,248,390	$27,548,192	$7,465,111	$ 52,261,693
	Indirect @ 28.0 %				$ 14,633,274
	TOTAL SPR - SUBPART A PLANNING PROJECTS				$ 66,894,967

** ODOT identified this project to represent the 2.5% Set-Aside for Complete Streets.*

TABLE 3 ANTICIPATED FEDERAL SPR PLANNING BUDGET FOR FISCAL YEAR 2024 & 2025

	FY 2024	FY 2025
SPR Planning Appropriation	$9,172,843	$9,356,726
2.5% Set-Aside	$ 316,305	$ 322,646
Unspent SPR funds from Past Year	$ 37,443	$ 81,394
State Match	$2,381,648	$2,440,192
TOTAL SPR FUNDING	$11,908,239	$12,200,958

ODOT Collaborative State Planning & Research

ODOT SPR participates in two collaborative research programs using a mix of SPR and other funds. These programs include:

Support for the National Cooperative Highway Research Program (NCHRP) utilized 5.5% of the SPR allocation. The anticipated total annual support for FY'24 is anticipated to be $709,555, and support for FY'25 is anticipated to be $723,200. Oregon funds NCHRP using a blend of SPR Part A and Part B funding; with 75 percent from SPR Subpart A and 25 percent from SPR Subpart B. The SPR Subpart A contribution for the NCHRP program is anticipated to be $532,166 for FY'24 and $542,400 for FY'25.

NCHRP is also supported through submittal of problem statements, coordination of ODOT balloting, and service on NCHRP panels. These activities cost approximately $10,000 per year, mainly in staff time. See Table 3 NCHRP and TRB SPR Research Assessments

The Transportation Research Board (TRB) subscription fee covers the cost of all publications, information service retrievals, registration, and related services provided to the State by TRB. The fee is expected to be $121,200 for FY'24, and $122,400 for FY'25. As with NCHRP, Oregon's TRB subscription is shared 75-25 percent between Subpart A and Subpart B. The SPR Subpart A TRB contribution is anticipated to be $90,900 for FY'24 and $91,800 for FY'25. (see Table 3)

TABLE 4 NCHRP AND TRB SPR RESEARCH ASSESSMENTS

Title	FY'24	FY'25
Contributions to TRB (75% of assessment)	$90,900	$91,800
NCHRP Contributions (75% of assessment)	$532,166	$542,400
Total NCHRP and TRB SPR Subpart A (This work program)	**$623,066**	**$634,200**

Beginning in FY'06 ODOT Research and ODOT Planning agreed to share the cost of the NCHRP and TRB assessments.

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 partners 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. Proposed land use changes have the potential to change travel behaviors, routes, modes, and other impacts. This activity includes analyzing the potential transportation impacts from proposed land use changes to ensure the system meets safety and operational performance goals.
- Particular emphasis in this work is evaluating safety of non-motorized modes of transportation which is a Federal emphasis area as well as supporting Complete Street concepts and policies.
- Since Local Agencies in Oregon have land use authority, this work requires extensive coordination with local agency partners to evaluate impacts not only to state highways, but the overall interconnected and intermodal transportation system.

2.1 Planning & Analysis

2.1.1 Planning Analysis 25PF002

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 projects covering all modes for adequacy of safety, design, and capacity.
- Perform and/or review deliverables on 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 multimodal facility 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.

PLANNING EMPHASIS AREAS

The following Planning Emphasis Areas are addressed in this project:

- Complete Streets – The Analysis Procedures Manual covers safety (Chapter 4) and Multimodal (Chapter 14) tools and methodologies that can be used to improve plans and projects at every size of jurisdiction using safety and multimodal analysis. In addition, yearly updates to Level of Traffic Stress GIS tools and direct review of planning products support continued improvements for multimodal activities.
- Strategic Highway Network (STRAHNET)/DOD Coordination - The Analysis Procedures Manual supports and improves facility level analysis for freeway/non-freeway facilities for uninterrupted and interrupted flows.
- Planning and Environmental Linkages (PEL) - The Analysis Procedures Manual supports a number of contexts surrounding PEL such as scoping, latent & induced demand considerations, alternatives and related evaluations, and for environmental traffic data analysis.

SAFE & ACCESSIBLE TRANSPORTATION OPTIONS

Overall, the "Support Regulatory Compliance Activities" portion of this Project support the "Safe & Accessible Transportation Options" objectives. The Analysis Procedures Manual (APM) contains tools and methodologies that support and improve multimodal efforts in plans and projects such as for the GIS-based statewide Level of Traffic Stress applications. A large portion of the yearly planning review work in this Project is to supply technical expertise for SPR-funded and Transportation Growth Management grant-based Transportation System Plans (TSP), which are safety and multimodal-heavy, from scoping through final deliverables to ensure that APM techniques are used and applied appropriately.

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
2024		604,085	10.27	69,140	673,225
2025		604,086	10.27	69,140	673,226
	BIENNIAL TOTAL				**$1,346,451**

2.1.2 Oregon Modeling Improvement Project 25PF004

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, The Dalles for TSPs and various projects.
- Maintain and conduct analysis using the following existing travel demand models; Coos Bay / North Bend, Klamath Falls, McMinnville, Newberg, Newport, Pendleton, Prineville, Roseburg, 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 2020 decennial census.
- Acquire and develop data sets such as: 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.
- Complete Design Document for Oregon's next generation travel demand models (in ActivitySim) and begin estimation work on these new tools using the latest behavior and network data from Objective 4.
- Continue partnership and participation on the ActivitySim activity-based model (ABM) platform.
- Focus on a dedicated effort to move all MPO models to the 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.

PLANNING EMPHASIS AREAS

The following Planning Emphasis Areas are addressed in this project:

- Data in Transportation Planning – All of the activities listed above under "OMIP Objective 4. Improve Data Quality" specifically work toward the "Data in Transportation Planning" Emphasis Area. Through the OMSC all our Data efforts follow the data sharing principles listed in this Emphasis Area, both ensuring that all planning agencies in the state have access to a common and consistent data set and ensuring that the public has access to those data resources.

SAFE & ACCESSIBLE TRANSPORTATION OPTIONS

Overall, the majority of the activities under OMIP support the "Safe & Accessible Transportation Options". The majority of the modeling efforts in the state of Oregon work to represent all travelers and options. There are specific efforts underway under "OMIP Objective 5. Advance the State of the Practice" to specifically better inventory non-motorized mode networks and travel options and represent them in the next generation of travel models. OMIP is putting considerable effort towards this in FY 2024-25. However, these efforts are intermixed into larger travel demand modeling construction and development efforts, which make tracking OMIP's specific contributions to improving "Safe & Accessible Transportation Options" difficult. We do believe that there are sizeable and meaningful contributions to this area, but we do not believe it would be an efficient use of funds/effort to quantify how much OMIP contributes to "Safe & Accessible Transportation Options". Nor do we believe estimating a general percentage of these greater efforts would be accurate or meaningful.

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
2024		900,605	10.27	103,078	1,003,683
2025		900,605	10.27	103,078	1,003,683

BIENNIAL TOTAL	**$2,007,366**

2.1.3 Freight & Intermodal Planning 25PF006

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 Freight Plan Update/Implementation – Continued work on implementing the Oregon Freight Plan, which was most recently updated in 2023. 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.
- 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 on 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
2024	275,834		20	68,958	344,792
2025	275,834		20	68,959	344,793
	BIENNIAL TOTAL				**$689,585**

2.1.4 Climate Change Mitigation & Adaptation 25PF010

ODOT CONTACTS: BRIAN HURLEY, PROJECT MANAGER
(503) 986-4398

OBJECTIVES

- Mitigate the impacts of climate change and respond to state and federal requirements 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, plan for and implement best practices in sustainable transportation system operations and materials.

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 strategies to reduce GHG emissions from the transportation sector. To support implementation of these activities the following activities will be pursued.

SCENARIO PLANNING AND REGION GHG TARGETS

- Provide technical analysis, process support, and planning expertise for regional Scenario Plans and Region GHG Targets, based on regional interest and the requirements of Department of Land Conservation and Development (DLCD) Climate Friendly and Equitable Communities Rules.
- Provide technical support to Metropolitan Planning Organizations (MPOs), cities, and counties. Conduct Scenario Planning and Region GHG Target projects 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 and federal GHG targets.
- Staff will serve as ongoing subject matter experts and provide updates guidance and informational materials on Scenario Planning and GHG Targets.

STS MONITORING AND REPORTING

- Staff will monitor implementation trends, and provide progress updates on implementation of the STS, including maintaining a Transportation Emissions website, presentations, and informational materials.

MODELING AND ANALYSIS

- Updates are needed to existing models and tools. Continue to update GreenSTEP and Regional Strategic Planning Model (RSPM) platforms to the new national VisionEval platform.

- Finalize implementation of VisionEval, which is used to support statewide and local policy analysis efforts and discussions around GHG.
- Provide modeling support for Scenario Planning and greenhouse gas target setting efforts for the cities, counties and MPOs. Model documentation and guidance materials will be developed and updated.
- Integrate transportation emissions data into transportation planning and analysis processes to inform decision making.

GHG REDUCTION STRATEGIES FOR TRANSPORTATION PROGRAM FUNDING

- Continue to 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, decision support planning 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 partners.

TRANSPORTATION ELECTRIFICATION

- Conduct follow up to the statewide assessment of Transportation Electrification Infrastructure Needs Analysis (TEINA) in support of the state's Zero Emission Vehicle adoption targets.
- Plan and pursue policies, programs, and strategic investments that support vehicle charging needs statewide, with a focus on disadvantaged and rural communities in accordance with equity and Justice40 goals. Update data sets to support decision making and inform internal and external partners.
- Collaborate with agencies, utilities, and diverse community stakeholders to inform positive transportation electrification policies and outcomes.
- Conduct public involvement (virtual and in-person).

INTER- AND INTRA-AGENCY STS IMPLEMENTATION PROGRAMS

- Coordinate and engage with partner state agencies to implement the STS and inform partners through the Every Mile Counts multi-agency working group.
- ODOT staff will continue to partner with other agencies to develop work plans for implementation actions and form internal and external stakeholder groups for high priority actions and directives.

ADAPTATION/SUSTAINABILITY

Build understanding of impacts from extreme weather and climate change (research and analysis), and support investment decisions that integrate resilience in transportation planning, project design, and maintenance and operations. Focus on increasing transportation system resilience to the state's primary climate stressors of coastal flooding and erosion, extreme precipitation, and extreme temperatures/ wildfires. Maintain and apply climate hazard maps of historical and projected

vulnerable state highway corridors and assets. Implement agency-specific resilience-building needs identified in the Climate Adaptation and Resilience Roadmap (statewide Resilience Improvement Plan). Support research, planning and implementation for sustainable transportation operations, including performance-based investment decision-making.

CLIMATE CHANGE RISK ASSESSMENTS AND TRANSPORTATION RESILIENCE STRATEGIES

- Work with agency staff to develop and implement one-to-five-year strategic work plans on highest priority resilience needs identified in the Roadmap. Work to prioritize statewide resilience investments using climate, equity and economic factors and assist to develop programs and projects to increase resilience. Integrate results into asset management plans and operations to inform resilience in transportation decision-making.
- Track and report on agency progress.
- Coordinate with staff, agency partners and partners to develop climate research and studies that support resilience planning and implementation. Integrate results into agency plans and operations.
- Research and develop agency policies and programs that integrate natural infrastructure solutions to climate hazards.
- Inform changes to statewide coastal resilience policies, state-wide social equity analysis, and statewide natural hazard mitigation planning and policies.

SUSTAINABILITY PLAN AND PROGRAM DEVELOPMENT

- Continue implement of the Sustainability Plan and update where applicable.
- Produce annual Sustainability Progress Reports documenting progress on implementation and performance.
- Implement conservation and management strategies consistent with Executive Orders and state and federal guidance.
- Pursue recommendations of the GHG emissions inventory for agency operations covering construction and maintenance practices. Support implementation of lower carbon materials and best practices, including identified priorities, guidelines, specifications and procurement.
- Coordinate and engage with enterprise, agency and industry partners on inventory findings and implementation strategies.
- Lead research and partner with state agencies on a GHG Reduction Toolkit that covers buildings energy use, fleet fuels, procurement, and other sustainability best practices.
- Assess the opportunities and costs for converting highway lighting assets to LED on the statewide transportation system.
- Advise agency policy development and support implementation of programs on procuring low-carbon materials.

PLANNING EMPHASIS AREAS

The activities and products above address planning emphasis areas: Tackling the Climate Crisis, Equity and Justice40 in Transportation Planning, Public Involvement, Planning and Environmental Linkages, and Data in Transportation Planning.

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
2024		1,248,745	10.27	142,925	1,391,670
2025		1,248,745	10.27	142,925	1,391,670
	BIENNIAL TOTAL				**$2,783,340**

2.1.5 Policy Plans 25PF012

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 overall document covering the movement of freight and people across all modes, and its mode and topic plans help to refine broad policies into more specific strategies. The plan establishes the statewide policy framework for ODOT and transportation in Oregon, provides direction for investments, and provide a comprehensive vision of the transportation system, with a path to achieve the vision. ODOT will respond to the planning requirements above and provide the vision, policy framework, and strategies 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	Implementation is on-going
Freight	2023 Amendment	2027 Update (federal)	Broader update anticipated in 2027
Highway	2015 Republication	2027 Update	Amended often for technical or policy items. Full Update

OREGON PLAN	CURRENT STATUS	UPDATE OR AMENDMENT	NOTES
			scheduled to begin in 2024
Public Transportation	2018 Update	Not Scheduled	Implementation is on-going.
Rail Plan	2020 Update	2024 Update (federal)	Implementation is on-going
Statewide Transportation Strategy (GHG)	2013 Development (Adopted by Ref. into OTP in 2018)	Business Decision	Implementation is on-going
Transportation Options	2015 New Plan	Not Scheduled	Implementation is on-going
OTP	2023 Update	Not Scheduled	Update adopted summer 2023
Transportation Safety Action	2021 Update	2026 Update (federal)	Work on the 2026 TSAP will take place in 2024-2025

PLANNED ACTIVITES & PRODUCTS

- Complete, adopt and begin implementation of the new Oregon Transportation Plan. Work includes:
  - Engagement with partners
  - Advisory committee review of draft plan
  - Finalize draft plan and prepare plan for OTC adoption and publication
  - Public involvement consistent with ODOT and federal best practices for statewide planning, Statewide Agency Coordination Program, Tribal Consultation and the Oregon Transportation Commission (OTC) public involvement policy.
  - Plan adoption in mid-2023
  - Coordinate implementation efforts with ODOT's Strategic Action Plan (SAP) update and implementation
- Begin development of the new Oregon Highway Plan. Work includes:
  - Project and contract scoping
  - White paper development
  - Understanding existing conditions, needs and trends
  - Understanding system classification, designation and potential updates
  - Build on OTP scenario framework and analysis
  - Partners meetings and interviews
  - Committee and work group development and coordination
  - Develop goals, policies, strategies, and implementation items within the framework of the 2023 OTP
  - Public involvement consistent with ODOT and federal best practices for statewide planning, Statewide Agency Coordination Program, Tribal Consultation and the OTC public involvement policy.
  - Plan adoption anticipated in 2027

- Prepare for next updates to the Transportation Safety Action Plan (TSAP) to meet federal requirements. The Plan update will build on monitoring implementation and includes:
    - Assist Emphasis Area Teams and coordinate partners meetings to implement the 2021 TSAP and inform future updates to the TSAP
    - Vulnerable Road User Assessment and for current TSAP per federal requirements
    - Scope development for the 2026 TSAP and initiate update project, including but not limited to, partner coordination, data analysis, public outreach, and Emphasis Area Action Review and development, etc.
- Update to ODOT's Strategic Action Plan as part of the OTP implementation, provide regular reporting on progress to the OTC.
- Work with the Climate Office and others on greenhouse gas reduction and climate change planning, associated planning rule and guidance development, any updates or refinements to the STS, and related policy activities.
- Transportation Planning Unit staff will also support Agency policy work such as: mobility and tolling policy development; modes, operations, and ITS planning; updates or refinements to Oregon's state planning program, rules, and implementation guidance; help define and implement metrics to support agency goals, plans, and programs; assist with data development and analysis for the OHP update; and other planning tasks in support of 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
2024		1,274,427	10.27	145,864	1,420,291
2025		436,877	10.27	50,002	486,879
	BIENNIAL TOTAL				**$1,907,170**

2.1.6 Policy Plan Implementation 25PF016

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	Implementation is on-going
Freight	2017 Amendment	2022 Update (federal)	Broader update anticipated in 2027
Highway	2015 Republication	2027 Update	Amended often for technical or policy items. Full Update scheduled to begin in 2024.
Public Transportation	2018 Update	Not Scheduled	Implementation is on-going
Rail Plan	2020 Update	2024 Update (federal)	Implementation is on-going
Statewide Transportation Strategy (GHG)	2013 Development (Adopted by Ref. into OTP in 2018)	Business Decision	Implementation is on-going
Transportation Options	2015 New Plan	Not Scheduled	Implementation is on-going
OTP	2023 Update	Not Scheduled	Update adopted summer 2023
Transportation Safety Action	2021 Update	2026 Update (federal)	Work on the 2026 TSAP will take place in 2024-2025

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 and updating Agency design guidelines
    - 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
    - Participate in work groups with other agencies to help implement shared goals and objectives
- As part of Oregon Highway Plan implementation and until the OHP is fully updated, 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.
- ODOT will coordinate an implementation strategy for the 2023 Oregon Transportation Plan linked to the Agency Strategic Action Plan (SAP). Implementation activities include development of new guidelines, update existing guidelines, develop informational items for partners, transportation agencies and MPOs and development of ODOT strategies as part of the SAP.
- 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) to ensure effective partner 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 concepts if selected, improve ODOT and ACT coordination and communication, and update ACT formation policy as needed to ensure effective public involvement through ACTs.
- Update the current Transportation System Plan Guidelines to account for the new best practices and plan topics. Support updates based on revised federal guidance, updated Oregon rules, and new policies such as through the OTP and OHP.
- Support ODOT's Strategic Action Plan and its role in implementing the Oregon Transportation Plan and other long-range policies.
- Staff will lead a new Local Consultation Survey and report findings to assess the effectiveness of partner involvement.

- Staff will revise the current Tribal Consultation process and best practices in consultation with tribal partners.
- Document plan status and record keeping through tools such as the Transportation Planning Online Database and OR-Plan policy navigation tool.
- Staff will continue to support implementation of modal and topic plans such as:
    - OHP record keeping and implementation for effective planning, operations, and management of the state highway system.
    - The Oregon Public Transportation Plan and associated policies that link land use and transportation,
    - Work with ODOT's Safety Office to implement the Transportation Safety Action Plan.
    - Support implementation strategies for the Oregon Freight Plan.
    - Support Statewide Transportation Strategy elements that promote greenhouse gas reduction.
    - Promote implementation of the Bicycle and Pedestrian Plan and Transportation Options Plan in support of active transportation.

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
2024	60,000		20	15,000	75,000
2025	1,100,000		20	275,000	1,375,000
	BIENNIAL TOTAL				**$1,450,000**

2.1.7 Bicycle & Pedestrian Plan Implementation 25PF018

ODOT CONTACT: LEEANNE FERGASON, PUBLIC TRANSPORTATION DIVISION
(503) 910-8994

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 continue to integrate these important efforts 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 continue to enable ODOT to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. Primary activities include ongoing 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 or other available funding sources. As we find funding for projects, and the project moves off the top 10% list, we will strategically move onto the next projects that score well in the ATNI. 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 27-30 STIP and any additional funding programs that run off the STIP cycle. This work includes program policy development and guidance, identification of priority locations, coordination with key internal partners 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 on-going 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 AND COMPLIANCE

The Bike Bill requires walkways and bikeways to be build whenever a road is reconstructed, rebuild, or reconfigured, with a few exceptions. The Bike Bill also requires ODOT to provide technical assistance to local agencies to support the development of the local walking and biking network. ODOT needs to develop policy guidance and design guidance, in the form of an appendix to the Highway Design Manual, in order to effectively blend compliance of the statute with implementation of the Oregon Bicycle and Pedestrian Plan. Such guidance would be helpful for both ODOT and local jurisdictions when identifying and designing bikeway and walkway facilities.

As part of the IIJA/BIL (Increasing Safe and Accessible Transportation Option) requires DOTs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and ability. The Bicycle & Pedestrian Plan Implementation program meets these requirements and exceeds 2.5 percent of SFY 24 & SFY25 PL funding, ODOT identified this project to represent the 2.5% Set-Aside for Complete Streets.

As this project has been identified as our 2.5% Set-Aside requirement for Y570 funds. The overall budget expended, exceeds the required $638,951 (SFY24 $316,305 and SFY 25 $322,646). The required amount will be applied toward the Y570 funds on the FMIS side. Also, the match for these funds have been waived.

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
2024		436,827	10.27	49,997	486,824
2025		436,827	10.27	49,997	486,824
	BIENNIAL TOTAL				**$973,648**

2.1.8 MPO Coordination & Oversight 25PFX00

ODOT CONTACT:				
	REGION 1	NEELAM DORMAN	(971) 322-5633	25PF100
	REGION 2	NAOMI ZWERDLING	(503) 302-0083	25PF200
	REGION 3	IAN HORLACHER	(541) 774-6399	25PF300
	REGION 4	DAVID AMITON	(541) 388-6111	25PF400
	REGION 5	TERESA PENNINGER	(541) 216-3636	
	STATEWIDE	ARLENE SANTANA	(503) 986-4126	25PF600

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.)
- Provide technical assistance to the region solutions teams
- Representing ODOT on the MPO's technical advisory committees
- Participating on the MPO's Policy Board

- Coordinate transit efforts between ODOT, MPOs and others within the Regions.
- Ensure TMA certification review findings are being adequately addressed and time schedules of corrective actions are being met
- Assist and support MPOs Certification process
- Assist in implementation of U.S. 2020 Census including boundary adjustments, agreement, ect.
- Annual follows-up on the UPWP Protocols
- Assist and familiar with BIL requirements
- MPO Air Quality Conformity Determination of MTPs/TIPs as applicable and notify FHWA and FTA if there are any expected MTP/TIP delays or any technical issues ahead of time

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
2024	233,042		20	58,260	291,302
2025	221,029		20	55,257	276,286
	BIENNIAL TOTAL				**$567,588**

2.2 Financial & Economic

2.2.1 STIP — 25PFX17

ODOT CONTACT:	REGION 1	CASEY GILLESPIE	(971) 413-1452	25PF117
	REGION 2	JOHN MAHER	(503) 986-2614	25PF217
	REGION 3	LISA CORNUTT	(541) 957-3643	25PF317
	REGION 4	TANA FOOS	(541) 388-6256	25PF417
	REGION 5	TERESA PENNINGER	(541) 216-3636	25PF517
	STATEWIDE	AMANDA SANDVIG	(503) 986-3534	25PF617

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 and 2024-27 STIPs, and planning for the 2027-2030 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
    - Document outcomes of any federal land management agencies Consultation, ect.

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
2024		3,523,347	10.27	403,263	3,926,610
2025		2,804,049	10.27	320,936	3,124,985
	BIENNIAL TOTAL				**$7,051,595**

2.2.2 Economic Planning & Policy Support 25PF045

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.

STATE AND FEDERAL REVENUE FORECASTS AND ANALYSES

Develop semiannual State transportation revenue forecasts, including forecasting DMV, Commerce and Compliance, Motor Fuels, Privilege and Use Tax, Transit Tax, Bike Tax, Aviation fuel taxes and Gross Rail Receipts. 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. Report on federal formula allocation and limitation. 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.

INFLATION STUDIES

Develop and update inflation calculator tool for use in STIP inflation adjustments and other uses. Work with other ODOT groups on specific inflation products to show the impact on construction costs. This includes development of presentation materials and commodity specific inflation impacts.

TRANSPORTATION FINANCE AND REVENUE ANALYSIS

Develop data related to, and research and evaluate, transportation finance issues and opportunities. Perform revenue impact analysis of proposed legislation. 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.

TRANSPORTATION ASSET MANAGEMENT PLAN

Provide assistance in the development and preparation of the Oregon Transportation Asset Management Plan that satisfies federal requirements for receipt of National Highway Performance Program funds. Focus of assistance is preparation and/or validation of financial and economic information presented in the document.

PLANNING AREAS SUPPORTED

Tackling the Climate Crisis supported through work around tolling and congestion pricing, road usage pricing and cost responsibility studies.
Equity and Justice supported through work on the low-income program attached to the development of the tolling and pricing program.
Data in Transportation Planning is a goal throughout all of the supported activities, by providing access and information to the work supported by the program.

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
2024		540,056	10.27	61,812	601,868
2025		540,057	10.27	61,812	601,869
	BIENNIAL TOTAL				**$1,203,737**

2.3 Transportation Data & Mapping

2.3.1 GIS, Mapping & EDMS 25PF060

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
2024	1,160,766		20	290,191	1,450,957
2025	1,160,766		20	290,191	1,450,957
	BIENNIAL TOTAL				**$2,901,914**

2.3.2 TransInfo 25PF062

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)
- Manage non-state roads and data within ODOT's corporate road inventory database (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
- Develop and maintain data reporting tools, and provide data and custom reports on request.
- Record Video Log on a regular update cycle. 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.
- 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, including Highway Inventory Report (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
- 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)
- Support the ADA Settlement reports (2nd 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
2024	1,137,273		20	284,318	1,421,591
2025	1,137,274		20	284,318	1,421,592
	BIENNIAL TOTAL				**$2,843,183**

2.3.3 Asset Management Integration 25PF070

ODOT CONTACT: JEFF STEWART, ENGINEERING & TECHNICAL SERVICES BRANCH
(503) 986-3424

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 per BIL requirements.
- Annual Consistency Determination
  Manage and coordinate updates to the TAMP Annual Consistency Determination report per BIL 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. Contract with the Oregon Museum of Anthropology to conduct a damage assessment of the Hobsonville Point Native American burial site and produce a long-term management plan for the site.
- 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. Conduct soil sample and analysis to produce Beneficial Use Determination and Soil Management strategy.
- 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
2024	1,687,650		20	421,913	2,109,563
2025	1,687,650		20	421,913	2,109,563
	BIENNIAL TOTAL				**$4,219,126**

2.3.4 Project Safety Management System 25PF072

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 guidance, plans, policies, methods, analysis, 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, data analysis, policies, tools and guidelines
- Develop new tools, methods and approaches to help identify and flag safety locations
- Evaluate Vulnerable Road Users (VRU), Older Driver and High Risk Rural Roads measures to determine if penalties occur
- Evaluate statewide crash data to determine whether the state has met or made significant progress toward meeting the safety targets for the Safety PM Final Rule
- Improve coordination and provide training and support to ODOT staff and Local agencies in Safety plans, methods, tools, procedures and 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, HSIP Implementation Plan (if penalty requires), Vulnerable Road User (VRU) assessment 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
2024	189,386		20	47,347	236,733
2025	189,386		20	47,347	236,733
	BIENNIAL TOTAL				**$473,466**

2.3.5 Data Analytics & Performance Reporting (DAPR) 25PF074

ODOT CONTACT: CHI MAI, TRANSPORTATION PLANNING ANALYSIS UNIT
(503) 991-3625

OBJECTIVES

The mission of the Data Analytics and Performance Reporting (DAPR) program is to provide guidance on data analytics and tools necessary to support statewide transportation analysis and system performance reporting.

- 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.
- Develop reporting dashboards to monitor system performance.

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 and analysis 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 annually update the Oregon HERS model for annual reporting of the ODOT congestion Key Performance Measure (KPM).
- Apply the HERS model for reliability analysis (based on SHRP2 C11), benefit-cost, 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 ODOT's key data elements into the RITIS reporting stream, such as traffic volumes, incidents, public transit ridership, posted speeds and weather data; integrate data elements from partner agencies, such as the MPOs.
- Develop and implement ITS data storage and information reporting, system-wide performance reporting and location-based reporting.
- Maintain and update the Analysis Procedure Manual (APM) 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, volume estimates, transit, active modes), lead coordination and guidance development as this emerging field develops.
- RITIS – prepare data conflation, refine reporting ability through additional data inputs on volumes, posted speeds, 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 probe-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 Act 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
- 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
    - ✓ Continue to develop written guidance and training materials to encourage consistent agency use, conduct network conflation, coordination with other parts of ODOT, and outreach to other partners
- Report statewide system congestion levels via biennial Statewide Congestion Overview report

- Updates to the ODOT Analysis Procedure Manual documentation based on information included in these work products

PLANNING EMPHASIS AREAS

The following Planning Emphasis Areas are addressed in this program:

- Data in Transportation Planning – The DAPR program incorporates data sharing and consideration into every aspect of our work. We manage the RITIS contract which ensures that all public agencies, consultants and universities on a government contract have access to the data integration platform. We work with MPOs to incorporate data for their areas into RITIS and provide guidance on how to pull MAP21/FAST Act performance reports for submittal and target setting. With the need of the agency and local government agencies to adopt alternative mobility performance measures, we look at analysis needs and explore the tools and data necessary for implementation. With emerging big data products by third-party vendors (origin-destination, volume estimates, transit, active modes), our program provides support and guidance to agency as well as partner agencies on data quality evaluation and data acquisition. We participate in pooled funds to advance the state of practice in data analytics through sharing of resources and knowledge.

SAFE & ACCESSIBLE TRANSPORTATION OPTIONS

Overall, the "Advance the State of the Practice" portion of the program supports "Safe & Accessible Transportation Options" objectives. This program continually looks for opportunities to integrate crash, transit and active mode data into RITIS or a similar user-friendly data integration platform. With third-party vendors making advances in this space, we lead and participate in data evaluation efforts to assess the data quality and be ready to inform the agency on purchases of the data. However, these efforts are intermixed into larger tool develop and data analytical efforts, which make tracking specific contributions to "Safe & Accessible Transportation Options" difficult. We do believe that there are sizeable and meaningful contributions to this area, but we do not believe it would be an efficient use of funds/effort to quantify how much DAPR contributes. Nor do we believe estimating a general percentage of these greater efforts would be accurate or meaningful.

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
2024		528,978	10.27	60,544	589,522
2025		528,978	10.27	60,544	589,522
	BIENNIAL TOTAL				**$1,179,044**

2.3.6 Crash Analysis & Reporting 25PF080

ODOT CONTACT: JOHN BONNETT, CRASH ANALYSIS & REPORTING UNIT
(503) 986-4236

OBJECTIVES

Completing the annual statewide files of 45,000+/- crashes on all Oregon's public roads. This includes crash data collection and coding for all 36 counties and 241 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, analyze, code, and enter statewide motor vehicle traffic crash information derived from police and citizen crash reports
- Analyze 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 290 (*excluding mandated and custom annual reports & publications)*
- Produce Initial Fatal Information reports, and distribute to a large stakeholder group via email distribution lists and the CAR Unit website
- Develop and maintain procedures, a data dictionary, manuals, validations, reporting documentation, database management references, training materials development, and change management notifications
- 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/applications and logs of data requests and fatal report tracking
- Implement and update the 5-Year CAR Unit Business Plan
- Ongoing training of new and existing staff on crash coding and reporting procedures
- Coordinate with DMV on crash report handling process improvements and the development and implementation of electronic crash reporting
- Research, design, and implement a new Crash Data System to meet business needs
- Manage and support the Federal Fatal (FARS) and Motor Carrier crash programs

ANNUAL PRODUCTS & SERVICES INCLUDE:

- Annual Oregon Traffic Crash Quick Facts

- 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 various safety systems, applications, and programs such as: SPIS, All Roads SPIS, OASIS, OTSDE, TDS Crash Reports (TVC), Crash Decode DB, 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, on-line use in analysis, and reporting throughout the year
- Annual spatial crash data to populate ODOT's corporate interactive GIS mapping tool, TransGIS
- Ad-hoc and custom reports, and extracts on demand thought out the year
- Annual copy of crash data file to ODOT Enterprise Data Warehouse (EDW) (changes uploaded nightly)
- Develop and maintain various unit data driven dashboards for tracking production, reporting, quality control, and other crash data related topics

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
2024	1,488,956		20	372,239	1,861,195
2025	1,488,956		20	372,239	1,861,195
	BIENNIAL TOTAL				**$3,722,390**

2.3.7 Highway Performance Monitoring System 25PF090

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 and ARNOLD GIS network
- 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
2024	232,874		20	58,219	291,093
2025	232,875		20	58,219	291,094
	BIENNIAL TOTAL				**$582,187**

2.3.8 Traffic Monitoring Systems 25PF093

ODOT CONTACT:				
	STATEWIDE	DON R. CROWNOVER	(503) 986-4132	25PF093-000
	REGION 1 & 2	DON R. CROWNOVER		25PF093-121
	REGION 3	ERIC FINNEY	(971) 719-6225	25PF093-301
	REGION 4	MARK BARRETT	(541) 604-6982	25PF093-401
	REGION 5	DAN FINE	(541) 786-1934	25PF093-501

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 internet, available to the public as well as ODOT
- 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
2024	1,644,419		20	411,105	2,055,524
2025	1,644,419		20	411,105	2,055,524

BIENNIAL TOTAL	**$4,111,048**

2.3.9 Strategic Data Improvements 25PF095

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. There is also growing recognition of the alignment of data and analytics needs across internal agency programs and with external stakeholders and partners. As a result, the ability to effectively manage and integrate, share, and use data are also increasingly required.

But reliable and interoperable data and integrated information are not produced by accident. Well-managed data, with applicability for a variety of uses and accessible to a range of users, depends on coordination, planning and design, governance of business and technical processes, and a commitment to quality results. The effective management and use of data also require staff to be literate and even fluent in these practices.

The objective of this work is to advance data in transportation planning by maturing data management, governance, coordination, sharing, and use practices within the agency, and at the local and national level.

PLANNED ACTIVITES & PRODUCTS

Work efforts include researching, developing, and/or testing approaches to data management and integration, governance, coordination, sharing, 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 sharing, governance, and management trends and will serve as subject matter experts. Progress updates will be provided on both activities and any materials produced. The following includes a list of planned activities and products by major category:

DATA SHARING

Oregon state agencies are required to submit data inventories for a state data catalog, publish data on or via a link through the state open data portal, and develop processes for the public to request data publication and for the agency to prioritize data release. Planned activities related to open data include:

- Identifying data the agency already publishes and assessing whether to migrate to or provide links in the Open Data Portal

- Developing open data publishing and update processes
- Developing and communicating agency data publishing guidance or policies

Additional activities supporting data sharing are also identified in the other activity categories below.

DATA MANAGEMENT

The need for collaborative data management approaches and platforms has been increasing. These processes and tools create opportunities for greater data coordination and sharing as they can be used to gather and manage data and information from a broad spectrum of stakeholders, allow for data flows between people and groups, and facilitate coordinated reporting and visualization. Developing and managing data with applicability for a variety of uses and users depends on coordination, planning and design. This task involves developing, piloting, and/or implementing processes that support data interoperability and integration, such as:

- Consensus building for interoperability of shared data (data definitions, business rules, etc.)
- Determining authoritative sources when there are multiple copies of the same field in different datasets or conflicting similar data fields
- Determining the best data engineering approaches to bring high value datasets together, make them more accessible, or automate updates

This task also includes providing cloud based platforms and user support to mature organizational data collaboration, integration, and sharing, such as:

- Creating a data lake instance to pilot a repository for cross-jurisdictional or multi-organizational data and documents (for transportation system planning, analysis, performance monitoring, and reporting) that allows participants to select what they do and don't want to share on a field by field or document by document basis
- Providing tools such as Smartsheet that facilitate collaborative data development, management and reporting on a smaller scale
- Training or user groups to support use of these platforms

DATA GOVERNANCE

Data governance includes the formalization of roles and responsibilities, standards, access rights etc. This task involves developing, piloting and/or implementing data governance elements or processes that support data interoperability, integration and sharing, such as:

- Development and communication of shared data standards, business rules, policies
- Formalization and tracking of roles as they relate to collaborative platform administration, improvement decision making, and data management

DATA LITERACY/FLUENCY TRAINING

Many of these efforts rely on participants having a shared foundational understanding of data management concepts. This task involves creating this foundation by supporting participant learning through development or recommendation of data literacy courses and/or materials.

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
2024		107,463	10.27	12,300	119,763
2025		99,611	10.27	11,401	111,012
	BIENNIAL TOTAL				**$230,775**

2.4 Region Planning

2.4.1 Long Range Plans — 25PFX20

ODOT CONTACT:	REGION 1	NEELAM DORMAN	(971) 322-5633	25PF120
		CHRIS FORD	(971) 263-3435	
	REGION 2	NAOMI ZWERDLING	(503) 302-0083	25PF220
	REGION 3	LISA CORNUTT	(541) 957-3643	25PF320
	REGION 4	DAVID AMITON	(541) 388-6111	25PF420
	REGION 5	TERESA PENNINGER	(541) 216-3636	25PF520

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: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $350,000

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 Monitoring, and Before/After analyses. Funding supports procurement of data and evaluation as well as partnership with Metro on tool development.
Project Start Date: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $450,000

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 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
- supporting Climate Friendly Equitable Communities (CFEC) transportation planning rule updates to local Transportation System Plans
- supporting Federal Aid Urban Boundary and Federal Functional Classification updates

Project Start Date: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $800,000

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: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $200,000

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 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:

- Regional System Management Plan
- Corridor Investment Strategies
- State of Good Repair Assessments
- Government Camp Transportation System Plan Re-evaluation

Project Start Date: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $1,000,000

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: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025: $350,000

Inclusive Stakeholder Engagement

Develop a strategy and plan to implement inclusive stakeholder engagement in project planning and early development.
Project Start Date: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $0 (paid with separate funds)

Columbia River Gorge National Scenic Area Coordination and Federal Land Access

Description: Collaborate with Gorge and Mount Hood stakeholders, coordinate congestion issues and recreational access strategies and National Scenic Area compliance and stakeholder engagement.
Project Start Date: 7/1/23
Projected Completion Date: 6/30/25
FY 2024/2025 Budget: $417,000

The planning emphasis areas that are addressed by Region 1 Long Range plans include the following:

- Equity and Justice 40 in Transportation Planning – The Project Planning and Highway Corridor Transit Planning projects will include an emphasis on urban arterials and will utilize public involvement strategies to better identify and plan investments to improve transportation access, public transportation, and safety elements for all users on these facilities.
- Complete Streets - ODOT Region 1 will emphasize a Complete Streets approach as part of the Corridor Strategic Investment Strategies. The proposed deliverables associated with the Corridor Strategies will assist ODOT to plan, develop, and operate ODOT facilities and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.
- Public Involvement – ODOT Region 1 will emphasize quality public involvement as part of all our work. The projects will ensure that diverse viewpoints are included in the decision-making process. Virtual public engagement will be a primary tool to interface with the public.
- Federal Land Management Agency Coordination – Region 1 SPR funds will be used to coordinate with the USFS within the Columbia River Gorge National Scenic Area and the Mt Hood National Forest. Both recreational areas are suffering from congestion and overcrowding during peak periods. ODOT is working with Federal Land Management partners to ensure safe access that enhances the visitor experience. The proposed SPR portfolio will focus on the integration of transportation planning activities and d long range transportation plans, programs, and corridor studies, including congestion management strategies and transit access to high use recreation areas such as Multnomah Falls and the ski resorts on Mt Hood.

REGION 2

R2 Federal Aid Urban Boundaries Update (R2 FAUB)

Description: Coordination of FAUB activities with four MPOs, ten counties and numerous cities in R2. This project will provide support for coordination efforts of PDAD and their consultants, DEA, to update and align MPO boundaries and road functional classifications.
Project Start Date: July 22
Projected Completion Date: Ongoing
FY 2024/2025 Budget: $50,034

Oregon 6 Corridor Study

Description: Legislatively mandated Safety Study for OR6 (Wilson River Highway Corridor) focused on identifying safety actions throughout the corridor including signing, turn lanes, passing lanes, shoulders, access, and improvements to road geometry. Oregon 6 has been advocated for at the NWACT. It has been added to the NWACT Work Plan. More specifically, Funding for Highway 6 Safety Measures: Package H Strategies to Address Behavioral Components OR 6 and across the state was added to the 2023 Top Regional Transportation Priorities. Within the Tillamook County section of the work plan, OR 6 Wilson River Highway Corridor Study (HB 4053).
Project Start Date: August 2020
Projected Completion Date: June 2023
FY 2024/2025 Budget: $0 (No funding left over)

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: December 2024
FY 2024/2025 Budget: $39,000

OR126E Safety Study

Description: Safety Study for a 66-mile highway connecting the Eugene-Springfield area to U.S. 20. The study (now complete) identifies safety concerns along the corridor and recommends low-cost improvements including rumble strips, signing, and striping upgrades, flashing beacons at intersections, and traffic calming treatments in the small communities along the corridor.
Project Start Date: August 2022
Projected Completion Date: January 2024
FY 2024/2025 Budget: $17,910 is left over

Tillamook County Transportation System Plan (TSP)

Description: Develop an updated TSP for Tillamook County. The Tillamook County TSP Statement of Work is currently being developed by Tillamook County and ODOT Planner. The Project will develop a transportation system plan outside of the urban growth boundary (unincorporated communities of Falcon Cove, Neah Kah Nie, Watseco, Cape Meares, Oceanside, Netarts, Tierra Del Mar, Pacific City, Woods, Neskowin, Blaine, Beaver, Cloverdale and Hebo, ("Participating Communities"), to include all trails, bike paths and roads located within the unincorporated areas of Tillamook County including interconnectivity with incorporated cities, the ("Project Area"), in order to document transportation needs, policies, and goals for each of these communities. The desired Project outcome is for this planning document to serve as the transportation element of County's comprehensive plan per OAR 660-012-0000.
Project Start Date: June 2024
Projected Completion Date: December 2025
FY 2024/2025 Budget: $350,000

Dallas Transportation System Plan (TSP)

Description: Develop an updated TSP for the city of Dallas
Project Start Date: May 2024
Projected Completion Date: December 2025
FY 2024/2025 Budget: $290,000

Small Cities Urban Design Verifications (UDVs) (Lyons, Scio and Mill City)

Description: Evaluate opportunities for improved pedestrian crossings on US 22 in Lyons and Mill City. The study will identify potential improvements that can be incorporated into future projects on the highway.
Project Start Date: December 2022
Projected Completion Date: August 2023
FY 2024/2025 Budget: $6,902 is left over

Salem Urban Design Verification
Description: Evaluate opportunities for improved pedestrian and bicycle facilities on the Hwy 99E corridor through downtown Salem. The study identifies improvements that can be incorporated into future projects on the highway.
Project Start Date: December 2022
Projected Completion Date: December 2023
FY 2024/2025 Budget: $29,472 is left over

Newberg Urban Design Verification
Description: Evaluate opportunities for improved pedestrian and bicycle facilities on the Hwy 99W corridor through downtown Newberg. The study identifies improvements that can be incorporated into future projects on the highway.
Project Start Date: June 2024
Projected Completion Date: December 2024
FY 2024/2025 Budget: $194,000 ($75,000 of which will be available in FY2025)

Cottage Grove Urban Design Verification
Description: Evaluate opportunities for improved pedestrian and bicycle facilities on the Hwy 99 corridor south of the urban core. The study identifies ways to remedy a skewed pedestrian crossing and other improvements that can be incorporated into future projects on the highway.
Project Start Date: March 2024
Projected Completion Date: June 2024
FY 2024/2025 Budget: $57,610 (currently available)

The planning emphasis areas that are addressed by Region 2 Long Range plans include the following:

- Justice 40 in Transportation Planning – In 2021, ODOT Region 2 staff worked with the Office of Social Equity to create the Social Equity Toolkit: Promising Practices document as a foundational guide outlining tools, practices, and case studies in applying an equity lens in transportation planning processes. Since the creation of this document, new tool and methods around social equity continue to develop and advance our understanding of how to better address this critically important topic. Using framework outlined in the FHWA Justice 40 Initiative as guiding principles, opportunities may exist for refinement or improvement of Region Social Equity practices and/or tools, which would be identified and addressed as part of this work.

  US DOT used 6 categories, below, to assess overall level of disadvantaged communities, which overlaps well with our current Social Equity Toolkit: Promising Practices, though some refinement may be needed:
  - Transportation: communities that spend more, and take longer, to get where they need to go
  - Health: communities with adverse health outcomes, disabilities, and low access to health care services
  - Environmental: communities experiencing disproportionately high levels of pollutants & toxins
  - Economic: communities with high levels of poverty, and low access to jobs and education
  - Resilience: communities vulnerable to hazards caused by climate change

- Equity: communities with a shared history of discrimination or other forms of disadvantage

  In working to better align with Justice 40 Initiative practices and tools, there may also be opportunities to apply learning lessons from USDOT's Equitable Transportation Community Explorer (Explorer), which is an interactive web application in-development that explores the disadvantage communities experience, resulting from underinvestment in transportation. We may ask ourselves: how does this tool stand up against our own Social Equity Index? What methodology better serves our disadvantaged communities?
- Complete Streets - ODOT Region 2 will emphasize a Complete Streets approach as part of the Corridor Strategic Investment Strategies. The proposed deliverables associated with the Corridor Strategies will assist ODOT to plan, develop, and operate ODOT facilities and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.
- Public Involvement – ODOT Region 2 will emphasize quality public involvement as part of all our work. The projects will ensure that diverse viewpoints are included in the decision-making process. Virtual public engagement will be a primary tool to interface with the public.

REGION 3

Ashland TSP Update (CFEC)

Description: Major update to the TSP for the city of Ashland to address the new Climate Friendly and Equitable Communities (CFEC) transportation planning rules. The city of Ashland TSP 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 to the Jackson County TSP and the Rogue Valley Active Transportation Plan. Most costs to be funded by Policy Data Analysis Division with a non-federal match provided by Ashland. This small dollar amount funds additional region staff time for review, response to work products and communication.
Project Start Date: January 2024
Projected Completion Date: January 2026
FY 2024/2025 Budget: $0 (Funding from PDAD, Project shown for informational purposes only)

Central Point TSP Update (CFEC)

Description: Major update to the TSP for the city of Central Point to address the new Climate Friendly and Equitable Communities (CFEC) transportation planning rules. The city of Central Point TSP 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 to the Jackson County TSP and the Rogue Valley Active Transportation Plan. Most costs to be funded by Policy Data Analysis Division with a non-federal match provided by Central Point. This small dollar amount funds additional region staff time for review, response to work products and communication.
Project Start Date: January 2024

Projected Completion Date: January 2026
FY 2024/2025 Budget: $0 (Funding from PDAD, Project shown for informational purposes only)

OR-62 Expressway Corridor Segment Plan

Description: This corridor segment will focus on the north section of the Expressway in Jackson County as identified in the OR-62 Corridor Solutions FEIS. Work will review and examine the terminus point for the expressway, examine a new connection to OR-140, complete the planning goal exception, and incorporate previous planning efforts along this corridor, including the proposed Vilas Avenue interchange recommendation and the I-5 Exit 30 IAMP completed in the previous two biennium. The project will be mainly funded by state funds (JTA) and is included in the STIP. A small amount of SPR funds is included for additional region staff time for review, response to work products and communication.
Project Start Date: October 2023
Projected Completion Date: October 2025
FY 2024/2025 Budget: $5,000

OR 42/US-101 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: February 2023
Projected Completion Date: February 2025
FY 2024/2025 Budget: $190,000

Winston TSP Update

Description: Completes the TSP for Winston through adoption. Description from last biennium: 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: August 2023
FY 2024/2025 Budget: $10,000

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 2022
Projected Completion Date: May 2024
FY 2024/2025 Budget: $165,000

OR-99 Access Management Plan (Grants Pass)

Description: Develop an access management plan for a portion of OR-99 near Grants Pass. Access issues associated with open frontage; affects/causes pedestrian connectivity problems, also causes challenges in providing clear/consistent direction for developer improvements. This plan will identify future access points/policies and identify future frontage improvements that encourage safe and reliable transportation options for active transportation modes and transit.
Project Start Date: July 2024
Projected Completion Date: July 2026
FY 2024/2025 Budget: $50,000

US-199 Dowell to Tussey

Description: Project will verify the results from the previous completed Environmental Assessment, identify additional improvements that may be needed from traffic modeling, examine additional right of way impacts from development within the preferred alternative, identify cost and requirements to address NEPA to perform an update of the EA, and involve various stakeholders in the review and identification of any additional needs.

Project Start Date: July 2023
Projected Completion Date: December 2023
FY 2024/2025 Budget: $5,000

Rogue River Greenway

Description: Project identifies the location and alignment for a future trail between Grants Pass and Rogue River. The plan will identify necessary improvements to safely develop this trail. Project is funded by MRMPO and contracted/managed by ODOT (certified agency). This project was amended into the 21-24 STIP. A small amount of SPR funds is included for additional region staff time for review, response to work products and communication.
Project Start Date: June 2023
Projected Completion Date: June 2025
FY 2024/2025 Budget: $5,000

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. It will follow on the development of the I-5 Bottleneck study which focused on congestion and weaving issues on the mainline in this area. 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. A separate corridor study for the cross road (Garden Valley Blvd – exit 125) will be developed as a part of the project. Funding for the corridor plan will come from the city of Roseburg and is not included in the total below.
Project Start Date: April 2023
Projected Completion Date: June 2025
FY 2024/2025 Budget: $225,000

OR-138E Corridor Design 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 will be used to identify best practices to address equity in planning.
Project Start Date: March 2023
Projected Completion Date: June 2025
FY 2024/2025 Budget: $320,000

Rogue-Umpqua Bike and Pedestrian Plan

Description: Develops a Bike and Pedestrian Plan on the Rogue-Umpqua scenic byway, connecting Diamond Lake/Crater Lake with Roseburg and Gold Hill/Medford. This is a FLAP funded project with work being conducted by Western Federal Lands. This funding will be used to support ODOT charges to that project for review, meeting attendance, communications and overall participation in the project.
Project Start Date: March 2023
Projected Completion Date: March 2025
FY 2024/2025 Budget: $15,000

Gold Beach Urban Design Study

Description:: The Urban Design Verification (UDV) will focus on US-101 through the city of Gold Beach, specifically examining 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 corridor infrastructure elements before a future STIP project. This project will follow the city's main street planning effort currently underway.
Project Start Date: March 2024

Projected Completion Date: February 2025

FY 2024/2025 Budget: $75,000

Cape Arago Highway Corridor Segment Plan (Coos Bay to Charleston)
Description: Corridor facility plan for the Cape Arago Highway segment between Empire in Coos Bay and the rural community of Charleston. This segment of highway experiences significant tourist traffic. It has minimal active transportation and public transit facilities. The corridor segment adjoins lands owned by the Coquille Indian Tribe. The planning project will identify multimodal options to improve safety and encourage active transportation and public transit along the corridor. The Coquille Tribe has expressed strong interest in this project during consultation meetings.

Project Start Date: October 2024

Projected Completion Date: November 2026
FY 2024/2025 Budget: $125,000

OR-238 Corridor Plan (Medford to Grants Pass)
Description: Corridor facility plan for the Jacksonville Highway (OR-238) between Medford/Jacksonville and Grants Pass. The Jacksonville highway passes through rural communities which lack adequate active transportation modes. Operational and safety issues have been identified throughout this route. The planning project will identify multimodal options to improve safety, traffic operations and address active transportation needs along the corridor.

Project Start Date: May 2024

Projected Completion Date: May 2026
FY 2024/2025 Budget: $50,000

South Stage 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 but anticipated to support future NEPA work. This project funded in part by the City of Medford.
Project Start Date: April 2023
Projected Completion Date: June 2025
FY 2024/2025 Budget: $270,000

Reedsport Rail Crossings and Circulation Study
Description: The International Port of Coos Bay has plans to develop into a container port within the next 6-7 years. Almost all the containers are planned to be shipped by rail car. Although the Port is looking at increasing tunnel height and strengthening bridges, the Port development is anticipated to have a negative effect on the OR-38 and Winchester Avenue at-grade rail crossings in Reedsport. Twenty-minute delays, at least twelve times a day are anticipated in this small town. All emergency

services are located on one side of town. This study will examine the feasibility of grade separation at either OR-38 or Winchester Avenue, changing circulation patterns in downtown, and addressing active transportation modes. This project will be done in coordination with the City of Reedsport and the International Port of Coos Bay. We anticipate adopting transportation network changes into both the city's Transportation System Plan and the State's. This will be a twenty (20) year plan.
Project Start Date: December 2022
Projected Completion Date: March 2024
FY 2024/2025 Budget: $180,000

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 2021
Projected Completion Date: August 2023
FY 2024/2025 Budget: $5,000

REGION 4

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: Q4 2024
FY 2024/2025 Budget: $105,000
Planning Emphasis Areas: Equity and Justice40 in Transportation Planning, Complete Streets, Public Involvement

R4 Long Range Local Transportation Planning (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 2023
Projected Completion Date: Q2 2025
FY 2024/2025 Budget: $179,785
Planning Emphasis Areas: Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

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: Q3 2023
FY 2024/2025 Budget: $0

Planning Emphasis Areas: Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

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: Q1 2025
FY 2024/2025 Budget: $195,000
Planning Emphasis Areas: Public Involvement, Complete Streets

US 20: Facility Plan (Bend)

Description: Develop a refinement plan for the US 20 corridor through Bend.
Project Start Date: Q3 2021
Projected Completion Date: Q2 2024
FY 2024/2025 Budget: $165,000
Planning Emphasis Areas: Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

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: Q1 2025
FY 2024/2025 Budget: $165,000
Planning Emphasis Areas: Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

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: Q3 2023
FY 2024/2025 Budget: $15,215
Planning Emphasis Areas: Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

US 97: High Bridge to Madras Refinement Plan

Develop a Safety Plan for the section of US97 between the southern Madras City and the northern terminus of the High Bridge located on the Jefferson/Deschutes County Line (~MP 97.3 – 112.6). Elements of the Safety Plan include diagnosing crashes (based on reported crash history, site conditions, and field reviews), identifying countermeasures, and prioritizing projects to reduce the potential for severe and fatal crashes.
Project Start Date: Q3 2021
Projected Completion Date: Q4 2024
FY 2024/2025 Budget: $200,000
Planning Emphasis Areas: Public Involvement, Equity and Justice40 in Transportation Planning

OR 422: Active Transportation Concept Development (Chiloquin)
Description: Develop and evaluate design alternatives for improvements identified in the Chiloquin Community Pedestrian and Bicycle Plan, including pedestrian and bike facilities, intersection reconfigurations, and enhanced crossings.
Project Start Date: Q1 2024
Projected Completion Date: Q1 2025
FY 2024/2025 Budget: $0
Planning Emphasis Areas: Tackling the Climate Crisis, Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

Sisters-Bend-Redmond Active Transportation Study
Description: Develop a long-range plan to connect Sisters, Tumalo, Bend, and Redmond with continuous walking and bicycling facilities. The plan will develop and evaluate alternatives including alignments within ODOT ROW, as well as those that utilize existing and future local facilities, and recommend preferred alignments and facility types. The plan will also evaluate draft and preferred alternatives with respect to land use compatibility and possible conflicts and make recommendations for how to proceed in the event that there are land use conflicts.
Project Start Date: Q4 2023
Projected Completion Date: Q1 2025
FY 2024/2025 Budget: $190,000

Planning Emphasis Areas: Tackling the Climate Crisis, Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning, FLMA Coordination

Active Transportation and Safety Planning and Implementation
Description: Develop and refine active transportation and safety improvement priorities on the State system in response to emergent needs and funding opportunities, including State and Federal programs. Identify improvements that can be implemented quickly (i.e. within one year) as well as those that follow a more typical project delivery schedule. Scope proposed improvements to refine concepts and develop working cost estimates for future implementation.
Prepare, implement, and lead trainings and workshops for ODOT and local agencies on active transportation topics including roundabout safety, design, and accessibility; winter maintenance; enhanced pedestrian crossings; etc.
Project Start Date: Q4 2023
Projected Completion Date: Q2 2025
FY 2024/2025 Budget: $130,000

Planning Emphasis Areas: Tackling the Climate Crisis, Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

OR39: Crater Lake Parkway & S. 6th Street Plan
Description: Evaluate safety, comfort, and operations of the Crater Lake Parkway and S. 6th Street (OR39) with a heavy emphasis on pedestrian and bicycle modes. Develop and evaluate alternatives to improve safety and operations. Develop and evaluate alternatives to improve pedestrian and bicycle

facilities and crossings, as well as perceived Level of Traffic Stress. Recommend preferred alternatives to improve safety, operations, and pedestrian and bicycle functionality.
Project Start Date: Q2 2024
Projected Completion Date: Q4 2025
FY 2024/2025 Budget: $250,000

Planning Emphasis Areas: Tackling the Climate Crisis, Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

Climate Friendly and Equitable Communities Coordination and Support
Description: Coordinate with and support the City of Bend, Bend MPO, and Deschutes County in meeting the new requirements of Statewide Land Use Planning Goal 12. Coordinate and support development and implementation of rules governing parking requirements, designation of climate-friendly areas, active transportation inventories, updates to long-range transportation plans, and other Goal 12 requirements.
Project Start Date: Q3 2023
Projected Completion Date: Q2 2025
FY 2024/2025 Budget: $15,000

Census Implementation Budget: $10,000

Planning Emphasis Areas: Tackling the Climate Crisis, Public Involvement, Complete Streets, Equity and Justice40 in Transportation Planning

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). This project will complete adoption and publish final document.
Project Start Date: FY24, QTR 1
Projected Completion Date: FY24, QTR 4
FY 2024/2025 Budget: $48,500

Transit Development Strategies

Description: Conduct a travel shed analysis based on the update of 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. Regional transit development strategies will be used to support funding requests for recommended transit service improvements. Counties identified for travel shed analysis and transit development strategies include: Union, Wallowa, Baker, Grant, Harney, Malheur.
Project Start Date: FY24, QTR 1
Projected Completion Date: FY25, QTR 4
FY 2024/2025 Budget: $100,000

Urban Corridor Crossing Assessment and Urban Design Verification

Description: Conduct a Corridor Crossing Analysis (CCA) in key communities which are being scoped for ADA ramp projects in 2025 and 2026. 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: Halfway, North Powder, Haines, Sumpter. Urban Design Verification will focus on a corridor with multiple Fix-It/ADA/Safety project 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 Safety/ADA project commences in the 2024-2027 STIP.

Proposed location to implement the UDV process:

- La Grande (US 30) Very poor pavement, poor/missing ADA south of Island Ave Intersection, poor sidewalk condition, poor signal conditions, BUD opportunities

Project Start Date: FY24, QTR 1
Projected Completion Date: FY24, QTR 4
FY 2024/2025 Budget: $40,000

I-84 Exit 159 Tower Road IAMP (Morrow County)

Description: Develop an Interchange Area Management Plan for Exit 159, Tower Road interchange, to identify improvements to enhance safety and capacity as Port or Morrow industrial lands and City of Boardman commercial areas continue to develop near the interchange. The IAMP has a 20-year planning horizon (not in conjunction with NEPA).
Project Start Date: FY24, QTR 1
Projected Completion Date: FY25, QTR 4
FY 2024/2025 Budget: $200,000

I-84 Exit 216 Highway 331 IAMP (Confederated Tribes of the Umatilla Indian Reservation)

Description: Develop statement of work for an Interchange Area Management Plan for Exit 216, Highway 331 interchange 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: FY25, QTR 3
Projected Completion Date: FY25, QTR 4
FY 2024/2025 Budget: $10,000

*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
2024		3,992,809	10.27	456,995	4,449,804
2025		4,560,479	10.27	521,967	5,082,446
	BIENNIAL TOTAL				**$9,532,250**

2.4.2 Development Review 25PFX40

ODOT CONTACT:				
	REGION 1	NEELAM DORMAN	(971) 322-5633	25PF140
	REGION 2	SCOTT NELSON	(503) 986-2751	25PF240
	REGION 3	MICAH HOROWITZ	(541) 774-6331	25PF340
	REGION 4	DAVID AMITON	(541) 388-6111	25PF440
	REGION 5	TERESA PENNINGER	(541) 216-3636	25PF540

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 land use change and 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
- Analyze traffic impact studies 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
- Review public notices provided by local governments and the Oregon Department of Land Conservation and Development (DLCD)

- 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
- 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
2024		1,232,890	10.27	141,110	1,374,000
2025		997,645	10.27	114,185	1,111,830
	BIENNIAL TOTAL				**$2,485,830**