

Oregon Department of Transportation Phase II

Agency Summary - Organizational Chart

Long-term vacancies

10% Reductions

Policy Packages

Fee Bill

Leadership training

Intermodal Oregon – Pivotal's Role

Project Status report
ConnectOregon
ARRA

State Radio Project – The APP

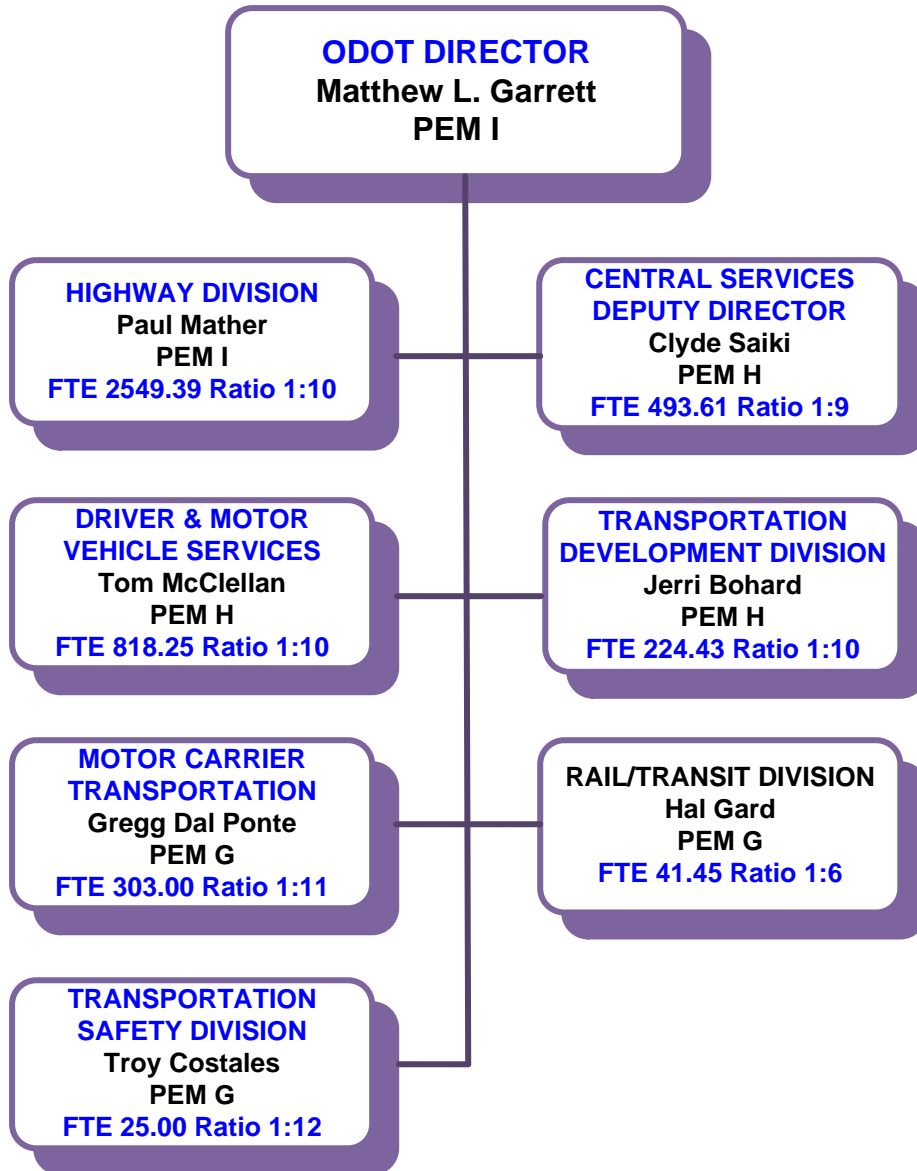
Policy Bills
Connect Oregon
Columbia River Crossing

Other Funds ending balances

Intermodal Leadership Team Agenda

Advisory Committees

Oregon Department of Transportation Agency FTE Ratios



February 28, 2013

Oregon Department of Transportation - 73000
Vacancy Report as of 3/29/2013
Reason Category 1: Abolishments

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000434820	1091073	633	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	700-06-00-00000	0	112,080	-	0	0	1
73000	000435740	0027001	641	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	700-07-00-00000	0	136,800	-	0	0	1
73000	000436450	1111025	041	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	89,448	-	0	1	0
73000	000436780	1131003	014	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	400-10-04-00000	0	109,224	-	0	0	1
73000	000437020	1131028	009	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	153,624	-	0	0	1
73000	000438160	1161067	022	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-45-01-00000	0	132,720	-	0	0	1
73000	000439290	1171058	022	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	400-10-04-00000	0	161,304	-	0	0	1
73000	000439470	1171089	025	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-45-01-00000	0	132,720	-	0	0	1
73000	000442320	1261003	025	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-25-01-00000	0	114,672	-	0	0	1
73000	000443620	1631023	023	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	94,368	-	0	0	1
73000	000443680	1631029	023	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	74,064	-	0	0	1
73000	000444020	1651020	025	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-30-01-00000	0	126,408	-	0	0	1
73000	000444160	2111000	041	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	153,624	-	0	0	1
73000	000445230	2301026	867	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-45-01-00000	0	161,304	-	0	1	0

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Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000446150	2301127	012	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	120,408	-	0	0	1
73000	000446350	2301150	834	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	146,328	-	0	1	0
73000	000446530	2301169	133	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-40-01-00000	0	132,720	-	0	0	1
73000	000446830	2301204	867	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	74,064	-	0	1	0
73000	000447200	2301248	856	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-45-01-00000	0	114,672	-	0	0	1
73000	000448130	2301370	856	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-45-01-00000	0	120,408	-	0	0	1
73000	000449140	2301535	807	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-25-01-00000	0	114,672	-	0	1	0
73000	000450380	2301913	816	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-40-01-00000	0	120,408	-	0	0	1
73000	000454220	3421006	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	74,064	-	0	0	1
73000	000454270	3421011	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	67,584	-	0	1	0
73000	000454410	3421025	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	67,584	-	0	0	1
73000	000454430	3421027	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	77,640	-	0	0	1
73000	000454460	3421030	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	74,064	-	0	0	1
73000	000454480	3421032	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	89,448	-	0	1	0

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Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000454590	3421043	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	77,640	-	0	0	1
73000	000454970	3421083	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	74,064	-	0	1	0
73000	000455060	3421092	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	70,680	-	0	0	1
73000	000455090	3421095	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	89,448	-	0	0	1
73000	000455300	3421116	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	89,448	-	0	0	1
73000	000455380	3421124	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	77,640	-	0	0	1
73000	000455400	3421126	102	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	64,680	-	0	0	1
73000	000456620	3471106	101	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-03-00000	0	62,040	-	0	0	1
73000	000457170	3471178	101	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-03-00000	0	81,192	-	0	1	0
73000	000457280	3481007	101	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-03-00000	0	74,064	-	0	1	0
73000	000459930	3511625	111	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	89,448	-	0	0	1
73000	000461460	3521098	022	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	64,680	-	0	0	1
73000	000463000	3521261	121	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	89,448	-	0	0	1
73000	000463710	3531054	122	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	112,080	-	0	0	1

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73000	000463770	3531061	125	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	70,680	-	0	0	1
73000	000464890	3531275	133	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	70,680	-	0	0	1
73000	000468360	3541269	141	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	62,040	-	0	1	0
73000	000468670	3543290	141	SF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	37,270	-	0	0	1
73000	000469490	3551149	151	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	93,672	-	0	0	1
73000	000470140	3551361	152	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	64,680	-	0	0	1
73000	000470660	3551629	152	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	67,584	-	0	1	0
73000	000470860	3551664	151	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	77,640	-	0	0	1
73000	000471290	3561105	111	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	74,064	-	0	0	1
73000	000471780	3561502	151	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	67,584	-	0	0	1
73000	000472230	3571221	112	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	70,680	-	0	0	1
73000	000479850	0001014	390	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-06-00-00000	0	47,496	-	0	0	1
73000	000480260	0001183	370	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-05-00-00000	0	64,680	-	0	0	1
73000	000480790	0002918	380	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-05-00-00000	0	74,064	-	0	0	1

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73000	000481050	0003070	390	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-06-00-00000	0	54,816	-	0	0	1
73000	000481800	0008082	330	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-02-00-00000	0	74,064	-	0	0	1
73000	000483170	0021182	380	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-05-00-00000	0	74,064	-	0	0	1
73000	000488300	0711179	314	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-04-00-00000	0	81,192	-	0	0	1
73000	000488720	0711379	314	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-04-00-00000	0	81,192	-	0	0	1
73000	000488930	0711411	317	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-04-00-00000	0	81,192	-	0	0	1
73000	000491750	0713084	305	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-04-00-00000	0	89,448	-	0	0	1
73000	000491780	0713087	303	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-04-00-00000	0	81,192	-	0	0	1
73000	000559510	9252008	023	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	400-10-01-00000	0	126,408	-	0	0	1
73000	000584390	0334006	641	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	700-07-00-00000	0	122,520	-	0	0	1
73000	000636240	8600044	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-03-00-00000	0	50,928	-	0	0	1
73000	000636490	8600101	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-03-00-00000	0	76,296	-	0	1	0
73000	000636980	8600266	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-01-00-00000	0	157,560	-	0	0	1
73000	000637240	8600454	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	70,680	-	0	0	1

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73000	000637290	8600467	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-03-00-00000	0	59,328	-	0	0	1
73000	000637570	8600577	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	81,240	-	0	1	0
73000	000641820	0001190	041	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	123,624	-	0	0	1
73000	000711890	1201059	014	PP	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	400-10-04-00000	0	100,815	-	0	1	0
73000	000712600	0107010	019	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-30-01-00000	0	139,368	-	0	0	1
73000	000782280	9901104	002	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	139,368	-	0	0	1
73000	000782430	9901075	021	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	104,016	-	0	0	1
73000	000782910	9901143	820	PF	N/A	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	400-10-03-00000	0	146,328	-	0	1	0
73000	000851260	8600845	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-02-00-00000	0	81,240	-	0	1	0
73000	000851530	8600807	104	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	300-05-00-00000	0	76,296	-	0	0	1
73000	000859370	1161008	200	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	700-01-01-00000	0	136,104	-	0	0	1
73000	000863520	5400006	025	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-30-01-00000	0	139,368	-	0	0	1
73000	000881120	0000035	025	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-55-01-00000	0	200,760	-	0	0	1
73000	001026640	1161120	005	PP	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	700-05-02-00000	0	37,032	-	0	0	1

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Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	001038300	0911150	828	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-25-01-00000	0	161,304	-	0	0	1
73000	001040040	0911052	390	PF	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	200-06-00-00000	0	59,352	-	0	0	1
73000	001095730	3317001	142	SP	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	38,820	-	0	0	1
73000	001103520	0002320	121	PP	NA	This position was abolished in the agency's 2013-15 package 070 for right-sizing reduction.	1	100-20-01-00000	0	31,020	-	0	1	0
73000	000435640	7313001	971	PF	NA	Position is being abolished on PFP #13: Rail & Transit Divisions merged-Permanent financing will be used to establish 2-OPA1	1	400-11-07-00000	0	60,936	182,808	0	1	0
73000	000444610	2111061	041	PF	NA	Position being abolished to establish position #2301224 on PFP #12	1	100-45-01-00000	0	153,624	-	0	1	0
73000	000869150	0021200	022	PF	NA	Position being abolished for permanent financing	1	100-40-02-00000	0	93,672	-	0	1	0
73000	000437900	1161033	007	PF	NA	Position being abolished as part of the agency's right sizing plan on PFP #14	1	100-55-01-00000	0	186,768	-	0	0	1
73000	001113430	1631035	201	PP	NA	Position being abolished as part of the agency's right sizing plan on PFP #14	1	100-20-01-00000	0	74,988	-	0	0	1

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Vacancy Report as of 3/29/2013
Reason Category 2: Filled or in Recruitment

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000912440	0001056	380	PF	4/30/2013	Transferred between Divisions	2	200-05-00-00000	0	98,136	-	0	1	0
73000	000448670	2301459	009	PF	6/1/2013	Recruitment opened.	2	100-55-01-00000	0	169,392	-	0	1	0
73000	000578250	2111206	002	PF	6/1/2013	Recruitment in process	2	100-55-01-00000	0	182,040	-	0	0	1
73000	000467320	3541143	131	PF	2/1/2013	Recruitment in process	2	100-20-01-00000	0	89,448	-	0	0	1
73000	000460540	3521004	121	PF	6/1/2013	Recruitment in process	2	100-20-01-00000	0	89,448	-	0	1	0
73000	000434340	1091010	202	PF	5/15/2013	Recruitment in process	2	700-04-02-00000	0	173,376	-	0	0	1
73000	000638320	8600129	005	PF	6/1/2013	Recruitment for RA3 out with a close date of 04-22-13.	2	700-05-03-00000	0	136,104	-	0	1	0
73000	000437740	1161006	827	PF	8/1/2013	Recruitment being started	2	100-45-01-00000	0	153,624	-	0	1	0
73000	000453860	3401007	816	PF	6/1/2013	Position was being held vacant due to agency right sizing plan and future workload analysis. Analysis concluded that the position is needed. Will be filled.	2	100-55-01-00000	0	200,760	-	0	0	1
73000	000603460	1011024	205	PF	4/15/2013	Position transferred to another internal unit; in recruitment	2	700-09-00-00000	0	118,824	-	0	1	0
73000	000918590	0305094	005	PF	5/1/2013	Position relcassed from Research Analyst 4 to Fiscal Analyst 3 incorporating combined duties in support of Dept and Investments.	2	700-05-01-00000	0	129,744	-	0	1	0
73000	001117440	3462000	810	PF	4/1/2013	Position Filled as of 04/01/13	2	100-55-01-00000	0	173,376	-	0	1	0
73000	000440640	1201041	009	PF	NA	Position filled	2	100-55-01-00000	0	114,672	-	0	0	1
73000	000433520	0035003	641	PF	4/8/2013	Position filled	2	700-07-00-00000	0	221,112	-	0	1	0
73000	000491160	0713015	307	PF	4/1/2013	Position Filled	2	200-04-00-00000	0	93,672	-	0	0	1
73000	000562080	1201047	822	PF	5/1/2013	Offer made and accepted.	2	100-25-01-00000	0	161,304	-	0	1	0
73000	000492190	0720002	311	PF	5/15/2013	Moved between offices; reclass in process.	2	200-04-00-00000	0	98,136	-	0	0	1
73000	000702380	6000218	390	PF	4/30/2013	Interviews: Final round complete	2	200-06-00-00000	0	107,880	-	0	1	0
73000	000433960	0377001	641	PF	5/15/2013	Interviews being held: First recruitment recruitment failed.	2	700-07-00-00000	0	136,800	-	0	1	0
73000	000446450	2301161	133	PF	5/1/2013	Interviews being held this Friday (4/12/2013)	2	100-20-01-00000	0	149,976	-	0	1	0
73000	000465680	3531433	125	PF	5/15/2013	Interviews being held	2	100-40-02-00000	0	93,672	-	0	1	0
73000	001169620	0913030	204	LF	5/1/2013	Interviews being held	2	100-80-01-00000	0	-	-	0	0	1
73000	000459840	3511614	111	PF	5/1/2013	Interviews (2nd round) being held the week of 04/15/13	2	100-20-01-00000	0	89,448	-	0	1	0
73000	000529250	1631030	023	PF	6/1/2013	Initial recruitment failed; initiating second recruitment. (PositionCrew#3015-Hwy)	2	400-10-01-00000	0	153,624	-	0	1	0

Oregon Department of Transportation - 73000
 Vacancy Report as of 3/29/2013
 Reason Category 3: Seasonal Positions

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000451620	2302227	009	SF	5/1/2013	Seasonal Position - filling in the Spring	3	100-55-01-00000	0	28,968	-	0	0	1
73000	000462520	3521205	123	SF	5/1/2013	Seasonal Position	3	100-20-01-00000	0	40,596	-	0	0	1
73000	000867720	3543007	121	SP	6/1/2013	Seasonal position	3	100-20-01-00000	0	29,450	-	0	0	1

Oregon Department of Transportation - 73000
 Vacancy Report as of 3/29/2013
 Reason Category 4: Reclassification in Process

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000492810	0000015	014	PF	6/1/2013	Under review by DAS for reclassification. Recruitment planned for April/May 2013	4	400-10-04-00000	0	74,064	-	0	1	0
73000	000968210	7770021	025	PF	6/1/2013	Rotational currently filling this position. It is being reclassified from PEM E to PE2 non management for HB 4131.	4	100-55-01-00000	0	191,256	-	0	0	1
73000	000968600	7770153	201	PF	9/1/2013	Position will be reclassified when final right-sizing has been completed.	4	100-55-01-00000	0	92,520	-	0	1	0
73000	000444400	2111029	041	PF	9/1/2013	Position will be reclassified when final right-sizing has been completed and filled upon completion of the reclass to resolve a double-fill.	4	100-45-01-00000	0	132,720	-	0	1	0
73000	000465480	3531395	125	PF	9/1/2013	Position will be reclassified when final right-sizing has been completed and filled upon completion of the reclass to resolve a double-fill.	4	100-20-01-00000	0	67,584	-	0	1	0
73000	000447230	2301253	809	PF	7/1/2013	Position will be laterally reclassified and filled upon completion of the reclass to resolve a GEP double-fill.	4	100-45-01-00000	0	99,072	-	0	1	0
73000	000463290	3531008	130	PF	6/1/2013	Position will be downclassified from 24 months to 12 month seasonal position on PFP #14.	4	100-20-01-00000	0	74,064	-	0	0	1
73000	000468280	3541258	142	PP	4/1/2013	Position reclassified to a 8 month seasonal position on PFP #10	4	100-20-01-00000	0	29,816	-	0	1	0
73000	000471400	3561201	121	PF	6/1/2013	Position is being reclassified per HB 4131 on PFP #14.	4	100-20-01-00000	0	101,712	-	0	0	1
73000	000471530	3561302	125	PF	6/1/2013	Position is being reclassified per HB 4131 on PFP #14.	4	100-20-01-00000	0	92,520	-	0	0	1
73000	000463590	3531041	121	PF	6/1/2013	Position has been identified to be reclassified to a PM3 on PFP #14.	4	100-20-01-00000	0	146,328	-	0	0	1
73000	000445260	2301029	024	PF	9/1/2013	Position duties being performed by employee on job development/part of Region 4 right-sizing strategy, position will be reclassified pending submittal of paperwork and then recruitment process will start.	4	400-10-01-00000	0	173,376	-	0	0	1
73000	000709320	7314002	002	PF	7/1/2013	Position being reclassified on the agency's PFP #14 and will be filled after completion.	4	100-55-01-00000	0	129,744	-	0	0	1
73000	000869210	2301008	024	PF	6/1/2013	Position being reclassified on PFP #14.	4	100-25-01-00000	0	146,328	-	0	0	1
73000	000445550	2301062	827	PF	6/1/2013	Position being reclassified on PFP #12.	4	100-25-01-00000	0	114,672	-	0	0	1
73000	000725320	0002028	024	PF	6/1/2013	Position being reclassified in PFP #12 then will be recruited for.	4	100-40-02-00000	0	93,672	-	0	1	0

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000461860	3521139	141	PF	7/31/2013	HR currently reviewing position for a possible re-class. Trying to revise the position from an ES3 to TMC II. Will be resolved by end of summer.	4	100-20-01-00000	0	114,672	-	0	1	0
73000	001140910	9913045	642	PF	9/1/2013	2 failed recruitments: Position will be reclassified when final right-sizing has been completed. Will be recruiting after reclass.	4	100-20-02-00000	0	132,720	-	0	0	1

Oregon Department of Transportation - 73000
 Vacancy Report as of 3/29/2013
 Reason Category 5: Failed Recruitments

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000471730	3561441	143	PF	7/1/2013	Two failed recruitments.	5	100-20-01-00000	0	81,192	-	0	1	0
73000	000467830	3541205	143	PF	6/1/2013	Initial recruitment failed, will recruit again.	5	100-20-01-00000	0	93,672	-	0	1	0
73000	000433610	0102005	014	PF	9/30/2013	Initial recruitment failed 2/13; Position currently filled w/Temp for 6 mos.; Working w/DAS for an exception on MQ to improve candidate pool	5	400-10-01-00000	0	81,192	-	0	1	0
73000	000470270	3551388	151	PF	6/1/2013	1st Recruitment failed. Interviews scheduled for 2nd recruitment	5	100-20-01-00000	0	81,192	-	0	1	0

Oregon Department of Transportation - 73000
Vacancy Report as of 3/29/2013
Reason Category 11: Other (Right-Sizing, HB 4131, LD's Completed, Rotations)

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000438400	1161108	007	PF	NA	Unit restructure/workload changes. Holding position for potential inclusion on Division right-sizing plan.	11	100-55-01-00000	0	169,392	-	0	1	0
73000	000439600	1171113	007	PF	NA	Unit restructure/workload changes. Holding position for potential inclusion on Division right-sizing plan.	11	100-55-01-00000	0	146,328	-	0	1	0
73000	000439920	1181026	007	PF	NA	Unit restructure/workload changes. Holding position for potential inclusion on Division right-sizing plan.	11	100-55-01-00000	0	153,624	-	0	1	0
73000	000448140	2301371	007	PF	NA	Unit restructure/workload changes. Holding position for potential inclusion on Division right-sizing plan.	11	100-55-01-00000	0	109,224	-	0	1	0
73000	000434570	1091041	005	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	700-05-02-00000	0	102,864	-	0	1	0
73000	000434650	1091054	005	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	700-05-01-00000	0	64,680	-	0	1	0
73000	000436550	1111039	007	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	64,680	-	0	0	1
73000	000438750	1161190	007	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	153,624	-	0	0	1
73000	000438770	1161192	021	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	161,304	-	0	1	0
73000	000438800	1161195	009	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-25-01-00000	0	109,224	-	0	0	1
73000	000439280	1171057	810	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-30-01-00000	0	161,304	-	0	1	0
73000	000442440	1601012	810	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-25-01-00000	0	94,368	-	0	1	0

Oregon Department of Transportation - 73000
 Vacancy Report as of 3/29/2013
 Reason Category 11: Other (Right-Sizing, HB 4131, LD's Completed, Rotations)

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000442620	1601033	021	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-45-01-00000	0	146,328	-	0	1	0
73000	000443280	1621013	025	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	153,624	-	0	1	0
73000	000444560	2111055	041	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	132,720	-	0	1	0
73000	000444650	2111070	041	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	182,040	-	0	0	1
73000	000446000	2301112	810	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-25-01-00000	0	146,328	-	0	0	1
73000	000446630	2301180	803	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	400-10-03-00000	0	120,408	-	0	1	0
73000	000449580	2301593	019	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	126,408	-	0	0	1
73000	000450130	2301762	833	PF	N/A	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	400-10-04-00000	0	132,720	-	0	1	0
73000	000459490	3511564	092	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-20-04-00000	0	102,864	-	0	0	1
73000	000464470	3531146	143	PF	N/A	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-20-01-00000	0	74,064	-	0	1	0
73000	000467030	3541112	142	PP	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-20-01-00000	0	29,816	-	0	0	1

Oregon Department of Transportation - 73000
 Vacancy Report as of 3/29/2013
 Reason Category 11: Other (Right-Sizing, HB 4131, LD's Completed, Rotations)

Agency	Authorization	Position	RDC	Pos Type	Anticipated Fill Date	Reason Narrative	Reason Category	XREF	GF	OF	FF	LF	Vac 7-11	Vac 12+
73000	000480960	0003005	005	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	700-05-02-00000	0	74,064	-	0	0	1
73000	000486080	0610060	315	PP	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	200-04-00-00000	0	28,560	-	0	0	1
73000	000562760	1111073	021	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	161,304	-	0	1	0
73000	000629060	0001132	023	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	74,064	-	0	1	0
73000	000702970	6000110	308	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	200-04-00-00000	0	59,352	-	0	0	1
73000	000703430	6000090	315	PP	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	200-04-00-00000	0	33,792	-	0	0	1
73000	000783100	9901160	002	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-40-01-00000	0	146,328	-	0	0	1
73000	000859430	0021060	009	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	54,816	-	0	1	0
73000	000913720	1161164	009	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	191,256	-	0	0	1
73000	000968080	3531202	022	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	210,576	-	0	1	0
73000	001095680	1191200	810	PF	NA	This position is on the division's plan for use in agency right sizing efforts; abolishment or reorganization to best meet the agency's business needs.	11	100-55-01-00000	0	173,376	-	0	0	1

2013–2015 Budget Narrative

10% REDUCTION OPTIONS

Below is a summary of the House Bill 3182 (1999) reduction targets by fund type for each ODOT Division. A detailed description of each Division's proposed program reductions follows.

2013–2015 BUDGET – MODIFIED CURRENT SERVICE LEVEL 10% REDUCTION TARGETS BY DIVISION

(Excludes: Debt Service, Capital Improvement, Capital Construction, and Non-Limited Programs)

	Total Funds	General Fund	Other Funds	Federal Funds
Highway Division	(216,879,127)		(216,879,127)	
Driver and Motor Vehicle Services	(17,118,730)		(16,770,015)	(348,715)
Motor Carrier Transportation	(6,582,953)		(6,008,423)	(574,530)
Transportation Program Development	(18,236,134)		(18,218,302)	(17,832)
Public Transit Division	(8,333,124)		(2,672,021)	(5,661,103)
Rail Division	(3,861,854)		(2,192,027)	(1,669,827)
Transportation Safety Division	(3,251,403)		(1,436,876)	(1,814,527)
Central Services	(14,799,197)		(14,797,177)	(2,020)
Department Total	(289,062,522)	(0)	(278,973,968)	(10,088,554)

2013–2015 Budget Narrative

Highway Division—Construction Program

For the Construction program of the Highway Division, projects that are selected for reduction will depend on timing of the reduction decision. ODOT will have greater flexibility selecting appropriate projects to delay or cancel if given adequate advance notice of reductions. Monthly, ODOT awards contracts for construction projects which incur a fiscal obligation for ODOT which commits the department to honor the terms of the contract. Any reductions needed to reach a target of a 10 percent reduction in the early part of a biennium most likely would not be the same reductions that the department would have to choose in latter months of the biennium.

The most important consideration in reducing ODOT’s construction program is that in order to reach a 10 percent reduction level, ODOT would not be able to obligate all available Federal Highway Administration (FHWA) funds. The result of this action would be that for the first time ODOT would be returning federal funds to FHWA to be re-allocated to other states.

The 10 percent reductions are focused on construction projects and will include all phases in the project delivery process from project design through contractor payments.

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
<p>1. Preservation Program</p>	<p>Reduction in the Preservation Program will lower the level of paving activity and reduce the pavement condition rating. The proposed funding in the Agency Request budget will result in a drop in pavement condition of 2-3%. Higher volume roads will continue to decline in condition. A further reduction of \$24.9 million during the 2013–15 biennium will result in further decline of pavement condition.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$25,002,099) OF 5%= (\$12,501,050)</p> <p>The funding for the Preservation Program is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	

2013–2015 Budget Narrative

<p>2. Bridge Program</p>	<p>The Bridge program preserves more than 2,700 bridges, tunnels and large culverts on the state highway system. Typically, a bridge lasts from 50 to 80 years. Design standards have changed over time to address the heavier, longer loads of today’s freight shippers, increased traffic volumes, and the higher vehicle speeds that result in greater impact loading. More than one-third of the state’s bridges are over 50 years old. Although the OTIA III program has helped to address some of the most immediate bridge repair work, the list of bridge needs continues to exceed the available funding. A reduction of \$37.2 million will delay much needed bridge repair work and could result in long detours for heavy loads.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$37,304,402) OF 5%= (\$18,652,201)</p> <p>The funding for the Bridge limitation comes from bonding proceeds for the OTIA program and from Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	
<p>3. Highway Safety and Operations</p>	<p>Highway Safety - Although the fatality rate has continued to decline over the past decade, annual decreases have not been as great in the recent past. Expected growth in vehicle miles traveled will increase the potential for fatalities without focused investment. Also, there is a backlog of problems. There are over 670 unique high crash locations on the state highway system as identified by the Safety Priority Index System. Also, about 1,650 roadway miles (22%) of the state highway system have a priority safety designation. These sections have a history of fatal and severe injury crashes.</p> <p>Highway Operations - Current population and highway revenue projections indicate revenue will continue to fail to keep pace with increases in travel on the highway system. Without innovative solutions, congestion can be expected to increase on Oregon highways. Activities within the Operations Program enhance the safety and efficiency of our existing transportation infrastructure. Reduced Operations budgets will lessen capability to solve system capacity problems resulting from growth in highway traffic.</p> <p>A \$12.3 million program reduction will lessen the ability to address safety problems possibly leading to an increased fatality rate and</p>	<p>(\$12,382,871) OF 5%= (\$6,191,436)</p> <p>The funding for the Highway Safety and Operations limitation is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	

2013–2015 Budget Narrative

	<p>affect all four Operations programs: Traffic control, Transportation System Management and Operations, Transportation Demand Management, and Slides and Rockfall.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>		
4. Modernization	<p>Modernization projects improve safety, relieve congestion, and allow more efficient movement of people and goods across the state. These improvements increase livability and economic opportunities for Oregon residents and businesses. Reductions in funding the Modernization Program results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs. These results, in turn, negatively impact air quality, livability, economic health, and other associated transportation issues. Because ODOT is already funding state Mod at the statutory minimum, any additional cuts would be taken in federal earmarks.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$37,529,064) OF 5%= (\$18,764,532)</p> <p>The funding for the Modernization limitation comes from bonding proceeds for the OITA program and from Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	
5. Special Programs	<p>The projects in the Special Programs limitation include bike and pedestrian projects, salmon and watershed projects, Electric Vehicle projects and Scenic Byway projects. Each of these areas serves a very narrow niche—if funding is reduced, many of the projects could not be completed. This budgetary limitation also includes all of the administration and non-direct activities that are needed to support the entire Construction and Maintenance program.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$22,711,754) OF 5%= (\$11,355,877)</p> <p>The funding for the Special Programs limitation is entirely Other Funds from Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	
6. Local Government	<p>The Local Government reductions will affect the two funds that are shared by ODOT with Local partners – the Local Bridge Program and the Local Surface Transportation Program. The reductions will result in fewer completed projects—more bridges will need emergency repair work, pavement conditions will</p>	<p>(\$36,746,450) OF 5%= (\$18,373,225)</p> <p>Funding for the Local Government limitation is</p>	

2013–2015 Budget Narrative

	<p>continue to decline, and safety projects will not be completed.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>entirely Other Funds from Federal Highway Administration (FHWA), funds from local agencies, and dedicated State Highway funds.</p>	
	<p>TOTAL Highway Construction</p>	<p>(\$171,676,640) OF</p>	

2013–2015 Budget Narrative

Highway Division—Maintenance Program

Federal and state laws require ODOT to maintain the state highway system. State law prohibits ODOT from simply abandoning highways; federal law requires that projects built with federal dollars be maintained by the state. Almost all of the state highway system is also on the federal aid system, thus both types of laws are applicable to ODOT.

A few of the reductions in the following chart, ranked by grouping, can be implemented in the short term without immediate impact. But funding for those cuts must be planned in the intermediate term or ODOT will likely be subject to criticism for inadequate management of its resources, and litigation could occur for allowing unsafe conditions to exist. Also, repair of any closed or threatened highway will have to be funded by delaying a STIP project because there will be no maintenance funds to address the problems. The rank by grouping is being used as most of these activities are tied together and the timing of cuts may result in changing these rankings.

Most of the reductions require significant policy changes by the OTC. If the reductions occur, they will be made in each of the areas. Reductions in these areas should only be made with formal OTC understanding and approval of the impacts:

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Low Volume Paving	Reducing dollars dedicated to low volume roads will not have an immediate impact, but will require large investments in future years because the roads essentially disintegrate from lack of treatment. The previous change to this category to include all roads under 5,000 ATD (Average Daily Travel) will result in a significant impact to many farm-to-market roads, potentially carrying a severe economic impact. Positions: 0 FTE: 0	(\$7,000,000) OF 5% = (\$3,500,000) State Highway funds	Reduce this grouping 1 st . These reductions effect conditions of the system infrastructure with potential to impact motorist safety over time. These would be the first cuts made.
2. Roadside Vegetation and Safety Rest Areas	Eliminating landscape and other maintenance outside of the immediate roadway area. Consideration of closing rest areas near private facilities that provide similar services or if no similar service is nearby then replacing many rest area facilities with portable toilets. This would significantly reduce the attraction of Oregon rest stops. Positions: 0 FTE: 0	(\$6,000,000) OF 5% = (\$3,000,000) State Highway funds	1 st

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<p>3. Surface Maintenance and Repair</p>	<p>Reducing surface maintenance would lessen pothole maintenance in good weather and result in repair of only severe potholes in inclement weather. This saves money because repairs in inclement weather are likely not to last too long, and need a follow-up repair later. Treating potholes only on a planned basis means that all get repaired eventually, but not as fast as they are reported.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$5,400,000) OF 5%= (\$2,700,000)</p> <p>State Highway funds</p>	<p>1st</p>
<p>4. Facilities Maintenance</p>	<p>Reducing facilities maintenance will stop most or all minor facilities improvements, including energy efficiency projects, increasing a large backlog of ODOT facility needs. Modifications to accommodate employee moves for efficiency or effectiveness will be postponed.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$2,000,000) OF 5%= (\$1,000,000)</p> <p>State Highway funds</p>	<p>1st</p>
<p>5. Fleet Acquisition</p>	<p>Reducing fleet acquisition will result in the further aging ODOT's fleet inventory which may cause safety issues and costly future increases in vehicle maintenance costs. Also, reducing fleet acquisition will decrease the ability to seek green alternatives in fleet equipment such as elimination of the ability to purchase emission reduction enabling technology.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$4,500,000) OF 5%= (\$2,250,000)</p> <p>State Highway funds</p>	<p>1st</p>
<p>6. Shoulder maintenance and Sweeping</p>	<p>Reducing Shoulder maintenance funding would result in a reduction in the condition of shoulders along the roadway. This may cause a safety hazard to the traveling public as shoulders are used to pull vehicles out of the traveling path if they become inoperable. Also, a reduction in sweeping may pose a hazard to the traveling public as debris is removed less frequently from the roadway.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$800,000) OF 5%= (\$400,000)</p> <p>State Highway funds</p>	<p>2nd group of cuts effects safety features on the system in lower risk locations.</p>

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7. Delineators and Guardrail	<p>Eliminating delineators on tangent sections, and marking but not repairing damaged guardrail will result in motorists relying on fog stripes to identify roadway edges in tangent sections, making navigation tedious.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$3,000,000) OF 5%= (\$1,500,000)</p> <p>State Highway funds</p>	2 nd
8. Pavement Markings	<p>Reducing durable pavement marking will not have an immediate effect, but as existing durable markings wear out, they will be replaced with short-lived paint rather than the longer life durables that improve driver safety.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$2,700,000) OF 5%= \$1,350,000</p> <p>Federal Highway Administration (FHWA) and dedicated State Highway funds.</p>	2 nd
9. Emergency Repair	<p>Eliminating will delay or cancel STIP projects if extraordinary damage repairs such as slides or heavy winter maintenance costs occur.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$3,300,000) OF 5%= (\$1,650,000)</p> <p>State Highway funds</p>	3 rd group of cuts effects safety and access of the system and would be cut last.
10. Drainage	<p>Reducing funding for drainage will lessen ditch and culvert maintenance including ditch cleaning, debris removal, culvert repair and erosion control projects. These types of reductions could have a negative impact on roadways as ditches and culverts can start to erode the roadway if not maintained properly.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$2,002,487) OF 5%= (\$1,001,244)</p> <p>State Highway funds</p>	3 rd
11. Sanding and Deicing	<p>Eliminating or severely reducing sanding and deicing on state highways could save \$7.5 million per biennium, but would likely trigger negative public reaction. Many counties do not use road sand; however, the public expectation for state highways is higher.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$5,500,000) OF 5%= (\$2,750,000)</p> <p>State Highway funds</p>	3 rd

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12. Snow Removal	<p>Reducing Snow plowing would lessen ODOT’s ability to respond to storms, resulting in longer and more frequent closures of mountain pass routes. This would also eliminate ODOT’s availability to plow Sno-Parks during anything other than light snowfall. Because ODOT performs snow removal in many commercial ski areas, there will likely be significant public backlash. ODOT has initiated discussions with ski areas to transfer snow removal responsibility to them; however this will be a financial burden for some areas.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$3,000,000) OF 5%= (\$1,500,000)</p> <p>State Highway funds</p>	3 rd
	TOTAL Highway Maintenance	(\$45,202,487) OF	

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Driver and Motor Vehicle Services

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Reduce Field Office Availability	<p>DMV would close 11-13 offices. Customers who conduct business at these offices would visit other nearby locations. Positions would be transferred to other locations to absorb the additional customer volume.</p> <p style="text-align: right;">Positions: 0 FTE: 0</p>	<p>(\$625,186) OF 5%= (\$312,593)</p> <p>NO REVENUE SOURCE</p>	REDUCE 1 ST
2. Require use of Alternative Service Channels	<p>DMV would no longer provide in-house testing for commercial driver licenses, motorcycle endorsements, and provisional driver licenses. Trip permits would not be sold at DMV offices. These services would be provided by outside vendors. DMV currently uses 3rd party testers for some CDL/motorcycle testing. Knowledge/skill testing for provisional drivers would be conducted by Certified Driver's Education instructors OR Commercial Drive Schools. Customers would need to provide certificates from vendors as proof they completed all requirements prior to being issued a license or endorsement.</p> <p>DMV would also require all franchise vehicle dealers to use electronic means of filing title and registration with DMV. The electronic system for filing this paperwork is currently available.</p> <p style="text-align: right;">Positions: (38) FTE: (38.25)</p>	<p>(\$4,162,049) OF 5%= (\$2,081,025)</p> <p>REVENUE SOURCE DMV FEES</p>	REDUCE 2 ND
3. Eliminate Programs and Services	<p>DMV field offices would stop accepting registration renewals over the counter; registrations would only be accepted with title transactions. All renewal transactions would have to be processed through the mail, online, or at DEQ emission testing stations.</p> <p>Additionally, DMV would no longer process citizen completed accident reports, except for accidents involving commercial motor vehicles. The accident notation on the driver record is used by DMV to determine inclusion in the Driver Improvement program, which counts convictions and accidents. Accident reports are also used by ODOT</p>	<p>(\$2,836,156) OF 5%= (\$1,418,078)</p> <p>REVENUE SOURCE DMV FEES</p>	REDUCE 3 RD

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	Crash Analysis and Research Section for safety related analysis. Positions: (25) FTE: (24.69)		
4. Reduce Services and Supplies	DMV would take a reduction to Services and Supplies in both Other and Federal Funds. Other Fund reductions would include employee training, professional services, travel, Attorney General services, and building maintenance costs. A reduction to federal funds would be from FMCSA and FEMA grants, primarily in IT Related Professional Services. Reducing these grants would affect the Commercial Driver License Information System program as well as the Driver License Security Grant Program. Positions: 0 FTE: 0.00	(\$3,932,619) OF 5%= (\$1,966,310) NO REVENUE SOURCE (\$348,715) FF 5%= (\$174,358) Federal Motor Carrier Safety Administration (FMCSA) and Federal Emergency Management Agency (FEMA) Grants	REDUCE 4 TH
5. Eliminate temporary workers, overtime, and hold vacancies for 90 days	DMV would reduce the number of temporary workers hired, overtime payments and would hold vacancies open for 90 days before opening recruitments for positions. These changes could result in increased processing times for customer title, registration and licensing transactions as well as increased wait times in field offices. Positions: 0 FTE: 0.00	(\$5,214,005) OF 5%= (\$2,607,003) NO REVENUE SOURCE	REDUCE 5 TH
	TOTAL Driver and Motor Vehicle	(\$16,770,015) OF (\$348,715) FF	Positions: (63) FTE: (62.69)

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Motor Carrier Transportation Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Reduce Motor Carrier Enforcement and reduce registration services	<p>Impact in terms of possible damage to and/or premature deterioration of highway infrastructure is not measurable in any objective manner.</p> <p>Also, reduction in registration eliminates Portland Satellite Office and will pose inconvenience to Portland motor carriers who will then need to conduct business over the phone, on the internet, or in Salem.</p> <p style="text-align: right;">Positions: (33) FTE: (33.00)</p>	<p>(\$5,788,349) OF 5%= (\$2,894,175)</p>	REDUCE 1 ST
2. Reduce Motor Carrier Safety Assistance Program (MCSAP)	<p>Reduce costs related to truck safety inspections.</p> <p style="text-align: right;">Positions: (1) FTE: (1.00)</p>	<p>(\$220,074) OF 5%= (\$110,037)</p> <p>(\$574,530) FF 5%= (\$287,265)</p>	REDUCE 2 ND
	TOTAL Motor Carrier Transport Division	<p>(\$6,008.423) OF (\$574,530) FF</p>	<p>Positions: (34) FTE: (34.00)</p>

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Transportation Program Development

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Statewide and Regional Studies	<p>This program carries out short-term and long-term transportation system planning, including producing and implementing the long-range Oregon Transportation Plan, the Oregon Highway Plan (OHP), corridor plans, and local transportation system plans.</p> <p>This option will reduce Transportation Growth Management (TGM) planning grant funds for long-range planning, as well as State Planning and Research Funds (SPR) that support local community and regional planning. It will impede the implementation of key legislative initiatives, such as mobility standards and GhG emission reductions. Additionally, it will affect the local and regional planning needed to support strong economic vitality, as well as ensure limited transportation funding resources are invested in the most strategic manner. Modal plan updates will occur less frequently and may be less comprehensive.</p> <p>TGM and SPR programs enhance Oregon's livability by fostering integrated land use, transportation planning and development. Reductions would affect the number of projects funded, reducing support to local governments, Quick Response, Outreach and Code Assistance.</p> <p style="text-align: right;">Positions: (3-4) FTE: (3.00-4.00)</p>	(\$3,803,403) OF 5% = (\$1,901,702)	<p>REDUCE 1ST</p> <p>Reducing planning efforts has delayed consequences both for planning work necessary to address Greenhouse Gas (GhG) reduction and long-range planning in support of project development. Reductions could also affect the ability to plan and strategically invest limited resources to promote healthy, safe, economically vibrant, and livable communities.</p> <p>Reduced support to local governments, without direct effect on STIP/construction programs.</p>
2. STIP Development	<p>Reduce the amount for STIP Development because fewer projects are anticipated. New STIP criteria will likely require additional documentation.</p> <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	(\$635,780) OF 5% = (\$317,890)	<p>REDUCE 2ND</p> <p>Reduced scoping activities.</p>

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<p>3. Analysis, Research and Funding</p>	<p>This program carries out federally-mandated Research, Development and Technology Transfer programs, the Bridge Inspection program, and Transportation Planning and Analysis. It will eliminate the Transportation Needs and Issues Survey for one biennium, and will reduce the number of research projects funded. It will reduce work on the Inventory of Assets project and support for Asset Management tools.</p> <p>This option will eliminate contract services for Natural Resources and Sensitive Area Mapping, causing revocation of ODOT's 4(d) Endangered Species Act exemption, therefore requiring all construction projects and maintenance activities to receive a NOAA Fisheries review, causing project delays and increased costs.</p> <p>This option will reduce traffic counts for KPM reporting and the federally-required Highway Performance Monitoring System (HPMS), causing the HPMS and the Statewide Traffic Counting program to not meet federal requirements, impacting the accuracy of ODOT's KPM reporting.</p> <p>This option will delay the department's statewide bridge repair and replacement efforts, slowing the pace of required routine and fracture-critical inspections of major bridges. This could result in the lack of compliance with existing commitments to FHWA to complete these inspections on time.</p> <p>This option will reduce the amount of transportation modeling and analysis, negatively affecting goals for GhG emissions, transportation and land use integration, strategic investment decisions, and community planning.</p> <p style="text-align: right;">Positions: (5-6) FTE: (5.00-6.00)</p>	<p>(\$9,050,166) OF 5% = (\$4,525,083)</p>	<p>REDUCE 3RD</p> <p>This is a lower reduction priority because of the work required to address legislative mandates around greenhouse gas emission modeling, KPM reporting, and asset information in support of STIP development, especially bridge inspection information.</p> <p>Reduced support to local governments, without direct effect on STIP/construction programs.</p>
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<p>4. Transportation System Projects</p>	<p><i>ConnectOregon</i> is the result of the creation of the Lottery Transportation Infrastructure Account. The purpose of the account is to provide grants to fund up to 80% of the cost of transportation projects that are not eligible for funding from the Highway Fund.</p> <p>This reduction will reduce the amount available for grants, but will not impede the Oregon Transportation Commission’s obligation to allocate a minimum of 10% of the monies available in the account to each of the five ODOT regions.</p> <p>This program is the result of the Jobs and Transportation Act (JTA). The purpose is to provide funds for JTA studies, Congestion Pricing, Least Cost Planning (LCP), STIP, Greenhouse Gas (GhG), and miscellaneous JTA project support.</p> <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p>(\$4,728,953) OF 5%= (\$2,364,476)</p>	<p>REDUCE 4TH</p> <p>Reduce grants. Funding can only be used for <i>ConnectOregon</i> program, but could reduce the potential for job creation due to the construction of the projects and long-term job creation based on the individual projects.</p> <p>Reduce support of JTA program, including planning support associated with GhG, LCP, etc. and use of federal flex funds for non-highway projects.</p>
<p>5. Fatality Analysis Reporting System</p>	<p>The Fatality Analysis Reporting System (FARS) program is a National Highway Traffic Safety Administration (NHTSA)-contracted program that collects detailed crash information on all fatal vehicle crashes in Oregon. This program is funded entirely with NHTSA funds, which do not require state matching funds. This reduction option represents a .20 FTE reduction in this program and would compromise Oregon’s ability to meet program quality and quantity agreements, which would affect national safety reporting and analysis efforts.</p> <p>Each one dollar reduction will result in a one dollar reduction in Federal Funds (FF) revenue.</p> <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p>(\$17,832) FF 5%= (\$8,916)</p>	<p>REDUCE 5TH</p> <p>Only program in the Federal Funds portion of our budget.</p>
	<p>TOTAL Transportation Program Development</p>	<p>(\$18,218,302) OF (\$17,832) FF</p>	<p>Positions: (8-10) FTE: (8.00-10.00)</p>

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Public Transit Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
Transit Innovation	<ul style="list-style-type: none"> • This reduction reflects less financial support for innovative transit projects. <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p style="text-align: center;">(138,670) OF 5%=(\$69,335)</p> <p style="text-align: center;">And</p> <p style="text-align: center;">(187,896) FF 5%=(93,948)</p>	REDUCE 1 ST
Transportation Options	<ul style="list-style-type: none"> • This reduction reflects lesser financial support for rideshare, marketing, transportation demand management. <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p style="text-align: center;">(1,575) OF 5%=(787)</p> <p style="text-align: center;">And</p> <p style="text-align: center;">(\$163,157) FF 5%=(\$81,579)</p>	Reduce 2 ND
Special Needs	<ul style="list-style-type: none"> • Since the vast majority of our budget consists of pass-through payments to local governments and not-for-profit corporations offering transportation for rural general public as well as the elderly and disabled, we cannot meet the 10 percent target without significant impacts to grants for Elderly and Individuals with Disabilities. • This reduction reflects less financial support for transportation services through reduced grant support. The lack of support will reduce or eliminate services to elderly and disabled passengers in certain areas. It may also inhibit local transportation providers from adequately maintaining their vehicle fleet. <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p style="text-align: center;">(\$2,505,123) OF 5%=(\$1,252,562)</p> <p style="text-align: center;">And</p> <p style="text-align: center;">(\$2,586,797) FF 5%=(\$1,293,399)</p>	REDUCE 3 RD

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General Public	<ul style="list-style-type: none"> This reduction reflects less financial support for transportation services through reduced grant support for Rural Area Formula Programs, Intercity and Rural Transit Assistance. <p style="text-align: right;">Positions: (0) FTE: (0.00)</p>	<p style="text-align: center;">(26,653) OF 5% =(13,326) And (\$2,723,253) FF 5%= (\$1,361,626)</p>	REDUCE 4 TH
	TOTAL Public Transit	(\$2,672,021) OF (\$5,661,103) FF	

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Rail Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Railroad related capital projects	All federal funds in this category are directed either by federal law or by the Federal Railroad Administration to specific projects, which ODOT is obligated to manage. Most of the projects are local projects, i.e. Coos Bay Rail Bridge, Eugene and Albany Train Stations, Astoria rail improvements. Benchmark #1/ Federal Funds. In addition, ODOT Rail has 7 FRA Grant Agreements and 1 Federal Transit Authority grant	(\$1,669,827) FF 5% = (\$834,914)	Did not identify specific projects for reduction as state has no ability to change federal law.
2. Hazard Elimination at Highway-Railroad Crossings	Reduce expenditure of federal highway funds dedicated to improving safety at railroad-highway crossings. Would delay or eliminate 6-7 crossing safety projects. Most projects are on city and county roads and have been identified as crossings with a high probability of train-vehicle accidents. Affects Benchmark # 45. All Other Funds in Rail Division budget are dedicated by law and cannot be used for any other purpose.	(\$2,192,027) OF 5% = (\$1,096,014)	While delaying or eliminating safety projects increases the risk of accident, other options would come with a higher risk to public safety. Other reductions would reduce the rail and crossing safety inspections that help ensure that railroads operate safely and that crossings comply with safety regulations.
	TOTAL Rail	(\$2,192,027) OF (\$1,669,827) FF	

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Transportation Safety Division

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. Work zone Enforcement on State Highways	Special payments reduced to OSP, cities, counties Positions: 0 FTE: 0.00	(\$1,436,876) OF 5%= (\$718,438)	
2. Community, Enforcement, Education grants-All programs	Special payments reduced to city, county, other governments, S&S-printing, offices supplies Positions: 0 FTE: 0.00	(\$1,814,527) FF 5%= (\$907,264)	
	TOTAL Transportation Safety	(\$1,436,876) OF (\$1,814,527) FF	

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Central Services Division

ODOT Headquarters Reductions

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. HQ Communications	Telecommunications—Boomerang	(\$19,000) OF	REDUCE 1 ST
2. HQ OCR	LD Position OMW ESB certification	(\$155,000) OF	REDUCE 2 ND
3. HQ OCR	Facilities Maintenance	(\$1,500) OF	REDUCE 3 RD
4. DIR	Agency Program Related S& S	(\$2,000) OF	REDUCE 4 TH
5. COM	Prizes and Awards	(\$500) OF	REDUCE 5 TH
6. OCR	Office Expenses – Title VI	(\$1,000) OF	REDUCE 6 TH
7. GR; ES; COM	Printing—selected Laws, ODOT Legislative summary, safety calendar, Key Facts, construction map, winter driving tips, Ask ODOT brochures	(\$23,604) OF	REDUCE 7 TH
8. GR; ES	Professional Services—drafting of legislative publications, selected laws and DMV laws, consultant training	(\$21,000) OF	REDUCE 8 TH
9. HQ	Out of state travel	(\$36,750) OF	REDUCE 9 TH
10. GR;OTC; COM;DIR;DD CS;OCR	In State Travel	(\$52,800) OF	REDUCE 10 TH
11. OTC; COM; OCR	Attorney General	(\$43,800) OF	REDUCE 11 TH
12. OCR; COM	Intra Agency—vehicle use	(\$32,000) OF	REDUCE 12 TH
13. ES; OCR	Other S & S temporary services	(\$56,470) OF	REDUCE 13 TH
14. HQ	Employee Training—Including conference registration fees	(\$22,800) OF	REDUCE 14 TH

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15. COM	Professional Services—Public engagement planning; Expanded outreach consultants	(\$135,000) OF	REDUCE 15 TH
16. COM	IT Expendable Property, software upgrades	(\$85,948) OF	REDUCE 16 TH
17. OCR	Professional Services—Mentor Protégé	(\$135,000) OF	REDUCE 17 TH
18. COM	Other S & S—Reference books/safety equipment	(\$5,100) OF	REDUCE 18 TH
19. COM; OTC	IT Expendable Property—Computer Replacements	(\$5,600) OF	REDUCE 19 TH
20. COM	Agency Program Related S & S—special events	(\$3,000) OF	REDUCE 20 TH
21. COM	Publicity & Publications—media directories, maps	(\$6,000) OF	REDUCE 21 ST
22. GR; COM; OCR	Dues and Subscriptions	(\$11,670) OF	REDUCE 22 ND
23. COM	Training—FEMA	(\$2,800) OF	REDUCE 23 RD
24. OCR	First aid/CPR Supplies	(\$3,600) OF	REDUCE 24 TH
25. OCR	Professional Services—ORPIN—ORPIN provides access to contracting opportunities. Will no longer be able to reimburse small firms for ORPIN fee, thereby limiting firms' access to opportunities.	(\$15,000) OF	REDUCE 25 TH
26. OCR	Professional Services—Electronic Bidding—Will no longer be able to provide payment of electronic bidding access for small firms	(\$30,000) OF	REDUCE 26 TH
27. DIR	Professional Services—Unfunded Mandates	(\$1,012,370) OF	REDUCE 27 TH
28. OCR	Professional Services—Disparity study—Disparity Study is critical facet of the federal DBE program and is required to determine utilization levels of DBE firms for goal-setting.	(\$100,000) OF	REDUCE 28 TH
29. OCR	Professional Services—Title VI—Unable to provide Title VI training to sub-recipients of federal funding to local agencies and governments	(\$90,000) OF	REDUCE 29 TH
30. OCR	Agency Program Related S & S—Booth/sponsorship—MED WEEK event	(\$11,400) OF	REDUCE 30 TH

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31. OCR	Agency Program Related S & S—Booth/sponsorship—Latino business and workforce development	(\$5,000) OF	REDUCE 21 st
32. OCR	Agency Program Related S & S—Booth/sponsorship at OAME	(\$11,000) OF	REDUCE 32 ND
33. OCR	Agency Program Related S & S—Booth/sponsorship—Mid-Willamette Construction Career Day (NAWIC)	(\$9,000) OF	REDUCE 33 RD
34. OCR	Agency Program Related S & S—Booth/sponsorship—Women in Trades	(\$10,000) OF	REDUCE 34 TH
35. OCR	Agency Program Related S & S—Booth/sponsorship—Latino Business & WFD	(\$5,000) OF	REDUCE 35 TH
36. HQ Civil Rights	Reduction in ESB program—Minimizes project and contracting opportunities for ESB firms and the ability to develop firms as prime contractors for ODOT projects.	(\$350,000) OF	REDUCE 36 TH
37. HQ Civil Rights	Eliminate Professional Services—SBDC- ESB/DBE Training: Turner School of Construction (\$10,000)—These programs address the federal requirement for an agency receiving federal funding to provide supportive services to small businesses that will develop firms and strengthen the economy	(\$288,125) OF	REDUCE 37 TH
	TOTAL ODOT Headquarters	(\$2,798,837) OF	

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Central Services, Agency Support Reductions

ACTIVITY OR PROGRAM	DESCRIBE REDUCTION	AMOUNT AND FUND TYPE	RANK AND JUSTIFICATION
1. CS Admin	S&S Reductions	(\$120,000) OF	REDUCE 1 ST
2. ISB	Office Expense—Consolidate offices to the T-building, we believe these are part of the efficiencies we will gain. The impact will be minimal.	(\$50,000) OF	REDUCE 2 ND
3. ISB	Dues & Subscriptions—Costs for belonging to professional organizations either eliminated or shifted to the individuals. We may not be keeping up with current technological and professional trends resulting in not understanding problems.	(\$5,000) OF	REDUCE 3 RD
4. ISB	Pub & Publications—Eliminate spending in that area	(\$1,024) OF	REDUCE 4 TH
5. ISB	In-State travel—May affect timeliness of maintenance.	(\$25,000) OF	REDUCE 5 TH
6. Business Services	S&S Costs—Some supplies will not be purchased	(\$85,364) OF	REDUCE 6 TH
7. ISB	Data Processing Software—Purchases of newer software that allow for efficiencies will be reduced	(\$200,000) OF	REDUCE 7 TH
8. ISB	Out-of-State Travel—Missed attendance at conferences that are held out of state potentially resulting in lack of efficiencies. ODOT may miss out on other cost savings as a result of missed training opportunities.	(\$25,000) OF	REDUCE 8 TH
9. ISB	Employee Training Exec Travel—This reduction in training costs could have an impact on the Windows 7 and Office 2010 rollout. This will result in delays in obtaining the appropriate fixes for problems on various technologies. Reduction will impact professional development	(\$200,000) OF	REDUCE 9 TH
10. ISB	Intra Agency Charges	(\$500,000) OF	REDUCE 10 TH

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11. ISB	Auto's—Retaining vehicles longer leads to higher maintenance costs	(\$58,835) OF	REDUCE 11 th
12. Facilities	Facilities Unit/Transportation Building custodial services—reduction of contracted custodial services provided will be related to the frequency of cleaning related tasks, longer period of time in between vacuuming, dusting, window cleaning, sweeping and other related duties.	(\$45,000) OF	REDUCE 12 th
13. ISB	Professional Services and IT Professional Services for Office of CIO—Loss of professional staff to fill in as needed. This may slow administrative functions, and ability of IS to support statewide and administrative initiatives. Ability to evaluate small scale and emerging technologies. Part of funding is for the SDC bills in excess of budget.	(\$478,645) OF	REDUCE 13 th
14. Facilities	Facilities Unit/Supplies and Services— Expenses related to building operations and maintenance excluding fire and life safety, asset protection and code compliance. Services and supplies to be reduced include employee training, travel outside of the Salem area, tool and equipment purchases, non-critical equipment repair and maintenance.	(\$98,400) OF	REDUCE 14 th
15. FSB	Eliminate remaining ½ of Deputy CFO positions Position (1) FTE: (0.50)	(\$144,244) OF	REDUCE 15 th
16. OPO	OPO Services & Supplies - Reduce Services & Supplies funds for all procurement related programs and operations. Includes reduced funding for training, travel, outreach, programs and office expenses. Reduced budget still funds the training required to maintain DAS Tier Delegations	(\$254,517) OF	REDUCE 16 th
17. FSB	Reduce funds for in and out of state travel and training, employee recruitment & development, dues & subscriptions, employee training, prizes/awards	(\$60,000) OF	REDUCE 17 th
18. ISB	Data Processing Hardware—Fix when they break. Increase in long term maintenance costs for machines	(\$100,000) OF	REDUCE 18 th

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19. ISB	Data Processing—Elimination some new upgrades of software. Some software maintenance not renewed. Delayed renewals will mean that costs for upgrades will be greater in the future	(\$2,500,000) OF	REDUCE 19 th
20. FSB	Eliminate 1 contract IT programmer that maintains financial system—will impact progress on requests for work submitted for changes to systems. Remaining contract programmers may not be familiar with all systems and this may need to be supported by state programming staff in ISB	(\$230,000) OF	REDUCE 20 th
21. HR	S&S Reduction	(\$35,661) OF	REDUCE 21 st
22. FSB	Reduce Professional Services used to hire consultants to assist with special projects and issues	(\$200,000) OF	REDUCE 22 nd
23. ISB	Professional Services and IT Professional Services for Office of Enterprise Technology—Delays in rolling out Windows 7 and Office 2010 which increases the risk to ODOT as we are running on an unsupported operating system. Delays in rolling out Critical technology upgrades (i.e. SCCM, Bit-locker, E-mail archiving, etc.) Significant delay in Mobile Device Management solution. Negatively impact the ability to work on security to become compliant on ESO standards.	(\$940,979) OF	REDUCE 23 rd
24. ISB	Professional Services and IT Professional Services for TAD	(\$1,549,194) OF	REDUCE 24 th
25. ISB	Professional Services and IT Professional Services for DMVAD—Delays in security (role based access) and software configuration management improvements identified in SOS Audit. Reductions in resources available for system modernization work (contracted PM). Delays in systems maintenance and enhancements. Potential delays in microfilm replacement project due to dependencies on contractors	(\$526,293) OF	REDUCE 25 th
26. ISB	Professional Services and IT Professional Services for MCAD—Loss of software maintenance contractors who support MCTD mission critical mainframe applications including over 500 COBOL Programs, over 500 CICS programs, over 400 mainframe	(\$273,282) OF	REDUCE 26 th

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	production jobs, 19 Client server applications and 68 web-based applications. These include public safety and revenue generating applications, in addition to those that support interstate commerce. This would force a redirect of existing state staff to software maintenance activities and have an immediate impact on MCTD's ability to complete IT projects needed to deliver mission critical services		
27. Audit Services	Principal Internal Auditor (IA3)—Reduces the number of audits that would be otherwise completed. Over 1,300 audit hours per year would be removed, resulting in increased risk to the department. This position performs audits of mission-critical programs and analyzes top risks within the agency. Adequate audit resources would not be available to management to address urgent, high risk issues, such as the Columbia River Crossing Project and the Sellwood Bridge. Position (1) FTE (1.00)	(\$193,541) OF	REDUCE 27 th
28. HR	HR Training—Position was vacated June 30, 2012. Leave position vacant for remainder of 11-13; abolish 7/1/13	(\$98,842) OF	REDUCE 28 th
29. Business Services	Eliminate Manager PEM C—Management loss would move all management tasks into one person Position: (1) FTE: (1.00)	(\$149,709) OF	REDUCE 29 th
30. HR	Abolish HR Training position. Loss of capacity for training research and in-house delivery of core curriculum. Will result in layoff Position (1) FTE: (1.00)	(\$238,640) OF	REDUCE 30 th
31. HR	Abolish HR-Corporate Services position. Position: (1) FTE: (1.00)	(\$348,559) OF	REDUCE 31 st
32. FSB	Reduce direct support to revenue agents and collections program. Work would be reassigned to revenue agents, detracting from time available to work overdue accounts, which could result in less revenue collections. Position: (1) FTE: (1.00)	(\$121,043) OF	REDUCE 32 nd

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33. OPO	<p>Purchasing—Data Analyst OPA2 Position Elimination—Workload would be shifted to administrative/procurement operations/Data Systems Manager positions. This will contribute to delays in handling workloads for procurement operations.</p> <p style="text-align: right;">Position: (1) FTE: (1.00)</p>	(\$189,302) OF	REDUCE 33 rd
34. OPO	<p>Purchasing—Procurement Specialist PCS 3 Position Elimination—increased timelines for solicitations increased risk of legal consequences and failed procurement if procurement delegation is further extended to internal customers</p> <p style="text-align: right;">Position: (1) FTE: (0.88)</p>	(\$170,342) OF	REDUCE 34 th
35. Business Services	<p>Eliminate 1 FTE—OS1 position working in the Director and Oregon Transportation Commission files. Employee loss would slow down services and shift labor and dollars back to customers/partners. Business services does not create these files, but maintains them and provides research from them Eliminating this position slow down response time for requests and may require that the files be returned to the Directors Office.</p> <p style="text-align: right;">Position: (1) FTE: (1.00)</p>	(\$103,118) OF	REDUCE 35 th
36. Facilities	<p>Eliminate 1 FTE—Facilities Unit/ Office Specialist 2—Will require all building utility bill payment processing to be reassigned to the building tenants or region/district offices. Processing of work orders, key card access badges, and customer report requests will require longer wait times. Phone coverage could be negatively impacted. Misc. S&S, possible wage increases included with this budget calculations.</p> <p style="text-align: right;">Position: (1) FTE: (1.00)</p>	(\$109,123) OF	REDUCE 36 th
37. Facilities	<p>Eliminate 1 FTE/ Facilities Maintenance Specialist—Eliminate the co-location of maintenance specialists in the Portland Area. Tennant services will need to be reduced and more of a focus on demand and preventative maintenance. Impacts include slower response times due to consolidated work orders justifying the travel to Portland.</p>	(\$121,097) OF	REDUCE 37 th

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	Position: (1) FTE: (1.00)		
38. FSB	Reduce direct support for processes documents for archiving through imaging systems—Turnaround time on document scan and review would be increased. Position: (1) FTE: (1.00)	(\$102,997) OF	REDUCE 38 th
39. FSB	Eliminate Fuels Tax Operations Manager position and reassign group. Elimination would reassign management oversight of audit staff to the Fuels Program Manager Position: (1) FTE: (1.00)	(\$189,339) OF	REDUCE 39 th
40. HR	Eliminate HR-Employee Civil Rights & Diversity position Position: (1) FTE: (1.00)	(\$160,249) OF	REDUCE 40 th
41. HR	Eliminate HR Training position. Loss of capacity for Recruiting & Outreach. This position was primarily focused on diversity and Graduate Engineer recruitments. This program will stop unless funded by Highway Division. Position: (1) FTE: (1.00)	(\$257,406) OF	REDUCE 41 st
42. OPO	Eliminate Purchasing—Procurement Specialist PCS3—Increased timelines for solicitations increased risk of legal consequences and failed procurement if procurement delegation is further extended to internal customers Position: (1) FTE: (0.96)	(\$186,566) OF	REDUCE 42 nd
43. FSB	Eliminate Collections Manager position and reassign groups—Elimination would reassign management oversight to revenue agents to Revenue and Expenditure Manager and oversight of administrative staff to Payroll, Payments and Admin Manager Position: (1) FTE: (1.00)	(\$197,142) OF	REDUCE 43 rd
44. OPO	Eliminate Purchasing-Procurement Specialist PCS3—Increase timelines for solicitations, increased risk of legal consequences and failed procurement if procurement delegation is further extended to internal customers	(\$185,859) OF	REDUCE 44 th

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	Position: (1) FTE: (0.92)		
45. FSB	Eliminate position that develops and presents courses on financial transactions processing—Due to decentralized processing, end users would lack the training to understand the requirements for effective and efficient processing of financial transactions. Mandatory financial training would need to be maintained by a manager and no new training would be developed. Position: (1) FTE: (1.00)	(\$169,028) OF	REDUCE 46 th
46. FSB	Reduction of federal funds that are used to monitor compliance with Fuels Tax regulations. These funds are used to pay for auditors to travel including overnight stays.	(\$2,020) FF	REDUCE 47 th
	TOTAL Agency Support - Central Services	-\$11,998,340) OF (\$2,020) FF	Positions: (19) FTE: (18.26)

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose - Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgm/ Div													
1	1	Hwy-Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	# 14 Construction Job Impact / Bridge Condition	6	373,044,024		\$ 373,044,024	148	148.94	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
2	1	Hwy-Safety	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	#14 Construction Job Impact / #1 Fatalities / #2 Injuries	6	102,313,812		\$ 102,313,812	85	85.74	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
3	1	Hwy-Pres	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	#14 Construction Job Impact / #15 Pavement Conditions	6	250,020,994		\$ 250,020,994	140	140.10	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
4	1	Hwy-Mod	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	#14 Construction Job Impact / #15 Pavement Conditions / Bridge Conditions	6	375,290,638		\$ 375,290,638	134	134.30	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernization programs

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose - Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgm/ Div													
5	1	Hwy-Oper	Highway Management (Includes: Traffic Operation Centers, COMET and Incident Response.)	#14 Construction Job Impact / #8 Travelers Feel Safe	8	21,514,902		\$ 21,514,902	76	75.08	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
6	1	TPD	Transportation System Projects (Jobs and Transportation Act (JTA), <i>Connect Oregon</i>)	HB2001 / #14 Construction Job Impact	6	47,289,529		\$ 47,289,529	0	0.00	N	Y	S	ORS 184.886 ORS 367.080 ORS 184.616	Legislature
7	1	MCTD Safety	Commercial Motor Carrier Safety (includes Green Light maintenance)	#6 Rail Crossing Incidents	10	8,434,276	5,745,301	\$ 14,179,577	43	43.00	N	N	F	ORS 825 and 23 CFR 657	Very little flexibility in use of federal funds and other funds because of maintenance of effort requirements related to MCSAP grant.
8	1	DMV	Driver Safety: License, Permits, Control and Sanctions, and ID Cards	#24 Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	4	80,984,296	3,487,151	\$ 84,471,447	404	392.75	N	Y	S	ORS 801, 802, 807, 809, 811, 813, CFR 49 Part 383, 384, 390, 391	States that choose to have a commercial driver licensing program must follow the federal regulations. If FMCSA determines that Oregon is out of compliance, it can result in a loss of federal highway funds and/or a decertification of the licensing program.
9	1	Hwy-Maint	Maintenance - Snow & Ice and Extra Ordinary Items (Emergency Relief)	Customer Satisfaction	8	110,893,478		\$ 110,893,478	343	332.13	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose - Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgm/ Div													
10	2	Hwy-Maint	Maintenance - Traffic Services and Intelligent Transportation Systems	Customer Satisfaction	8	63,509,041		\$ 63,509,041	196	190.21	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
11	3	Hwy-Maint	Maintenance - Surface, Shoulder, Low Volume Road, and Contract	Customer Satisfaction / #15 Pavement Condition	8	141,180,976		\$ 141,180,976	437	422.84	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
12	4	Hwy-Maint	Maintenance - Bridge	Customer Satisfaction / Bridge Condition	8	17,120,009		\$ 17,120,009	53	51.28	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
13	5	Hwy-Maint	Maintenance - Drainage and Culvert Retrofit	Customer Satisfaction / #17 Fish Passage at State Culverts	8	19,881,301		\$ 19,881,301	61	59.55	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgm/ Div													
14	6	Hwy-Maint	Maintenance - Roadside and Vegetation	Customer Satisfaction	8	66,271,003		\$ 66,271,003	205	198.48	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
15	7	Hwy-Maint	Maintenance - Operations / Special Programs / Permits / Outside Billing	Customer Satisfaction	8	5,727,026		\$ 5,727,026	13	12.66	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
16	9	Hwy-Maint	Maintenance - Risk Management	Customer Satisfaction	8	18,856,668		\$ 18,856,668	0	0.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
17	10	Hwy-Maint	Maintenance - SRS	Customer Satisfaction	8	8,585,368		\$ 8,585,368	24	24.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgrm/ Div													
18		Rail	Rail Crossing Safety - Regulate public highway-railroad grade crossings; manage grade crossing improvement construction projects and track improvement projects	#6 Rail Crossing Incidents	10	5,252,913		\$ 5,252,913	9	9.00	N	Y	S	ORS824.200- 824.256	
19		Rail	Rail Safety - Regulate railroad safety; provide safety oversight of rail transit operations	#7 Derailment Incidents	10	2,392,033		\$ 2,392,033	8	8.00	N	N	FM, S	FM=49CFR, Parts 655 & 659 S=ORS 824.026, 824.045 to 824.110, 824.300 to 824.310	FM=Rail Transit Safety and Security Oversight
20		TSD	Driver Education- instructor training, school reimbursements, materials, Administrative Rule, testing, data, research, general awareness campaigns, web site, course content support, compliance reviews	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #9 Travel Delay	10	5,231,569		\$ 5,231,569	3	3.00	N	N	S	ORS 802.110, 336.795, 336.800, 336.805, 336.810, 336.815	
21		TSD	Motorcycle Training- Instructor training, OSU reimbursements, materials, Administrative Rule, testing, data, research, general awareness campaigns, web site	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #9 Travel Delay	10	2,000,000		\$ 2,000,000	1	1.00	N	N	S	ORS 802.320, 807.170, 807.175, 807.370	

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agey	Prgm/ Div													
22	7	TSD	Other Transportation Safety Regulations and Training - judicial programs, law enforcement, prosecutors, engineers, public works officials, etc.	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #9 Travel Delay	10		7,345,274	\$ 7,345,274	1	1.00	N	N	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines
23	4	TSD	Impaired Driving- alcohol, other drugs, enforcement, prosecution, education, awareness, mass media, innovative grants, OLCC training, data, research, community programs	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #7 Derailment Incidents / #9 Travel Delay	10		3,000,000	\$ 3,000,000	1	1.00	N	N	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines
24	6	TSD	Workzone- enforcement, mass media, supplies	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #9 Travel Delay	10	3,683,200		\$ 3,683,200	1	1.00	N	Y	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Related
25	3	TSD	Other Transportation Safety Programs (youth, school safety, speed, community programs, equipment standards, regional programs, roadway safety, trauma nurses, risk prevention, etc.)	#1 Traffic Fatalities / #2 Traffic Injuries / #4 Use of Safety Belts / #5 Large Truck at Fault Crashes / #9 Travel Delay	10	3,453,995	6,800,000	\$ 10,253,995	18	18.00	N	Y	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agcy	Prgm/ Div													
26	8	TSD	Safe Routes to School Program- assist communities in identifying & reducing barriers and hazards to children walking & biking to and from school	#2 Traffic Injuries / #4 Use of Safety Belts / #7 Derailment Incidents / #9 Travel Delay		1,000,000		\$ 1,000,000	0	0.00	N	Y	FO	ORS 184.740, 184.741	Federal Mandate can only be used for Transportation Related
27	2	MCTD Registration, Permitting, Tax Collection	Commercial Vehicle Registration, Over-Dimension Permitting, Tax Collection, Division Administration		4	21,020,990		\$ 21,020,990	100	100.00	N	N	C	ORS 803, 818, 825, 826	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds
28	3	MCTD Audit	Motor Carrier Audit		4	9,159,195		\$ 9,159,195	49	49.00	N	N	C	23 CFR 657	State must maintain an effective size and weight enforcement program or it risks losing federal highway funds.
29	4	MCTD Size and Weight Enforcement	Truck Size and Weight Enforcement		10	19,251,585		\$ 19,251,585	102	102.00	N	Y	F	23 CFR 657	State must maintain an effective size and weight enforcement program or it risks losing federal highway funds.
30	2	DMV	Vehicle Registration, Permits, and Titles	#24 Field Office Wait Time, Telephone Answering Time, Title Transfers, Customer Satisfaction	4	74,032,316		\$ 74,032,316	371	361.50	N	Y	S	ORS 801, 802, 803, 809, 819, 821	N/A
31	1	PTD	Elderly & Disabled Transportation	#10 Transit Annual Rides	12	25,905,350	25,079,983	\$ 50,985,333	0	0.00	N	Y	S/FO	ORS391.800-830/49 USC Chapters 5310/5317	FTA requires mandated activities to be eligible for use of funds defined...Oversight ADA, DBE, compliance reviews required. 5310 may be used for eligible transit capital expenditures only.

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agecy	Prgm/Div														
32	2	Hwy-SpProg	Special Programs - Indirect Services and Managing the System (Includes: Project Delivery & Design, Materials Testing Lab, Prop Mgmt, Financial Support and Systems Management)	#14 Construction Job Impact	4	149,449,145		\$ 149,449,145	472	473.13	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 377.700 - 377.992 for Sign Program	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
33	5	MCTD Household Goods	Economic Entry and Rate Regulation		3	2,218,188		\$ 2,218,188	9	9.00	N	N	C	ORS 825	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds
34	3	Hwy-Local	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	#14 Construction Job Impact	6	367,464,499		\$ 367,464,499	33	33.20	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agecy	Prgm/ Div													
35		Rail	Rail Operations - Provide passenger and commuter rail planning; coordinate Oregon's participation in the Pacific Northwest High-Speed Rail Corridor; provide freight rail planning; advocate for Oregon rail concerns; manage intercity passenger rail operations including Amtrak Thruway motor coach services; manage shortline railroad rehabilitation and industrial rail spur projects; manage state-owned rail right-of-way.	#6 Rail Crossing Incidents / #7 Derailment Incidents / #11 Passenger Rail Ridership	6	14,275,328	16,698,269	\$ 30,973,597	8	8.00	N	Y	S	ORS824.040, 367.067, 367.070	
36		PTD	General Public Transp	#10 Transit Annual Rides	6	26,259,057	278,463	\$ 26,537,520	0	0.00	N	Y	FO	49USC Chapters 5307/5311	FTA requires mandated activities to be eligible for use of funds defined...Oversight ADA, DBE, Drug and Alcohol compliance reviews required. May be used for eligible transit capital expenditures only.
37		PTD	Transportation Demar	#13 Alternative to work trips driven alone	6	1,634,316	16178	\$ 1,650,494	0	0.00	Y	Y	FO	23USC 133	Can only be used for transportation related activities.

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Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agecy	Prgm/ Div													
38	2	TPD	Analysis, Research and Funding (Asset Management Systems (Bridge, Pavement, Safety, etc.), Research, Data Systems, Project Planning Analysis, Program and Funding Services) Technical Assistance and Coordination (Area Commissions on Transportation (ACT), MPO Support, Technology Transfer)	#1 Fatalities / #2 Injuries / #3 Impaired Driving / #5 Large Truck Accidents / #9 Travel Delay / #13 Commuting to Work / #15 Pavement Condition / #16 Bridge Condition / #17 Fish Passage at State Culverts / #16 Bridge Condition / #18 Bike Lanes and Sidewalks	6	88,329,962	178,319	\$ 88,508,281	134	126.43	N	Y	FM/FO/S	23 USC 307(c) 23 USC 420 23 USC 303 23 CFR 1.5 23 CFR 500 23 CFR 655 OAR 734-051 23 USC 103(c) 23 USC 307 23 CFR 1.5 49 CFR 390.5 23 CFR 460.3(b) ORS 802.050 ORS 802.220 ORS 825.248	Much of this work is mandated by FHWA data reporting requirements to ensure continued federal funding. Funds are also used to support both state and Metropolitan Planning Organization modeling, which is required to be maintained in its existing form. The support provided to MPOs, and the technical assistance that is part of the research program, are both mandated by FHWA. Federal funds provided for research can only be used for those purposes. Other data collection, while not mandatory, supports the selection and prioritization of projects, particularly for bridge and preservation, and supports reporting on eleven of ODOT's KPMs.
39	3	TPD	STIP Development (Highway Construction Projects)	#1 Fatalities / #11 Travel Delay / #13 Alternatives to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #18 Bike Lanes and Sidewalks	6	6,357,802		\$ 6,357,802	19	19.00	N	Y	FM	23 U.S.C. 450	An approved STIP is required by FHWA and FTA in order to receive federal funds for all projects that are funded through FHWA or FTA. This includes funds that go to the state's MPOs as well.

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Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agecy	Prgm/Div														
40	4	TPD	Active Transportation (Statewide Program Management - Bike/Ped, Transportation Enhancement, Congestion Mitigation & Air Quality, <i>Connect</i> Oregon, Sustainability, Flex Funds, Scenic Byways, Local Certification Program)	#18 Bike Lanes and Sidewalks	6	2,457,819		\$ 2,457,819	8	8.00	N	N	FM/FO/S	ORS 366.514 ORS 367.080-086 23 USC 101 23 USC 133 23 USC 149 et al	Oregon's participation in federally-funded programs such as Transportation Enhancement, Congestion Mitigation and Air Quality, utilization of flexible Surface Transportation Program funds and others require processes to identify projects, obligate funding, and monitor progress and compliance from a statewide perspective. State-mandated programs like <i>Connect</i> Oregon and the Bicycle/Pedestrian program require similar statewide implementation, coordination and monitoring.
41	4	PTD	Public Transportation	#12 Intercity Passenger Services	6	983,400	2,508	\$ 985,908	0	0.00	N	Y	FO	49 USC 5303/5304	The support provided to MPOs and the Technical Assistance which is part of the program are both mandatory for FTA.

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORIZATION FOR 2013-2015

Priority (ranked with highest priority first)	Program or Activity Initials		Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
	Agey	Prgm/ Div													
42	5	TPD	Statewide and Regional Studies (ODOT Strategic Plan, Oregon Transportation Plan, Oregon Highway Plan, Transportation Systems and Refinement Plans, Cost Allocation Study)	#11 Travel Delay / #13 Alternatives to One Person Commuting / #15 Pavement Condition / #16 Bridge Condition / #17 Intercity Passenger Service / #18 Bike Lanes and Sidewalks	6	37,747,910		\$ 37,747,910	72	71.00	N	Y	FM/FO/S	23 U.S.C. 307 23 U.S.C. 420	There are a variety of tasks in this program. For example, Cost Allocation is a statutory requirement. Much of the statewide planning is federally required. Some of the local transportation system planning is in support of statewide planning goals.
43	3	DMV	Insurance and Financial Responsibility	#24 Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	3	6,207,884		\$ 6,207,884	31	29.00	N	Y	S	ORS 806	N/A
44	4	Hwy-SpProg	Special Programs - Administration	#14 Construction J	4	16,605,461		\$ 16,605,461	51	49.65	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
45	5	PTD	Transit Administration		6	1,828,910	1,343,074	\$ 3,171,984	16	16.45	N	Y	S	ORS 391/49 USC 5303/5304	Division admin activities mandated to exercise sufficient managerial capacity required by ORS, OMB, FHWA and FTA.
46	4	DMV	Record Requests	#24 Field Office Wait Time, Telephone Answering Time, Customer Satisfaction	4	2,790,245		\$ 2,790,245	14	14.00	N	Y	S	ORS 802.200, 802.220	N/A
47	5	DMV	Business Regulations	Customer Satisfaction	4	2,331,569		\$ 2,331,569	14	14.00	N	Y	S	ORS 802.031, 802.370, 819, 822	N/A

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORIZATION FOR 2013-2015

Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Agecy	Prgm/Div														
48	6	Hwy-SpProg	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement and Scenic Byways projects.) Preliminary Engineering	#14 Construction Job Impact / #17 Fish Passage at State Culverts / #18 Bike lanes and Side walks	2,6,9,11	61,062,928		\$ 61,062,928	102	92.10	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related
49	6	DMV	Disabled Placards	Customer Satisfaction	12	1,353,847		\$ 1,353,847	7	7.00	N	Y	S	ORS 801.387, 811.602-637	N/A

OREGON DEPARTMENT OF TRANSPORTATION
PROGRAM PRIORIZATION FOR 2013-2015

Priority (ranked with highest priority first)	Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program- Activity Code	OF	FF	TOTAL FUNDS	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)
Administration, not ranked														
		ODOT Headquarters			23,259,653		\$ 23,259,653	58	56.80					
		Internal Audit			2,345,399		\$ 2,345,399	10	10.00					
		Financial Services			26,138,408	20,195	\$ 26,158,603	73	73.40					
		Human Resources			12,380,202		\$ 12,380,202	51	48.30					
		Information Systems			111,244,781		\$ 111,244,781	226	225.11					
		Business Services			5,389,976		\$ 5,389,976	19	19.00					
		Purchasing			11,149,660		\$ 11,149,660	45	45.00					
		Facilities Ops			6,115,346		\$ 6,115,346	16	16.00					
					2,869,682,181	70,994,715	\$ 2,940,676,896	4,514	4,429.13					

7. Primary Purpose Program/Activity Exists

- 1 Civil Justice
- 2 Community Development
- 3 Consumer Protection
- 4 Administrative Function
- 5 Criminal Justice
- 6 Economic Development
- 7 Education & Skill Development
- 8 Emergency Services
- 9 Environmental Protection
- 10 Public Health
- 11 Recreation, Heritage, or Cultural
- 12 Social Support

19. Legal Requirement Code

- C Constitutional
- D Debt Service
- FM Federal - Mandatory
- FO Federal - Optional (once you choose to participate, certain requirements exist)
- S Statutory

Transportation and Economic Development Subcommittee
Essential and Policy Option Packages Summary

	A	B	C	D	E	F	G	H	I	J
1	Oregon Department of Transportation									
2	2013-15 Biennium Governor's Budget					Agency Number:			73000	
3										
4	Section 1 - Details of Policy Option Packages with General Fund or Lottery Funds Impacts									
5	1	2	3	4	5	6	7	8	9	10
6	PKG #	Name / Description	General Fund and Lottery Funds	Other Funds	Federal Funds	TOTAL FUNDS	Positions	FTE	2015-17 Biennium Costs	Expected Outcomes of Funding This POP / Other Funds Sources (where applicable)
7	190	Lane Transit District Debt Service	757,944			\$757,944	-	-	\$1,509,632	Funds required to pay project debt service.
8	191	Senior and Disabled Transportation	2,000,000			\$2,000,000	-	-		Will maintain the number of annual trips available for seniors and persons with disability to keep current service levels toward the KPM #10 target. Assists local providers ability to leverage federal resources that might also be available for this purpose.
9						\$0				
10	Section 2 - Details of Policy Option Packages without General Fund or Lottery Funds Impacts									
11	PKG #	Name / Description	General Fund and Lottery Funds	Other Funds	Federal Funds	TOTAL FUNDS	Positions	FTE	2015-17 Biennium Costs	Expected Outcomes of Funding This POP / Other Funds Sources (where applicable)
12	110	Transfer OSP Wireless to ODOT Wireless Unit		\$2,572,821		\$2,572,821	8	8.00	Same plus inflation	These positions are being transferred from OSP to combine all wireless/radio technicians into the State Radio System to maintain and operate this new system.
13	120	Transfer of OEM SCEPP Unit to Oregon Wireless Unit		\$648,250		\$648,250	2	2.00	Same plus inflation	These positions are being transferred from OEM to combine all wireless/radio technicians into the State Radio System to maintain and operate this new system.
14	130	State Radio Project Conversion to Operations		\$3,993,714		\$3,993,714	16	16.00	Same plus inflation	These positions are being created maintain and operate the new State Radio System.
15	145	State Radio Project - Debt Service		\$5,226,430		\$5,226,430	-	-	7,967,451	Funds required to pay project debt service.
16	150	Columbia River Crossing		\$450,000,000		\$450,000,000	-	-	Anticipated Large increase over 10 years	Additional Federal Highway, Federal Transit, Tolling and other project funding will increase the amount of this 10 year \$3.1 billion construction project. The amount for each 2 year biennial period will be determined once the project has been awarded and milestones have been identified.
17	150	Columbia River Crossing - Debt Service		\$43,135,875		\$43,135,875			63,584,000	Funds required to pay project debt service.
18	160	Connect Oregon V		\$60,855,529		\$60,855,529	-	-		Continued investment in improving freight, rail, marine aviation and transit systems to support and improve Oregon's economy.

Transportation and Economic Development Subcommittee
Essential and Policy Option Packages Summary

	A	B	C	D	E	F	G	H	I	J
5	1	2	3	4	5	6	7	8	9	10
6	PKG #	Name / Description	General Fund and Lottery Funds	Other Funds	Federal Funds	TOTAL FUNDS	Positions	FTE	2015-17 Biennium Costs	Expected Outcomes of Funding This POP / Other Funds Sources (where applicable)
19		Connect Oregon V DS							10,278,641	Debt Service for Connect Oregon V
20	170	Passenger Rail		\$18,779,093		\$18,779,093	-	-	18,779,093	The policy package would allow the two daily roundtrips between Eugene and Portland to continue to operate.
21	180	Region 1 Facilities Consolidation		\$1		\$1	-	-		
22	190	Lane transit District		\$15,200,000		\$15,200,000	-	-		Essential support to match \$75M in federal funds that finance the West Eugene buildout of Eugene's Bus Rapid Transit network. Completes financing for the project.
23	513	Oregon Sustainable Transportation Initiative		\$192,661		\$192,661	-	-		Support DLCD efforts to reduce greenhouse gas emissions related to transportation; Dollar amount has changed per a technical adjustment to GBB and will be shown in LAB as special payment to DLCD for \$377,677.
24	Section 3 - Details of Essential Packages Unique to the Agency (e.g., phase-ins/phase-outs, mandated caseloads, debt service adjustments, inflation exceptions, fund shifts)									
25	PKG #	Name / Description	General Fund and Lottery Funds	Other Funds	Federal Funds	TOTAL FUNDS	Positions	FTE	2015-17 Biennium Costs	Expected Outcomes of Funding This POP / Other Funds Sources (where applicable)
26	22	Preservation Projects Phase-Out		(95,940,843)		(95,940,843)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
27	22	Bridge Projects Phase-Out		(\$258,590,697)		(\$258,590,697)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
28	21	Highway Safety & Ops Projects Phase-In		\$167,503		\$167,503	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
29	22	Highway Safety & Ops Projects Phase-Out		(\$16,552,592)		(\$16,552,592)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.

Transportation and Economic Development Subcommittee
Essential and Policy Option Packages Summary

	A	B	C	D	E	F	G	H	I	J
5	1	2	3	4	5	6	7	8	9	10
6	PKG #	Name / Description	General Fund and Lottery Funds	Other Funds	Federal Funds	TOTAL FUNDS	Positions	FTE	2015-17 Biennium Costs	Expected Outcomes of Funding This POP / Other Funds Sources (where applicable)
30	22	Modernization Projects Phase-Out		(\$35,937,386)		(\$35,937,386)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
31	21	Special Program Projects Phase-In		\$7,090,934		\$7,090,934	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
32	22	Special Program Projects Phase-Out		(\$2,788,426)		(\$2,788,426)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
33	32	Special Prgrams Facilities Rent-Above Average Inflation		\$714,397		\$714,397	-	-	Same plus inflation	Lease cost for the Technical Leadership Center (TLC) at 3930 Fairview Industrial Ave, Salem. This building has been leased for 10 years to house the Technical Services Branch of the Highway Division and the Transportation Safety Division.
34	22	Local Government Projects Phase-Out		(\$20,042,414)		(\$20,042,414)	-	-	Dependent on STIP volume	For each biennium, ODOT looks at anticipated construction volume from the STIP to see what types of projects need funding. As the project mix fluctuates so does the Phase IN/OUT amount.
35	22	Trans. Prog. Dev. Projects Phase-Out		(\$64,368,599)		(\$64,368,599)	-	-		Phasing out earlier ConnectOregon programs, leftover Earmark, JTA & Flex Fund projects expenditures not anticipated to carryover into future biennium.
36	22	Public Transit Gen Fund Phase-Out	(2,000,000)			(\$2,000,000)	-	-		General Funds were phased out. POP 190 requests replacement of the funding.
37	22	Rail Division Prjoects Phase-Out		(\$11,000,000)	(18,300,000)	(\$29,300,000)	-	-		Federal fund phase-out: Substantial completion of the Talgo Train purchase. Other Fund phase-out: reduction in Crossing Safety projects; completion of infrastructure and rail spur projects
38	90	Transit Fund Shift		\$1,821,742	(1,821,742)	\$0	-	-		Reorganization of Transit staff has created regional managers that can no longer be paid for with program related federal funds. Therefore, FTE must be paid from Other Funds and reimbursed through cost allocation.
39		Totals	757,944	105,177,993	(20,121,742)	85,814,195	26	26.00	102,118,817	

2013-2015 Budget Phase II

Essential and Policy Packages

Highway Division

Maintenance Program

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#110	Transfer OSP Wireless to ODOT Wireless Unit	\$2,572,821	8 Positions	8.00 FTE
<p>The purpose of this package is to combine the Oregon State Police (OSP) Wireless Unit and the ODOT Wireless Unit, consolidating all State Radio Project wireless staff into one organization. This integration will foster effective management and budget for the ongoing operations and maintenance of the combined radio system. Uniting the wireless units into one organization will promote seamless communications management for ODOT and OSP.</p> <p>This policy package will establish eight new ODOT positions and OSP will concurrently present a policy package to abolish its wireless positions and move the budget to ODOT.</p>				
#120	Transfer of OEM CSEPP Unit to Oregon Wireless Unit	\$648,250	2 Positions	2.00 FTE
<p>To create two permanent positions and funding to operate and maintain within the new State Radio System the assets and resources received from the Federal Emergency Management Agency (FEMA) at the termination of its Chemical Stockpile Emergency Preparedness Program (CSEPP). Oregon received previously developed sites at no cost, and is assuming responsibility and associated costs for operating and maintaining those sites into the future. This integration will allow seamless emergency management coordination efforts for Oregon.</p>				

2013-2015 Budget Phase II

#130	State Radio Project Conversion to Operations	\$3,993,714	16 Positions	16.00 FTE
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As the State Radio System is constructed and components come online, operations and maintenance costs for the new system will increase over and above the operations and maintenance base budget for the current Oregon Department of Transportation radio system.

The new system will be a combination of existing ODOT and Oregon State Police (OSP) systems, additional sites to provide infill coverage or microwave connections and the assets received from the Federal Emergency Management Agency's Chemical Stockpile Emergency Preparedness Program (CSEPP). The new radio system will provide a backbone for emergency communication needs.

The new system will also include new technologies such as digital radios, microwave and a trunked radio system in various parts of the state. The trunked radio system involves new hardware and software that requires more sophisticated network management. This policy option package secures funding and permanent FTE for functions necessary to support the new system.

2013-2015 Budget Phase II

Preservation Program

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$95,940,843)	0 Positions	0.00 FTE
<ul style="list-style-type: none">▪ The Phase-out amount represents a budget adjustment to reflect current scheduling for construction projects according to the Statewide Transportation Improvement Program (STIP).				

Bridge Program

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$258,590,697)	0 Positions	0.00 FTE
<ul style="list-style-type: none">▪ Phase-out amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).				

2013-2015 Budget Phase II

Highway Safety and Operations

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#021	Phase-In	\$167,503	0 Positions	0.00 FTE
<ul style="list-style-type: none">Phase-in amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).				
#022	Phase-Out	(\$16,552,592)	0 Positions	0.00 FTE
<ul style="list-style-type: none">Phase-out amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).				

Modernization Program

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$35,937,386)	0 Positions	0.00 FTE
<ul style="list-style-type: none">Phase-out amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).				
#150	Columbia River Crossing (CRC)	\$450,000,000	0 Positions	0.00 FTE
This policy package is a placeholder to advance Oregon’s portion of the Columbia River Crossing (CRC) project.				

2013-2015 Budget Phase II

Special Programs

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#021	Phase-In	\$7,090,934	0 Positions	0.00 FTE
	▪ Phase-in amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).			
#022	Phase-Out	(\$2,788,426)	0 Positions	0.00 FTE
	▪ Phase-out amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP). Phase out of federal grants for OIPP.			
#032	Above Standard Inflation	\$714,397	0 Positions	0.00 FTE
	▪ Price List items that are usage based – above standard inflation; S&S: Facilities, Rental and Taxes			

Local Government

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$20,042,414)	0 Positions	0.00 FTE
	▪ Phase-out amounts reflect the current scheduling for construction projects in the Statewide Transportation Improvement Programs (STIP).			

2013-2015 Budget Phase II

Transportation Program Development

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$64,368,599)	0 Positions	0.00 FTE
<ul style="list-style-type: none">Phase-outs for Transportation Program Development reflect project-related expenditures shifting for <i>ConnectOregon</i>, JTA and the implementation of House Bill 2001 (2009) and Senate Bill 1059 (2010).				

#160	ConnectOregon V	\$60,855,529	0 Positions	0.00 FTE
The <i>ConnectOregon</i> policy package forms the basis to further advance a multi-modal transportation agenda to improve the freight, rail, marine, aviation, and transit systems to support and improve Oregon’s economy.				

Multimodal transportation projects are identified by public agencies and private companies that apply to ODOT for grants or loans. Each project is reviewed through a competitive process. Projects are prioritized based on how a transportation project meets the following considerations:

- The project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor
- The project results in an economic benefit to this state
- The project is a critical link connecting elements of Oregon’s transportation system that will measurably improve utilization and efficiency of the system
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund
- The transportation project is ready for construction

The prioritized list of *ConnectOregon V* projects will be recommended to the Oregon Transportation Commission for final action on project selection in August or September 2014. The department anticipates that 25 percent of program expenditures will be made during the 2013-2015 biennium with the remainder during the 2015-2017 and 2017-2019 biennia.

2013-2015 Budget Phase II

#513	Oregon Sustainable Transportation Initiative	\$192,661	0 Positions	0.00 FTE
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This policy option package will combine the special payment from ODOT with Department of Land Conservation and Development (DLCD) General Funds to support one of three Planner positions working at DLCD to reduce transportation related greenhouse gases (GHG).

The work will include assisting local governments as they amend land use and transportation plans to reduce GHG emissions. A key component of this work will be encouraging metropolitan areas to engage in scenario planning to consider different land use and transportation policies that could reduce emissions. There are also specific tasks required by HB 2001 (2009) and SB 1059 (2010) including:

- Reviewing the scenario planning for the Portland area done by Metro
- Reviewing the reduction targets set by LCDC for all metropolitan areas
- Educating the public about the need to, the costs of, and the benefits of reducing greenhouse gas emissions
- Reporting to the legislature regarding the progress toward implementing the land use and transportation scenario in the Portland metropolitan area.

Thematically, the work this policy option package supports involves integrating the Governor's 10-year energy plan with transportation planning, such that sustainability scenarios related to greenhouse gas production are included in the planning process.

2013-2015 Budget Phase II

Public Transit Division

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$2,000,000) GF	0 Positions	0.00 FTE
<ul style="list-style-type: none">Phase-out amount for General Fund Special Payments <p>This package represents a policy change to limit tax relief to only PERS retirees that are Oregon residents. Non-resident retirees will no longer receive the tax relief benefit.</p>				
#190	Lane Transit District	\$15,220,000 OF	0 Positions	0.00 FTE
<p>This policy package is designed to provide bond proceeds for local match supporting the West Eugene EmX Extension and \$757,944 in General Funds for debt service payments.</p> <p>This policy option package provides the grant match that will attract \$75 million in federal funding. The entire project will provide a 61-mile network of connected rapid transit corridors by 2031, to reduce congestion in the Eugene/Springfield area. During the 2011-2013 biennium, the state provided \$4.3 million in lottery bond funding for the project.</p> <p>The department anticipates two sales issuing General Fund supported Certificates of Participation in support of this package. In the spring of 2014 the department anticipates \$9,200,000 in net proceeds and in the spring of 2015 an additional \$5,800,000.</p>				
#191	Senior and Disabled Transportation	2,000,000 GF	0 Positions	0.00 FTE
<p>This policy package funding will support the Special Transportation Fund (STF) Program which is designed to provide funding and support public transit services for seniors and people with disabilities.</p> <p>Dedicated resources for the program have not kept pace with population growth and are projected to be \$2 million short of 2011–2013 revenues. These funds will maintain the program for 2013–2015 at current funding level.</p> <p>This policy package will provide pass-through funding for 42 Oregon Special Transportation Agencies.</p>				

2013-2015 Budget Phase II

Rail Division

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#022	Phase-Out	(\$11,000,000) OF (\$18,300,000) FF	0 Positions	0.00 FTE
	<ul style="list-style-type: none">Phase-out reflecting the reduction of one-time costs and shifting of program expenditures to support the 2013-2015 Policy Option Package 170; Passenger Rail.Phase-out of Federal Fund expenditures related to a one-time train set purchase in 2011-2013			
#170	Passenger Rail	\$14,300,000	0 Positions	0.00 FTE

The policy package would allow the two daily roundtrips between Eugene and Portland to continue to operate.

Oregon’s portion of the cost is covered in part with dedicated funds from the sale of custom license plates. However, estimated revenues from custom license plates are \$14.3 million below estimated costs, now estimated to increase to \$18.5 million. The state highway fund cannot be used to fund passenger rail activities.

Oregon’s two new Talgo trainsets are due to arrive summer of 2012. These trainsets would no longer run in Oregon if service is eliminated. An arrangement to sell or lease the trains would need to be pursued.

2013-2015 Budget Phase II

Debt Service

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#145	State Radio Project	\$5,226,430 OF	0 Positions	0 FTE
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The purpose of this policy option package is to fund the debt service associated with the final bond sale for the State Radio Project. In support of this project, the Department of Transportation anticipates an Article XI-Q General Obligation bond sale in August 2013. The sale would include a General Fund \$2,613,215 portion and an Other Fund \$2,613,215 portion. The sale will be included in the statewide bond bill.

Narrowbanding and partnership components of the project will be completed during the 2011-13 biennium and work on the microwave, trunked radio and limited interoperability components will be completed during the 2013-15 biennium. The cost to complete the remainder of the project is \$43 million in 2013-15.

#150	Columbia River Crossing	\$43,135,875 OF	0 Positions	0 FTE
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This package is a placeholder for the project costs and debt service to advance Oregon’s portion of the Columbia River Crossing (CRC) project.

#190	Lane Transit District	\$757,944 GF	0 Positions	0 FTE
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This policy package is designed to provide bond proceeds for local match supporting the West Eugene EmX Extension and \$757,944 in General Funds for debt service payments.

2013-2015 Budget Phase II

Capital Construction

2013–2015 Governor’s Balanced Budget includes these Essential and Policy Option Packages:

#180	Region 1 Facilities Consolidation	\$1	0 Positions	0.00 FTE
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This package is a placeholder for a package that will allow Oregon Department of Transportation (ODOT) to consolidate a number of facilities within the Portland Metro area.

As a result of ODOT organizational boundary changes, rightsizing of crews, and other initiatives aimed at reducing overhead costs, Region 1 is in a unique position to modify its presence in the Portland Metro area to serve motorists in the greater Portland Community more effectively. Region 1 district, project and maintenance crews provide project support, routine maintenance repairs, and operations to keep the highways in the Multnomah, Washington, Clackamas, and Hood River Counties fully open and operating. Co-location of these crews would greatly increase ODOT efficiencies both internally and externally. Many of the existing facilities are at or past their useful life and need major improvements for them to be useful in the future.

ODOT is also planning the Sunrise Corridor project that will impact the existing Lawnfield maintenance yard in Clackamas County, which was acquired in 1985 for this project.

Senate Bill 5545

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Oregon Department of Administrative Services)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Approves certain new or increased fees adopted by Department of Transportation.
Declares emergency, effective July 1, 2013.

A BILL FOR AN ACT

Relating to the financial administration of the Department of Transportation; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. For the purpose of carrying out the provisions of ORS 291.055 (1)(e), the following new or increased fees, adopted by the Department of Transportation and approved by the Oregon Department of Administrative Services, are approved:

8	(1) Plate manufacturing		
9	cost: pair of plates increase		
10	from \$3 to \$4.....	\$	4
11	(2) Outdoor advertising business		
12	license for owners of one		
13	sign only.....	\$	375
14	(3) Digital signs:		
15	(a) Application for sign less		
16	than 250 square feet	\$	500
17	(b) Digital poster 250 to		
18	400 square feet.....	\$	1,500
19	(c) Digital billboard greater		
20	than 400 square feet	\$	2,000
21	(4) Registration plate fees		
22	for Keep Kids Safe	\$	30
23	(5) Tollway fees:		
24	(a) Civil penalty for first		
25	offense.....	\$	15
26	(b) Civil penalty for		
27	subsequent offenses	\$	25
28	(c) Administrative fee for		
29	billing	\$	2
30	(6) Vehicle Code Book increase		

Note: For budget, see 2013-2015 Biennial Budget

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

1
2
3
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from \$5 to \$7..... \$ 7

SECTION 2. This 2013 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2013 Act takes effect July 1, 2013.

ODOT

Leadership Training

External Leadership Training Programs

Leadership Oregon was started by the DAS Director's office in 1989 as the executive leadership development program for all state agencies, boards and commissions. **The ASCENT** programs focuses on the development of the leadership skills necessary to lead others in chaotic times.

Employee Name	Classification	Leadership Training	Selection Criteria	Year
Mila Enos	OPA3 X0872	2012 ASCENT Program	Employee request / Manager approval / DAS criteria	2012
Richard Upton	PEM F X7010	2012 ASCENT Program	Employee request / Manager approval / DAS criteria	2012
Robert Reish	PEM F X7010	2012 ASCENT Program	Employee request / Manager approval / DAS criteria	2012
Darcy French	OPA3 X0872	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Tara Maffeo	PCS3 C0438	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Ann Rittenhouse	OS2 C0104	2012 ASCENT Program	Employee request / Manager approval / DAS criteria	2012
Patti Caswell	NRS-5 X8505	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Gar Burrows	PEM-C X7004	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Mike Rose	PEM-C X7004	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Doug Johnson	PE-2 X3149	2013 ASCENT Program	Employee request / Manager approval / DAS criteria	2013
Frannie Brindle	PEM F X7010	2012 ASCENT Program	Employee request / Manager approval / DAS criteria	2012
Tracy Wroblewski	PEM - D	ASCENT Program	Employee request / Manager approval / DAS criteria	
Clay Flowers	PEM - E	ASCENT Program	Employee request / Manager approval / DAS criteria	
Kevin Erickson	PEM E	ASCENT Program	Employee request / Manager approval / DAS criteria	
Jon Reimer	ISS6	ASCENT Program	Employee request / Manager approval / DAS criteria	
Bryant Bischof	PEM D	ASCENT Program	Employee request / Manager approval / DAS criteria	
Stacey Johnson	OPA 4	ASCENT Program	Employee request / Manager approval / DAS criteria	
Karla Tackett	SMCEO	ASCENT Program	Employee request / Manager approval / DAS criteria	
Hal Gard	PEM F	ASCENT Program	Employee request / Manager approval / DAS criteria	
John Johnson	PEM - E	ASCENT Program	Employee request / Manager approval / DAS criteria	
Amanda Compton	AS 1	ASCENT Program	Employee request / Manager approval / DAS criteria	
Gary Muller	SSS 2	ASCENT Program	Employee request / Manager approval / DAS criteria	
Marlene Hartinger	PEM - G	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Les Brodie	PEM - G	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Betsy Imholt	PEM - E	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Daniel Thompson	OPA 3	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Amber Taylor	FA 3	Leadership Oregon	Employee request / Manager approval / DAS criteria	
April Carpenter	FA 3	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Stephanie Coons	PEM-D	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Sheryl Mills	OPA 3	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Lisa Nell	PEM - F	Leadership Oregon	Employee request / Manager approval / DAS criteria	
Leann Hart-Chambers	OPA3 X0872	Pacific Program	Employee request / Manager approval / DAS criteria	
Jean Palmateer	Program Analyst 3	Pacific Program	Employee request / Manager approval / DAS criteria	
Ashley Horvat	OPA 2	Pacific Program	Employee request / Manager approval / DAS criteria	
Lisa Martinez	PEM - E	Pacific Program	Employee request / Manager approval / DAS criteria	
John Downing	Program Analyst 2	Pacific Program	Employee request / Manager approval / DAS criteria	

Internal Leadership Training Programs

The **Highway Leadership Institute** is a leadership and management program focused on aspiring upper level managers (aspiring PEM F and PEM G) with a combination of real world leadership and management training.

Employee Name	Classification	Leadership Training	Selection Criteria	Year
Merrill, William	OPA3 X0872	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Myton, Aaron	PE2 C3149	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
McGill, Galen	PEMF X7010	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Flowers, Jeff	FA3 X1245	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Pennington, Kirsten	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Cartwright, Carol	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Weeks, Kendal	PEMC X7004	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Baker, Mike	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Collins, Jim	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
DeHart, Brad	PE1 C3148	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Paslay, Brian	PE1 C3148	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Mosier, Della	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Bornstedt, George	PE2 C3149	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Clark, Ace	PEMC X7004	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Mullis, Cole	PEME X7006	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Sellers, Jennifer	OPA4 X0873	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13
Stellmach, Greg	PE2 C3149	Highway Leadership Institute	Self Application with Highway Division mgmt team competitive selection against criteria	12-13

The **Leadership Academy** is a leadership and management program focused on team leaders and aspiring front line managers to develop leadership skills and exposure to business lines within the agency.

Employee Name	Classification	Leadership Training	Selection Criteria	Year
Damon Gray	TMS2 C4152	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
David McClain	FA2 C1244	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Johnny Sapp	ELEC2 C4008	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Ryan Sexton	ES2 C3106	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Ben Gehrlein	TMS2 C4152	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Kristen Stallman	PLAN3 C1098	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Talia Jacobson	PLAN3 C1098	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Kate Freitag	PE1 C3148	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Jonathon Rawlings	CES1 C3136	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Jeff Moss	PM1 C0854	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Kat Halpenny	OPA4 X0873	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Tova Peltz	PE1 C3148	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
John Wolf	PE1 C3148	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Mike Gehring	TMSupv X4160	Region 1 Leadership Academy	Emp application, mngrs approval, candidates forwarded to Sr Mgmt Team	11-13
Alex Bettinardi	PE2 C3149	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Andrea McCausland	FA3 X1245	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Barbara Harriman	OPA1 X0870	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Ben Ervin	TMS2 C4152	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Bert Hartman	PEM E X7010	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12

Beth Sandver	PEM C X7004	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Carl Deaton	PE1 C3148	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Carolyn McAleer	NRS5 X8505	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Chris Wright	ISS5 C1485	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Corissa Anderson	EPC3 C3847	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Craig Shike	PEM E X7008	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
David Sutkowski	PEM C X7004	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Doug Rogerson	TMC1 C4161	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Eliseo Lemus	PE1 C3148	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Gene Wilborn	PE2 C3149	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Holli Pick	CES3 C3138	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Jeffrey Chartier	TMS2 C4152	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Jim Atkins	PCS3 C0438	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Joe Messman	OPA4 X0873	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
John Boals	RWA2 C0762	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
John Doughton	PE1 C3148	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
John Turner	RA3 C1117	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Jonathan Hayworth	TOS C4163	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Justin Moderie	PE2 C3149	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Leann McCormick	ESS2 C0119	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Michael Fallert	CES1 C3136	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Michael Holthoff	EPC3 C3847	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Myra Sperley	RA4 C1118	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Peter Alotta	OPA2 C0871	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Shannon Pratt	ISS6 C1486	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Thor Alvarado	CES3 C3138	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Todd Mundinger	TMC2 C4162	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Tony Jones	TMC1 C4161	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Vidal Francis	AE2 C3147	Salem Leadership Academy	Competitive Application Screened by Division Manager and Region Selection Committee	11-12
Lajuana Baldwin	OC C0801	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Naomi Birch	AS1 C0107	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
William Bond	TMS2 C4152	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Mickey Calvert	ES3 C3822	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Deneen Dahl	TDS1 C1338	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Douglas Scotty Freitas	TMS2 C4152	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Matt Grinde	TMS2 C4152	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Ian Horlacher	P3 C1098	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Josh Lonie	PE1 C3148	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Margaret Nelson	ES2 C3106	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
John Raasch	EPC3 C3847	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13
Scott Shands	TMS2 C4152	Region 3 Leadership Program	Application, Supplemental Questions and Interviews	12-13

OTC Narrative – February 28, 2013
ConnectOregon I, II, and III

ConnectOregon I

The *ConnectOregon I* program has a total of thirty-eight projects. Two of the projects are active and thirty-six are complete.

- 0 projects are in design
- 2 projects are in construction
- 0 projects are started
- 36 projects are complete

Of the projects that are completed or ongoing, twenty-eight have expended 100% of the *ConnectOregon funds** assigned.

On July 19, 2006, the Oregon Transportation Commission (OTC) directed that in the event additional *ConnectOregon* funding becomes available due to the inability of a project on the approved list to go to contract, the \$750,000 for the Winchester Freight Rail Yard (075-06), Central Oregon and Pacific Railroad, would be restored. At its March 2009 meeting the OTC moved to cancel the *ConnectOregon* grant award for Winchester Freight Rail Yard project with the Central Oregon & Pacific Railroad, Inc., Misc. Contracts and Agreements No. 23475.

On February 25, 2010, the Oregon Department of Transportation agreed to reinstate funding to *ConnectOregon* grant award for Winchester Freight Rail Yard project with the Central Oregon & Pacific Railroad, Inc., Misc. Contracts and Agreements No. 23475. The Settlement Agreement was executed on March 17, 2010. The original grant agreement was reduced by \$1,020,000 due to changes in the scope of the project as a result of the settlement. This project is complete as of the 10/31/10 report.

An agreement settlement was executed on April 2, 2009 which reinstates the Port of Morrow (East Beach Multi-Modal Freight Transload Facility, 084-06) project to receive the total approved amount authorized by the OTC in July 2006.

ConnectOregon II

The *ConnectOregon II* program has a total of twenty-nine projects. Two projects are active. Twenty-seven projects are complete. One project was cancelled during this reporting period.

- 0 project is in design
- 2 projects are in construction
- 0 projects are started
- 27 projects are complete

Of the projects that are completed or ongoing, 17 have expended 100% of the *ConnectOregon II funds* assigned.

If additional funding becomes available due to the inability of a project on the approved list to go to contract, the OTC will be given concurrence to move funds to the next project on the prioritized list.

The City of Salem requested ODOT to cancel the Project Runway/Safety Area Extension at McNary Field in January 2013.

ConnectOregon III and Rural Airport Projects

The *ConnectOregon* III “regular” program has a total of forty projects. Sixteen projects are active. Twenty-four projects are complete.

- 3 projects are in design
- 11 projects are in construction
- 2 projects are started
- 24 projects are complete

Of the projects that are completed or ongoing, sixteen have expended 100% of the *ConnectOregon* III funds assigned.

The Sunset Empire Transportation District requested that ODOT cancel the Construct South County Transit Center Project in April 2011.

The *ConnectOregon* III Rural Airport Projects (CORA) program has a total of fifty-six projects. Seven projects are active. Forty-nine projects are complete. Six projects received CORA round two funding. Of those, three existing projects were amended to add funds and three new projects were added.

- 7 projects are started
- 49 projects are complete

Of the projects that are completed or ongoing, twenty-four have expended 100% of the *ConnectOregon* III funds assigned.

If for any reason a grant agreement with ODOT is not entered into within the prescribed 180 days, or if funds allocated to an Approved Project are not dispersed or are returned to ODOT for any reason, the Oregon Transportation Commission (OTC) will consider and may select “Replacement Projects” for subsequent assignment of funds. In the case of Rural Airport projects, the funds will be held for a second round of applications for Rural Airport projects receiving Federal Grants as prescribed in Oregon Administrative Rule (OAR) 731-035-0040(3) and OAR 731 035-0060(12).

The OTC may select a “Replacement Project” that is appropriate for the funds available (OAR 731-035-0070(2)) from the “Final Review Committee’s prioritized report. To determine the project that is most appropriate, the OTC will consider the minimum regional allocation requirement, project priority order, amount of funds available, project timelines, or other project-related information.

ConnectOregon IV

The *ConnectOregon IV* program has a total of thirty-eight projects. Thirty-six are active, and two are complete.

- 29 projects are in design
- 6 projects are in construction
- 1 projects are started
- 2 projects are complete

If for any reason a grant agreement with ODOT is not entered into within the prescribed 180 days, or if funds allocated to an Approved Project are not dispersed or are returned to ODOT for any reason, the Oregon Transportation Commission (OTC) will consider and may select "Replacement Projects" for subsequent assignment of funds.

Of the projects that are completed or ongoing, two have expended 100% of the *ConnectOregon IV* funds assigned.



ConnectOregon I OTC Report (Period ending: February 28, 2013)

Data Sources: TEAMS, Local Program Database

Summary of Construction:	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects not started:	0	0	0	\$ -	\$ -	\$ -
Projects in design:	0	0	0	\$ -	\$ -	\$ -
Projects in construction:	2	0	2	\$ 3,816,382	\$ -	\$ 3,816,382
Projects completed:	33	0	33	\$ 84,685,171	\$ -	\$ 84,685,171
	0	0	0			
Total Construction Projects:	35	0	35	\$ 88,501,553	\$ -	\$ 88,501,553

Summary Non-Construction:	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects in progress:	0	0	0	\$ -	\$ -	\$ -
Projects completed:	3	0	3	\$ 5,877,516	\$ -	\$ 5,877,516
Total Non-Construction Projects:	3	0	3	\$ 5,877,516	\$ -	\$ 5,877,516

Administration:	Previous Month	Change	Current Month
	1,050,405	\$ 59	1,050,464

Grand Total Connect Oregon Projects:	38	0	38	\$ 95,429,474	\$ 59	\$ 95,429,533
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Program Target: \$ 100,000,000
 Program Reserve: \$ -

Note: 1) The "Change" column reflects the difference in projects from the previous month to the current month. If the number of projects moving into a category equals the number of projects moving out of a category, no change will be reported.

Explanation of Program Changes: No changes were made during this this reporting period.



ConnectOregon II OTC Report Period ending: February 28, 2013)

Data Sources: TEAMS, Local Pr Database

Summary of Construction:

	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects not started:	0	0	0	\$ -	\$ -	\$ -
Projects in design:	1	-1	0	\$ -	\$ -	\$ -
Projects in construction:	2	0	2	\$ 8,246,421	\$ -	\$ 8,246,421
Projects completed:	26	0	26	\$ 72,560,443	\$ -	\$ 72,560,443
Projects cancelled:	0	1	1	\$ -	\$ -	\$ 545,753
Total Construction Projects:	29	-1	28	\$ 80,806,864	\$ -	\$ 81,352,617

Summary Non-Construction:

	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects in progress:	0	0	0	\$ -	\$ -	\$ -
Projects completed:	1	0	1	\$ 3,600,000	\$ -	\$ 3,600,000
Total Non-Construction Projects:	1	0	1	\$ 3,600,000	\$ -	\$ 3,600,000

Administration:

	\$ 623,025	\$ 351	\$ 623,376
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Grand Total Connect Oregon Projects:	30	-1	29	\$ 85,029,889	\$ 546,104	\$ 85,575,993
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Program Target:	\$ 100,000,000
Program Reserve:	\$ -

Note: 1) The "Change" column reflects the difference in projects from the previous month to the current month. If the number of projects moving into a category equals the number of projects moving out of a category, no change will be reported.

Explanation of Program Changes: No changes were made during this reporting period.



ConnectOregon III OTC Report (Period ending: February 28, 2013)

Data Sources: TEAMS, Local Program Database

Summary of Construction:

	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects not started	0	0	0	\$ -	\$ -	\$ -
Projects in design:	3	0	3	\$ 341,985	\$ 35,505	\$ 377,490
Projects in construction:	12	-1	11	\$ 14,557,811	\$ 1,567,265	\$ 16,125,076
Projects completed:	22	1	23	\$ 36,191,224	\$ 1,200,512	\$ 37,391,736
Projects cancelled:	1	0	1			
Total Construction Projects:	37	0	37	\$ 51,091,020	\$ 2,803,282	\$ 53,894,302

Summary Non-Construction:

	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects Not Started	0	0	0	\$ -	\$ -	\$ -
Projects in progress:	2	0	2	\$ 5,228,131	\$ 1,212,442	\$ 6,440,573
Projects completed:	1	0	1	\$ 424,413	\$ -	\$ 424,413
Total Non-Construction Projects:	3	0	3	\$ 5,652,544	\$ 1,212,442	\$ 6,864,986

Administration:

	\$ 520,585	\$ 9,221	\$ 529,806
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Grand Total Connect Oregon Projects:	40	0	40	\$ 57,264,149	\$ 4,024,945	\$ 61,289,094
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Program Target:	\$ 97,138,884
Program Reserve:	\$ -

Note: 1) The "Change" column reflects the difference in projects from the previous month to the current month. If the number of projects moving into a category equals the number of projects moving out of a category, no change will be reported.

Explanation of Program Changes: No changes were made during this reporting period.



ConnectOregon IV OTC Report Period ending: February 28, 2013

Data Sources: TEAMS, Local Pr. Database

Summary of Construction:

	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects not started	0	0	0	\$ -	\$ -	\$ -
Projects in design:	32	-3	29	\$ 21,385	\$ (17,862)	\$ 3,523
Projects in construction:	3	3	6	\$ 265,403	\$ 270,472	\$ 535,875
Projects completed:	2	0	2	\$ 45,000	\$ 167,481	\$ 212,481
Projects cancelled:	0	0	0			
Total Construction Projects:	37	0	37	\$ 331,788	\$ 420,091	\$ 751,879

Summary Non-Construction:

	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects Not Started	0	0	0	\$ -	\$ -	\$ -
Projects in progress:	1	0	1	\$ -	\$ -	\$ -
Projects completed:	0	0	0	\$ -	\$ -	\$ -
Total Non-Construction Projects:	1	0	1	\$ -	\$ -	\$ -

Administration:

	\$ 209,574	\$ 11,970	\$ 221,544
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Grand Total Connect Oregon Projects:	38	0	38	\$ 541,362	\$ 432,061	\$ 973,423
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Program Target:

Program Reserve:

\$ -

Note: 1) The "Change" column reflects the difference in projects from the previous month to the current month. If the number of projects moving into a category equals the number of projects moving out of a category, no change will be reported.

Explanation of Program Changes: Three projects moved from Design to Construction.

Format Rev 3.1



ConnectOregon III Rural Airports Projects (CORA) - OTC Report (Period ending: February 28, 2013)

Data Sources: TEAMS, Local Program Database

Summary of Construction:	Project Count			Project Expenses		
	Previous Month	Change	Current Month	Previous Month	Change	Current Month
Projects not started:	0	0	0	\$ -	\$ -	\$ -
Projects started:	8	-1	7	\$ 521,890	\$ 32,831	\$ 554,721
Projects completed:	48	1	49	\$ 1,925,459	\$ 10,445	\$ 1,935,904
Project Cancelled:	3	1	4			
Total Construction Projects:	56	0	56	\$ 2,447,349	\$ 43,276	\$ 2,490,625
Administration:				\$ 135,062	\$ 366	\$ 135,428
Grand Total Connect Oregon Projects:	56	0	56	\$ 2,582,411	\$ 43,642	\$ 2,626,053

Program Target: \$ 4,728,452
 Program Reserve: \$ -

Note: 1) The "Change" column reflects the difference in projects from the previous month to the current month. If the number of projects moving into a category equals the number of projects moving out of a category, no change will be reported.

Explanation of Program Changes: One project moved from Started to Complete during this reporting period.

American Recovery and Reinvestment Act (ARRA) Summary

Number of Projects	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
34	Active Projects	72,905,422	62,308,500	6,171,316	59,072,282
341	Closed Projects	212,282,530	206,710,952	86,429	206,710,952
7	Withdrawn				
382	TOTAL Projects	285,187,952	269,019,452	6,257,745	265,783,234

American Recovery and Reinvestment Act (ARRA)

PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
EWEB BIKE PATH: PIONEER PKWY - 31ST STREET (SPRINGFIELD) LOCAL	Closed	1,766	1,766	-	1,766
SALEM AVE: SHERMAN ST-UP RAILROAD PAVEMENT OVERLAY VARIOUS HIGHWAYS LINN COUNTY	Closed	1,044,911	1,040,875	-	1,040,875
SALEM AVE: SHERMAN ST.- UP RAILROAD PAVEMENT OVERLAY LOCAL PAVEMENT	Closed	43,129	3,129	-	3,129
HERSEY ST: OAK ST-ANN ST SIDEWALK (ASHLAND) VARIOUS HIGHWAYS JACKSON COUNTY	Closed	192,077	192,069	-	192,069
ASHLAND CITY STREETS: PAVEMENT OVERLAY LOCAL	Closed	20,096	20,096	-	20,096
HERSEY ST: OAK ST-ANN ST SIDEWALK (ASHLAND) LOCAL SIDEWALK RECONSTRUCTION	Closed	3,987	3,987	-	3,987
ASHLAND CITY STREETS: PAVEMENT OVERLAY JACKSON COUNTY	Closed	389,776	389,776	-	389,776
ASTORIA CITY STREETS: PAVEMENT RESURFACING CLATSOP COUNTY	Closed	230,336	195,779	-	195,779
ASTORIA CITY STREETS: PAVEMENT RESURFACING LOCAL	Closed	22,318	20,000	-	20,000
OR99E: MAIN ST - 4TH ST SIDEWALK (AURORA) PACIFIC EAST HIGHWAY MARION COUNTY	Closed	128,180	128,176	-	128,176
OR99E: MAIN ST - 4TH ST (AURORA) LOCAL CONSTRUCT SIDEWALKS, CURB, DRAINAGE & LANDSCAPE	Closed	344	344	-	344
LEO ADLER MEM PARKWAY: MADISON ST - COURT STREET BAKER COUNTY	Closed	217,064	217,064	-	217,064
HALL BLVD: HART RD - RIDGECREST DR OVERLAY LOCAL	Closed	46,672	46,672	-	46,672
LAURELWOOD AVE & 87TH AVE (BEAVERTON) LOCAL CONSTRUCTING SIDEWALKS & ADA RAMPS	Closed	212,581	212,581	-	212,581
FARMINGTON RD & CEDAR HILLS BLVD SIGNAL IMPROVEMENTS LOCAL	Closed	117,930	117,930	-	117,930
FARMINGTON RD & CEDAR HILLS BLVD SIGNAL IMPROVEMENTS / PURCHASE SIGNAL EQUIPMENT	Closed	274,380	274,380	-	274,380
HALL BLVD: HART RD-RIDGECREST DR OVERLAY (BEAVRTN) VARIOUS HIGHWAYS WASHINGTON	Closed	520,629	517,884	-	517,884
LAURELWOOD AVE & 87TH AVE SIDEWALKS (BEAVERTON) WASHINGTON COUNTY	Closed	419,196	418,307	-	418,307
FARMINGTON RD SIGNAL IMPROVEMENTS (BEAVERTON) WASHINGTON COUNTY	Closed	251,008	251,008	-	251,008
HALL BLVD: ALLEN BVD - HART RD (BEAVERTON) WASHINGTON COUNTY	Withdrawn	-	-	-	-
HALL BLVD: ALLEN BVD - HART RD (BEAVERTON) WASHINGTON COUNTY	Closed	106,462	106,462	-	106,462
HALL BLVD: ALLEN BVD - HART RD (BEAVERTON) WASHINGTON COUNTY	Closed	570,214	536,486	-	536,486
CITY OF BEND STREET PAVING VARIOUS HIGHWAYS DESCHUTES COUNTY	Closed	1,126,095	1,125,940	-	1,125,940
CITY OF BEND STREET PAVING LOCAL	Closed	52,943	50,014	-	50,014
N KNIGHTS BRIDGE RD: KNIGHTS BR N GRANT ST (CANBY) LOCAL	Closed	19,125	19,125	-	19,125
N KNIGHTS BRIDGE RD: KNIGHTS BR-N GRANT ST (CANBY) CLACKAMAS COUNTY	Closed	698,304	305,507	-	305,507
PINE STREET PAVEMENT RESURFACING (CENTRAL POINT) JACKSON COUNTY	Closed	337,283	337,276	-	337,276
PINE ST: 1ST ST TO 6TH ST (CENTRAL POINT) LOCAL REPAVE ROADWAY, INSTALL SIGNAGE & SIGNALS	Closed	24,877	24,877	-	24,877
US30 @ BREWERY GRADE INTERSECTION (THE DALLES) BREWERY GRADE ROAD WASCO COUNTY	Closed	281,926	281,926	-	281,926
US30 @ BREWERY GRADE INTERSECTION (THE DALLES) BREWERY GRADE ROAD WASCO COUNTY	Closed	2,242,098	2,242,098	-	2,242,098

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PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
E. LOCUST ST-N. DIAMOND ST (COBURG) LOCAL OVERLAY ROADWAYS & IMPROVE STREET DRAINAGE	Withdrawr	-	-	-	-
NORTH 10TH ST: CENTRAL AVE-CEDAR AVE PAVING COOS COUNTY	Closed	332,720	332,720	-	332,720
OR 8: N 10TH AVE-N 19TH AVE (CORNELIUS) RECNRSTRCT MAIN ST COUPLET/CURBS,SIDEWALK, & SIGNAL	Closed	24,265	24,265	-	24,265
OR 8: N 10TH AVE-N 19TH AVE (CORNELIUS) TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY	Closed	50,000	50,000	-	50,000
OR 8: N 10TH AVE-N 19TH AVE (CORNELIUS) TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY	Closed	445,659	445,659	-	445,659
CITY OF CORNELIUS STREETS OVERLAY & SEALING LOCAL CONCRETE SEALING & CRACK REPAIRS,	Closed	21,475	21,475	-	21,475
ARRA FHWA GRIND/INLAY (CORVALLIS) SEC VARIOUS HIGHWAYS BENTON COUNTY	Closed	736,146	736,146	-	736,146
CORVALLIS-PHILOMATH PATH RESURFACING VARIOUS HIGHWAYS Benton County	Closed	251,121	251,121	-	251,121
WESTERN:7-17TH & 5TH:WESTERN-9TH PAVING(CORVALLIS) BENTON COUNTY	Closed	430,158	407,712	-	407,712
NW 29TH ST: NW CIRCLE - NW WALNUT BLVD (CORVALLIS) Benton County	Closed	112,514	112,514	-	112,514
S 8TH ST & WOODSON BRDG APPR (COTTAGE GROVE) LOCAL CURB, GUTTER, SIDEWALK & SHOULDER	Closed	5,189	5,189	-	5,189
S 8TH ST & WOODSON BRDG APPROACH (COTTAGE GROVE) LANE COUNTY	Closed	175,361	175,361	-	175,361
COAST FK WILLAMETTE (CHAMBERS RR COVERED BR) PROJ LANE COUNTY	Active	489,329	489,330	-	489,330
DALLAS CITY STREETS: PAVING POLK COUNTY	Closed	394,364	351,894	-	351,894
DALLAS CITY STREETS: PAVING LOCAL PAVEMENT PRESERVATION PROJECT POLK	Closed	697	697	-	697
DELTA PONDS PATH: GOODPASTURE ISLAND DRIVE-ROBIN HOOD AVE CITY GRADE SEP BIKE/PED LANE	Closed	60,027	60,027	-	60,027
EUGENE TRAIN DEPOT (UNIT 2) LANE COUNTY	Closed	139,245	139,245	-	139,245
Delta Ponds Path: Goodpasture Island Rd. - Robin Hood Ave. City of Eugene Lane County	Closed	1,229,085	1,229,086	-	1,229,086
GARFIELD ST: W 6TH AVE - W 11TH AVE (EUGENE) LOCAL LOCAL PAVEMENT PRESERVATION PROJECT	Closed	31,626	31,626	-	31,626
CRESCENT AVE: GAMEFARM RD - 50'W OF SHADOWVIEW (EUGENE) LOCAL PAVEMENT PRESERVATION	Closed	6,000	6,000	-	6,000
HIGH ST: 3RD AVE - 17TH AVE (EUGENE) LOCAL LOCAL PAVEMENT PRESERVATION LANE	Closed	43,268	43,268	-	43,268
HIGH ST: 3RD AVE - 17TH AVE (EUGENE) LANE COUNTY	Withdrawr	-	-	-	-
11TH AVE & 13TH AVE PAVEMENT PRESERVATION (EUG) Lane County	Closed	691,951	691,951	-	691,951
CITY OF FLORENCE STREET PAVING PROJECT LOCAL PAVEMENT OVERLAY	Closed	15,000	15,000	-	15,000
CITY OF FLORENCE STREET PAVING PROJECT VARIOUS COUNTIES LANE COUNTY	Closed	186,437	186,437	-	186,437
FOREST GROVE TOWN CENTER LOCAL RD INCREASE PED/BIKE SAFETY THRU CONNECTIVITY	Closed	86,400	86,400	-	86,400
FOREST GROVE PED IMPROVEMENTS:19TH AVE-PACIFIC AVE WASHINGTON COUNTY	Closed	297,599	297,599	-	297,599
FOREST GROVE PED IMPROVEMENTS:19TH AVE-PACIFIC AVE WASHINGTON COUNTY	Closed	1,028,347	1,028,347	-	1,028,347
FOREST GROVE PED IMPROVEMENTS:INCREASE PED/BIKE SAFETY THRU CONNECTIVITY	Closed	9,222	9,222	-	9,222
GLADSTONE PAVEMENT PRESERVATION PROJECT LOCAL W/GRIND AT INTERSECTION CLACKAMAS	Closed	66,990	66,990	-	66,990
GLADSTONE PAVEMENT PRESERVATION PROJECT CLACKAMAS COUNTY	Closed	721,680	721,680	-	721,680
GRANTS PASS CITY STREETS: PAVEMENT RESURFACING JOSEPHINE COUNTY	Withdrawr	-	-	-	-
GRANTS PASS CITY STREETS: PAVEMENT RESURFACING LOCAL	Closed	60,000	60,000	-	60,000
GRANTS PASS CITY STREETS: PAVEMENT RESURFACING JOSEPHINE COUNTY	Closed	513,254	513,255	-	513,255

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PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
GRANTS PASS TRANSIT SHELTERS LOCAL CONSTRUCT 6 NEW TRANSIT SHELTERS JOSEPHINE	Closed	65,000	65,000	-	65,000
242ND / HOGAN RD: LOCAL WIDEN ST TO INCLUDE 4 TRAVEL LANES, CENTER & BIKE LANES, SIDEWALKS	Closed	34,033	34,033	-	34,033
242ND/HOGAN RD: GLISAN ST-STARK ST WIDENING	Closed	1,710,131	1,709,952	-	1,709,952
GRESHAM FAIRVIEW TRAIL: BURNSIDE-SPRINGWATER MULTNOMAH COUNTY	Closed	-	-	-	-
CITY OF HAPPY VALLEY STREET MAINT. & RECONSTRUCTION LOCAL - MINOR ART STREETS CLACKAMAS	Closed	80,051	80,051	-	80,051
CITY OF HAPPY VALLEY STREET MAINT & RECONST CLACKAMAS COUNTY	Closed	708,368	708,368	-	708,368
FEEDVILLE/KELLI BLVD:OR395-COOK INDUST SITE PAVING VARIOUS HIGHWAYS UMATILLA COUNTY	Closed	297,707	297,707	-	297,707
FEEDVILLE / KELLI BLVD: OR395-COOK INDUST SITE PAVING	Closed	14,068	14,068	-	14,068
ROCK CREEK TRAIL: ORCHARD PARK - NW WILKINS ST (HILLSBORO) LOCAL MULTI-USE PATH	Closed	138,000	138,000	-	138,000
1ST ST & MAIN AVE SIDEWALK & BIKE LANES (IRRIGON) VARIOUS HIGHWAYS MORROW COUNTY	Closed	151,184	150,365	-	150,365
1ST ST & MAIN AVE SIDEWALK & BIKE LANES (IRRIGON) VARIOUS HIGHWAYS MORROW COUNTY	Closed	1,377,596	1,377,597	-	1,377,597
1ST ST & MAIN AVE SIDEWALK & BIKE LANES (IRRIGON) LOCAL CONSTRUCT SIDEWALKS, BIKE LANE	Closed	94,570	94,570	-	94,570
C ST: BIKE / PED IMPROVEMENTS (JACKSONVILLE) LOCAL CONSTRUCT BIKE LANES AND SIDEWALK	Closed	62,938	58,000	-	58,000
C ST: BIKE/PED IMPROVEMENTS (JACKSONVILLE) JACKSON COUNTY	Closed	228,764	180,500	-	180,500
KEIZER: PAVEMENT RESURFACING PH2 MARION COUNTY	Closed	9,288	9,288	-	9,288
KEIZER: PAVEMENT RESURFACING PH2 MARION COUNTY	Closed	167,598	87,251	-	87,251
KEIZER:PH2 LOCAL PRESERVATION OF CORDON RD, GARFIELD ST, HARRISON ST	Closed	200	200	-	200
INTERMODAL PEDESTRIAN CONNECTIONS (KLAMATH FALLS) KLAMATH COUNTY	Closed	136,098	136,098	-	136,098
SPRUCE STREET: MONROE AVENUE - Z AVENUE (LAGRANDE) UNION COUNTY	Closed	230,956	230,823	-	230,823
SPRUCE STREET: MONROE AVE - Z AVE (LAGRANDE) LOCAL	Closed	11,575	11,575	-	11,575
ROYCE & MCNARY ST: PVMT GRIND/OVERLAY (LAKE OSWEGO) LOCAL GRIND & REPLACE	Closed	83,491	83,491	-	83,491
ROYCE & MCNARY ST: PVMT GRIND/OVERLAY(LAKE OSWEGO) CLACKAMAS COUNTY	Closed	395,395	395,395	-	395,395
2ND ST & AIRPORT RD PAVING & STRIPING (LEBANON) LINN COUNTY	Closed	253,673	253,673	-	253,673
2ND ST & AIRPORT RD PAVING & STRIPING (LEBANON) LOCAL	Closed	43,113	43,113	-	43,113
MCMINNVILLE STREETS:PAVEMENT RESURFACING&ADA RAMPS VARIOUS HIGHWAY YAMHILL COUNTY	Closed	100,815	100,815	-	100,815
MCMINNVILLE STREETS:PAVEMENT RESURFACING&ADA RAMPS VARIOUS HIGHWAY YAMHILL COUNTY	Closed	638,500	638,500	-	638,500
MCMINNVILLE STREETS:PAVEMENT RESURFACING&ADA RAMPS LOCAL	Closed	7,924	7,924	-	7,924
JACKSON ST: MAIN ST - 21ST AVE SIDEWALKS LOCAL RECONSTRUCT SIDEWALK & STREET SCAPE	Closed	159,574	159,574	-	159,574
JACKSON ST: MAIN ST-21ST AVE SIDEWALKS CLAKAMAS COUNTY	Closed	843,948	759,522	-	759,522
STADIUM DR AND JACKSON ST (MONMOUTH) POLK COUNTY	Closed	153,925	153,925	-	153,925
STADIUM DR & JACKSON ST (MONMOUTH) LOCAL PAVEMENT PRESERVATION PROJECT POLK	Closed	2,170	2,170	-	2,170
US26: MAIN ST SIDEWALKS & STREETSCAPE (MT VERNON) JOHN DAY HIGHWAY GRANT COUNTY	Closed	99,964	99,964	-	99,964
NEWBERG CITY STREETS: PAVEMENT RESURFACING LOCAL PAVEMENT PRESERVATION PROJECT YAMHILL	Closed	34,746	34,746	-	34,746
NEWBERG CITY STREETS; PAVEMENT RESURFACING YAMHILL COUNTY	Closed	453,487	449,218	-	449,218

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PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
BAY BLVD SIDEWALK, LIGHTS & PAVING (NEWPORT) LINCOLN COUNTY	Closed	712,932	583,000	-	583,000
BAY BLVD SIDEWALK, LIGHTS & PAVING (NEWPORT) LOCAL CURBS, GUTTERS	Closed	1,672	1,672	-	1,672
BAY BLVD SIDEWALK, LIGHTS & PAVING (NEWPORT) LOCAL CURBS, GUTTERS	Closed	260,000	10,000	-	10,000
TALENT AND PHOENIX OVERLAYS VARIOUS HIGHWAYS JACKSON COUNTY	Closed	392,835	381,549	-	381,549
NEWPORT CITY STREETS: LOCAL PAVEMENT PRESERVATION PROJECT LINCOLN	Closed	22,315	2,315	-	2,315
NEWPORT CITY STREETS: PAVEMENT RESURFACING LINCOLN COUNTY	Closed	191,502	191,502	-	191,502
SHERMAN AVE: NEWMARK ST-CITY LIMITS (NORTH BEND) COOS COUNTY	Closed	36,514	36,514	-	36,514
SHERMAN AVE: NEWMARK ST-CITY LIMITS (NORTH BEND) COOS COUNTY	Closed	196,698	196,699	-	196,699
N OREGON ST: IDAHO AVE-NW 1ST ST (ONTARIO) VARIOUS HIGHWAY MALHEUR COUNTY	Closed	-	-	-	-
N OREGON ST: IDAHO AVE-NW 1ST ST (ONTARIO) VARIOUS HIGHWAY MALHEUR COUNTY	Closed	244,785	244,785	-	244,785
N OREGON ST: IDAHO AVE-NW 1ST ST (ONTARIO) VARIOUS HIGHWAY MALHEUR COUNTY	Closed	1,936,305	1,746,414	-	1,746,414
WARNER MILNE RD: BEAVERCREEK-MOLALLA (OREGON CITY) CLACKAMAS COUNTY	Closed	2,369,582	1,152,242	-	1,152,242
MCLOUGHLIN PROMENADE:7TH ST-S 1ST ST (OREGON CITY) VARIOUS HIGHWAYS CLACKAMAS COUNTY	Closed	1,111,252	1,065,721	-	1,065,721
WARNER MILNE RD:BEAVERCRK-MOLALLA (OREGON CITY) LCL REALIGN INTRRCTN, SIGNALS, SIDEWLKS	Closed	14,152	14,152	-	14,152
TUTUILLA RD: US395/SOUTHGATE-SW ATHENS WAY UMATILLA COUNTY	Closed	357,100	357,100	-	357,100
TUTUILLA RD US395/SOUTHGATE - SW ATHENS WAY LOCAL	Closed	19,960	19,960	-	19,960
N. GOING STREET BRIDGE REHABILITATION FOR INDUSTRY DEVELOPMENT AT SWAN ISL	Closed	-	-	-	-
NW 23rd Ave.: Lovejoy - Burnside Multnomah County	Closed	432,000	432,000	-	432,000
SE Portland Pavement Preservation Projects Multnomah County	Closed	2,092,099	2,092,099	-	2,092,099
SW & E Portland Sidewalk Infill Multnomah County	Closed	1,218,730	1,218,729	-	1,218,729
PORTLAND BICYCLE BOULEVARD IMPROVEMENTS LOCAL STRIPING, SIGNAGE AND WAYFINDING	Closed	70,332	70,332	-	70,332
82ND AVE COLUMBIA INTERSECTION IMPRVTS LOCAL ADD RGT TURN LN TO WB COLUMBIA FROM 82ND	Closed	200,000	200,000	-	200,000
SPRINGWATER TRAIL: UPRR BRDG-EAST CITY BORDER	Closed	99,358	99,358	-	99,358
SE PORTLAND PAVEMENT PRESERVATION PROJECTS LOCAL	Closed	15,292	15,292	-	15,292
Springwater Trail: UPRR Bridge - East City Border Multnomah and Clackamas Counties	Closed	1,151,766	1,151,766	-	1,151,766
SW & E PORTLAND SIDEWALKS INFILL LOCAL CONSTRUCT SIDEWALKS, PLANT TREES MULTNOMAH	Closed	175,906	175,906	-	175,906
South Auditorium Lighting - Phase 1 (Portland) Multnomah County	Active	5,597,525	5,334,620	-	5,329,760
Portland Bicycle Boulevard Improvements Multnomah County	Closed	705,488	705,488	-	705,488
Union Station Facility Improvements Phase II Multnomah County	Active	4,961,130	873,742	-	865,011
2ND ST EGRESS TO OR126/3RD ST (PRINEVILLE) LOCAL ONE BLOCK OF NEW STREET CONSTRUCTION	Closed	4,127	4,127	-	4,127
2ND ST EGRESS TO OR126/3RD ST (PRINEVILLE) VARIOUS HIGHWAYS CROOK COUNTY	Closed	280,993	280,975	-	280,975
PRINEVILLE CITY STREETS: PAVEMENT RESURFACING CROOK COUNTY	Closed	221,629	218,675	-	218,675
PRINEVILLE CITY STREET: PAVEMENT RESURFACING LOCAL PAVEMENT OVERLAY AND STRIPING	Closed	3,312	3,312	-	3,312
5TH ST & 6TH ST: SW GLACIER-JACKPINE (REDMOND) LOCAL STREET RECONSTRUCTION	Closed	3,468	3,468	-	3,468

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5TH ST: SW GLACIER-JACKPINE (REDMOND) VARIOUS HIGHWAY DESCHUTES COUNTY	Closed	541,225	541,225	-	541,225
5TH ST: SW GLACIER-JACKPINE (REDMOND) VARIOUS HIGHWAY DESCHUTES COUNTY	Closed	3,475,888	3,116,733	-	3,116,733
GARDEN VLLY BLVD: STEWART PKWY-WCL (ROSEBURG) VARIOUS HIGHWAY DOUGLAS COUNTY	Closed	681,976	658,791	-	658,791
COLUMBIA BLVD: US30-1ST ST PAVING (ST HELENS) COLUMBIA COUNTY	Closed	219,013	204,385	-	204,385
COLUMBIA BLVD: US30 - 1ST STREET PAVING (ST HELENS) LOCAL	Closed	59,452	59,452	-	59,452
UNION STREET RR BRDG:L LOCAL LEAD PAINT ABATEMENT & REPAINTING UPPER PROTIONS OF BRIDGE	Closed	20,214	20,214	-	20,214
RESURFACE ARTERIALS (CITY OF SALEM) LOCAL RESURFACE	Closed	252,945	252,945	-	252,945
RESURFACE ARTERIALS(CITY OF SALEM) MARION COUNTY	Closed	3,572,578	3,572,579	-	3,572,579
UNION ST RR BRDG: PH2 STEEL TRUSS PAINTING (SALEM) MARION COUNTY	Active	2,066,708	2,066,708	-	2,045,039
BIKE/PED PATH: UNION ST RR TO GLEN CREEK ROAD LOCAL BICYCLE/PEDESTRIAN PATH	Active	50,000	50,000	-	50,000
US30:OLD PORTLAND RD-CROWN ZELLERBACH RD SIDEWALKS VARIOUS HIGHWAYS COLUMBIA	Closed	81,777	81,777	-	81,777
US30:OLD PORTLAND RD-CROWN ZELLERBACH RD SIDEWALKS VARIOUS HIGHWAYS COLUMBIA	Closed	169,514	169,514	-	169,514
US30:OLD PORTLAND RD-CROWN-ZELLERBACH RD LOCAL CURB, GUTTER, SIDEWALK	Closed	59,079	59,079	-	59,079
SHERWOOD BLVD: 3RD ST-LANGER DR OVERLAY (SHERWOOD) LOCAL	Closed	23,667	23,667	-	23,667
WESTFIELD, C ST & JAMES ST SIDEWALKS (SILVERTN) LOCAL SIDEWALK AND BICYCLE CONSTRUCTION	Withdrawr	-	-	-	-
23RD ST: YOLANDA - HAYDEN BRIDGE RD (SPRINGFIELD) LOCAL PAVEMENT PRESERVATION LANE	Withdrawr	-	-	-	-
PIONEER PARKWAY: HAYDEN BR - Q ST (SPRINGFIELD LOCAL PAVEMENT PRESERVATION LANE	Closed	68,315	68,315	-	68,315
PIONEER PKWY & HARLOW/HAYDEN BR RD PAVING (SPGFLD) LANE COUNTY	Closed	1,968,740	1,968,740	-	1,968,740
TRAFFIC SIGNAL REHAB & STREET LIGHT REPL (SPRGFLD) VARIOUS HIGHWAYS LANE COUNTY	Closed	177,132	177,132	-	177,132
SPRINGFIELD LOCAL REPLACE CURRENT LIGHTS W/ HIGH PRESSURE OR METAL HALIDE LANE	Closed	15,800	15,800	-	15,800
TRAFFIC SIGNAL ENHANCEMENT & REHABIITAITON (SPRINGFIELD) LOCAL MODITY TRAFFIC SIGNALS	Closed	12,210	12,210	-	12,210
TALENT AND PHOENIX LOCAL REPAVE ROADWAY, INSTALL SIGNAGE AND SIGNALS JACKSON	Closed	43,161	43,161	-	43,161
BONITA, DURHAM & 72ND AVE OVERLAY (TIGARD) LOCAL	Closed	46,058	46,058	-	46,058
SALAMO RD: BARRINGTON DR-ROSEMONT (WEST LINN) LOCAL	Closed	84,711	84,711	-	84,711
SALAMO RD: BARRINGTON DR-ROSEMONT (WEST LINN) CLACKAMAS COUNTY	Closed	1,252,648	1,049,814	-	1,049,814
WEST LINN TRAIL BIKE/PED PATH LOCAL PE AND ENVIRONMENTAL	Active	250,000	250,000	-	163,183
BARBER ST: BOONES FERRY RD-BOBERG RD (WILSONVILLE) LOCAL WIDEN ST-BIKE LANES & SIDEWALK	Closed	24,500	24,500	-	24,500
BARBER ST:BOONES FERRY RD-BOBERG RD (WILSONVILLE) CLACKAMAS COUNTY	Closed	654,688	623,424	-	623,424
WINGVILLE LANE #1122: MP 0.0-MP 4.76 BAKER COUNTY	Closed	419,159	419,159	-	419,159
WINGVILLE LANE # 122: MP 0.0 - MP 4.76LOCAL GRIND EXISTING PAVEMENT, BASE ROCK & REPAVE	Closed	13,272	13,272	-	13,272
SCENIC DRIVE & ALPINE RD PAVEMENT OVERLAY VARIOUS HIGHWAY Benton County	Closed	320,498	317,998	-	317,998
CAMPUS WAY M/U PATH: 35TH ST-53RD ST (CORVALLIS) VARIOUS HIGHWAYS Benton County	Closed	76,200	76,201	-	76,201
SPRINGHILL DRIVE: BUENA VISTA RD - INDPENDENCE HWY	Closed	37,177	37,177	-	37,177
SPRINGHILL DRIVE: BUENA VISTA RD - INDPENDENCE HWY	Closed	102,007	98,725	-	98,725

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PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
SW Stafford Road at SW Mountain Road Clackamas County, Oregon	Active	555,531	553,531	-	541,372
KING RD PRESERVATION: WICHITA-82ND CLACKAMAS COUNTY	Active	131,075	131,075	-	74,669
KING RD PRESERVATION: WICHITA-82ND(CLACKAMS CO) CLACKAMAS COUNTY	Active	460,689	460,689	-	460,689
SUNNYSIDE RD: 82ND AVE-122ND PAVING & SIGNALS CLACKAMAS COUNTY	Active	267,990	267,990	-	262,738
SUNNYSIDE RD: 82ND AVE-122ND PAVING & SIGNALS CLACKAMAS COUNTY	Active	906,997	906,997	-	906,997
LEWIS & CLARK RD: TUCKER CRK RD-LYNGSTAD HTS LN LOCAL	Closed	17,126	17,126	-	17,126
LEWIS & CLARK RD: TUCKER CRK RD-LYNGSTAD HTS LN VARIOUS HIGHWAY CLATSOP COUNTY	Closed	557,981	542,394	-	542,394
PORT OF ASTORIA PEDESTRIAN ACCESS PATHS CLATSOP COUNTY	Active	432,686	432,686	-	432,686
APIARY RD MP 14 - MP 19 PAVEMENT RESURFACING LOCAL	Closed	50,948	50,948	-	50,948
APIARY RD: MP 14 - MP 19 PAVEMENT RESURFACING VARIOUS HIGHWAYS COLUMBIA COUNTY	Closed	773,549	728,584	-	728,584
CENTRAL BLVD: OR42-10TH ST PAVING & SIGNS COOS COUNTY	Closed	697,848	424,459	-	424,459
CENTRAL BLVD: OR 42 - 10TH ST PAVING & SIGNS LOCAL	Closed	91,002	60,000	-	60,000
S COOS RIVER RD: ANSON ROGERS BRDG REPAIR LOCAL BRIDGE REPAIR COOS	Closed	56,029	50,000	-	50,000
SHERMAN AVE NEWMARK ST-CITY LIMITS (NORTH BEND) LOCAL	Closed	1,749	1,749	-	1,749
S COOS RIVER RD: ANSON ROGERS BRDG REPAIR COOS COUNTY	Closed	359,047	358,970	-	358,970
LONE PINE RD & SMITH ROCK WAY PAVING VARIOUS HIGHWAYS CROOK COUNTY	Closed	100,000	100,000	-	100,000
LONE PINE RD & SMITH ROCK WAY PAVING VARIOUS HIGHWAYS CROOK COUNTY	Closed	677,241	431,412	-	431,412
LONE PINE RD & SMITH ROCK WAY PAVING LOCAL CROOK	Closed	23,351	23,351	-	23,351
HUNTINGTON RD/RIVERVIEW DR: S CENTURY - BURGESS RD VARIOUS HIGHWAY DESCHUTES COUNTY	Closed	1,115,830	1,074,637	-	1,074,637
HUNTINGTON RD: S CENTURY DR-BURGESS RD PAVING LOCAL DESCHUTES	Closed	19,842	19,842	-	19,842
DILLARD HWY/CR #387: MP 0.71-MP 5.85 PAVING LOCAL DOUGLAS	Closed	28,088	28,088	-	28,088
DILLARD HWY/CR #387: MP 0.71-MP 5.85 PAVING DOUGLAS COUNTY	Closed	1,511,675	1,511,627	-	1,511,627
COUNTY RD 51 (ADAMS RD): MP 0-MP 3.24 GRANT COUNTY	Closed	340,136	336,793	-	336,793
SILVER CREEK RD & GREENHOUSE LN CHIP SEALS VARIOUS ROADS HARNEY COUNTY	Closed	405,635	405,634	-	405,634
SILVER CREEK RD & GREENHOUSE LN CHIP SEAL LOCAL CHIP SEAL OVERLAY HARNEY	Closed	5,751	5,751	-	5,751
BELMONT DR & COOPER SPUR RD OVERLAY LOCAL HOOD RIVER	Closed	45,393	45,393	-	45,393
BELMONT DR & COOPER SPUR RD OVERLAY HOOD RIVER COUNTY	Closed	381,026	381,026	-	381,026
JACKSON COUNTY ROADS: PAVEMENT RESURFACING LOCAL JACKSON	Closed	84,999	84,999	-	84,999
BARNETT ROAD - BLUE HERON PARK UNIT 2C JACKSON COUNTY	Closed	1,058,177	1,058,176	-	1,058,176
JACKSON COUNTY ROADS: PAVEMENT RESURFACING VARIOUS HIGHWAY JACKSON COUNTY	Closed	1,448,753	1,390,796	-	1,390,796
LONE PINE RD: MP 0.0-MP 3.7 PAVING VARIOUS HIGHWAYS JEFFERSON COUNTY	Closed	432,188	432,189	-	432,189
LONE PINE ROAD: MP0.0 TO MP 3.7 PAVING LOCAL JEFFERSON	Closed	15,527	15,527	-	15,527
OLD HWY 99: WOLF CREEK ROAD OVERLAY LOCAL JOSEPHINE	Closed	1,387	1,387	-	1,387
OLD HWY 99: MP 0.00-0.67 OVERLAY (WOLF CREEK) BREWERY GRADE ROAD JOSEPHINE COUNTY	Closed	205,459	203,617	-	203,617

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PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
WASHBURN WAY: CROSBY-JOE WRIGHT RD (KFALLS) LOCAL PAVEMENT OVERLAY AND SIGNALS	Closed	55,811	55,811	-	55,811
WASHBURN WAY: CROSBY-JOE WRIGHT RD PAVING (KFALLS) KLAMATH COUNTY	Closed	963,054	963,055	-	963,055
EWEB BIKE PATH: PIONEER PKWY-31ST ST (SPRINGFIELD) VARIOUS HIGHWAY LANE COUNTY	Closed	308,234	308,192	-	308,192
CLEAR LAKE RD & MARCOLA RD PAVING LOCAL LANE	Closed	75,421	75,421	-	75,421
CLEAR LAKE RD & MARCOLA RD PAVING VARIOUS HIGHWAYS LANE COUNTY	Closed	1,542,383	1,542,383	-	1,542,383
RIVER ROAD AREA COLLECTORS OVERLAY (LANE CO) LOCAL LOCAL PRESERVATION PROJECT LANE	Closed	69,038	69,038	-	69,038
RIVER RD AREA, 23RD ST & COBURG AREA OVERLAYS VARIOUS HIGHWAYS LANE COUNTY	Closed	88,256	88,256	-	88,256
RIVER RD AREA, 23RD ST & COBURG AREA OVERLAYS VARIOUS HIGHWAYS LANE COUNTY	Closed	1,141,190	967,641	-	967,641
1ST AVE: SENECA RD - BERTELSEN RD (EUGENE) LOCAL LOCAL PRESERVATION PROJECT LANE	Closed	23,056	23,056	-	23,056
REGIONAL TRANSPORTATION-LAND USE MODELING SYSTEM / LANE COUNCIL OF GOVERNMENTS	Active	-	-	-	-
NORTH BANK RD & SCHOONER CREEK RD PAVING LOCAL LINCOLN	Closed	44,064	44,064	-	44,064
NORTH BANK RD & SCHOONER CREEK RD PAVING LINCOLN COUNTY	Closed	196,720	196,720	-	196,720
NORTH BANK RD & SCHOONER CREEK RD PAVING LINCOLN COUNTY	Closed	981,792	736,671	-	736,671
STAYTON - SCIO ROAD: MP 0.1 - MP 8.75 PAVING LOCAL LINN	Closed	42,693	42,693	-	42,693
STAYTON-SCIO RD & OAKVILLE RD PAVING (LINN COUNTY) BREWERY GRADE ROAD LINN COUNTY	Closed	196,700	196,700	-	196,700
STAYTON-SCIO RD & OAKVILLE RD PAVING (LINN COUNTY) BREWERY GRADE ROAD LINN COUNTY	Closed	1,269,904	1,157,737	-	1,157,737
FOOTHILL DR/HALLIDAY ST/RAILROAD AVE PVMT OVERLAY MALHEUR COUNTY	Closed	676,056	676,056	-	676,056
FOOTHILL DR / HALLIDAY ST/ RAILROAD AVE PVMT OVERLAY LOCAL MALHEUR	Closed	12,689	12,689	-	12,689
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING MARION COUNTY	Closed	-	-	-	-
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING MARION COUNTY	Closed	1,463,956	1,457,104	-	1,457,104
MARION COUNTY & KEIZER LOCAL RESURFACING MARION	Closed	2,254	2,254	-	2,254
MARION COUNTY & KEIZER: PAVEMENT RESURFACING MARION COUNTY	Closed	1,263,636	1,263,510	-	1,263,510
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING LOCAL MARION	Closed	10,000	10,000	-	10,000
LANCASTER DR @ DURBIN LOCAL UPGRADE SIGNAL TO IMPROVE SAFETY MARION	Closed	47,459	47,459	-	47,459
LANCASTER DR @ DURBIN SIGNAL REPLACEMENT MARION COUNTY	Closed	368,076	367,813	-	367,813
BUENA VISTA LOCAL REPLACE FERRY BOAT AND IMPROVMENTS TO FERRY TERMINIAL	Closed	532,840	532,840	-	532,840
BUENA VISTA FERRY REPLACEMENT MARION COUNTY	Active	1,544,528	1,544,528	-	1,544,528
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING PH2 MARION COUNTY	Closed	59,470	59,470	-	59,470
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING PH2 MARION COUNTY	Closed	268,845	263,025	-	263,025
MARION COUNTY & WOODBURN: PAVEMENT RESURFACING PH2 LOCAL	Closed	2,203	2,203	-	2,203
BUENA VISTA FERRY REPLACEMENT MARION COUNTY	Closed	1,146,080	1,146,080	-	1,146,080
UPPER RHEA CREEK RD: MP 2.2 - MP 4.5 PAVING MORROW COUNTY	Closed	461,108	461,078	-	461,078
SE 282ND AVE @ STONE ROAD VARIOUS HIGHWAY MULTNOMAH COUNTY	Closed	184,655	184,655	-	184,655
HALSEY ST & STARK ST SIDEWALKS (MULTNOMAH CO) MULTNOMA COUNTY	Active	440,000	366,688	-	366,688

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NW CORNELIUS PASS RD SAFETY IMPROVEMENTS MULTNOMAH COUNTY	Closed	239,660	208,066	-	208,066
HALSEY ST & STARK ST SIDEWALKS (MULTNOMAH CO) LOCAL CONSTRUCT SIDEWALKS MULTNOMAH	Closed	220,000	40,000	-	40,000
CORNELIUS PASS RD: US30 -MP 5.0 LOCAL INSTALL SIGNS & SIGNALS, GUARDRAIL REPAIR MULTNOMAH	Closed	11,934	11,934	-	11,934
PAVEMENT PRESERVATION TIGARD, SHERWOOD & CORNELIUS MULTNOMAH COUNTY	Closed	1,609,228	1,605,634	144	1,605,634
MULTNOMAH COUNTY STREET OVERLAYS VARIOUS HIGHWAYS MULTNOMAH COUNTY	Closed	1,679,079	1,210,981	-	1,210,981
FALLS CITY RD: MP 0-MP 3.8 PAVING VARIOUS HIGHWAY POLK COUNTY	Closed	448,097	448,097	-	448,097
FALLS CITY RD: MP 0 - MP 3.8 PAVING LOCAL POLK	Closed	29,671	29,671	-	29,671
LONG PRAIRIE RD, JOHNSON BRIDGE RD APPROACHES TILLAMOOK COUNTY	Closed	696,925	626,548	-	626,548
BOULDER CREEK (BEAVER-BLAINE ROAD) BRIDGE TILLAMOOK COUNTY	Active	784,474	784,474	-	784,474
DESPAIN GULCH RD: PNDLTN-COLD SPR HWY-MP 6 PAVING VARIOUS ROADS UMATILLA COUNTY	Closed	172,962	172,962	-	172,962
DESPAIN GULCH RD: PNDLTN-COLD SPR HWY-MP 6 PAVING VARIOUS ROADS UMATILLA COUNTY	Closed	698,807	697,950	-	697,950
DESPAIN GULCH RD: PNDLTN - COLD SPR HWY - MP 6 PAVING LOCAL UMATILLA	Closed	12,821	12,821	-	12,821
UPPER DIAMOND LN: OR82 - LOWER DIAMOND LN WALLOWA COUNTY	Closed	375,435	375,242	-	375,242
UPPER DIAMOND LN: OR82 - LOWER DIAMOND LN WALLOWA LAKE WALLOWA	Closed	8,388	8,388	-	8,388
WASCO COUNTY ROADS: PAVEMENT OVERLAY WASCO COUNTY	Closed	377,526	377,527	-	377,527
WASCO COUNTY ROADS: PAVEMENT OVERLAY LOCAL WASCO	Closed	11,350	11,350	-	11,350
PAVEMENT OVERLAYS - RURAL LOCAL WASHINGTON	Closed	109,216	109,216	-	109,216
BRIDGE GUARDRAIL LOCAL UPGRADE BRIDGE GUARDRAILS AT VARIOUS LOCATIONS WASHINGTON	Closed	58,757	58,757	-	58,757
SCHOOL ZONE LOCAL INSTALL SOLAR-POWERED SCHOOL ZONE FLASHER UNITS WASHINGTON	Closed	37,013	37,013	-	37,013
ILLUM, SIGN REPLACEMENT LOCAL NEW SIGNAL; REPLACE SIGNS WASH	Closed	43,734	43,734	-	43,734
PAVEMENT OVERLAYS - URBAN LOCAL WASHINGTON	Closed	160,005	160,005	-	160,005
TRAFFIC SIGNAL RETIMING / SIGNAL RETIMING TO IMPROVE TRAFFIC FLOW / WASHINGTON COUNTY	Closed	579,847	579,847	-	579,847
PAVEMENT OVERLAYS - RURAL WASHINGTON COUNTY	Closed	64,948	64,948	-	64,948
PAVEMENT OVERLAYS - RURAL WASHINGTON COUNTY	Closed	628,420	628,406	-	628,406
PAVEMENT OVERLAYS - URBAN WASHINGTON COUNTY	Closed	1,671,234	1,632,708	-	1,632,708
BANKS-VERNONIA TRAIL: SOUTH TRAILHEAD-BANKS RD WASHINGTON COUNTY	Closed	268,361	268,361	-	268,361
SCHOOL ZONE FLASHER UNITS WASHINGTON COUNTY	Closed	237,663	225,000	-	225,000
FLASHING YELLOW ARROWS & ILLUM SIGN REPLACEMENT VARIOUS COUNTIES	Closed	593,707	593,537	-	593,537
EMERGENCY VEHICLE SIGNAL PRE-EMPTION LOCAL PHASE SELECTORS FOR 86 INTERSECTIONS WASH	Closed	19,576	19,576	-	19,576
TRAFFIC SIGNAL VIDEO DETECTION WASHINGTON COUNTY	Closed	148,952	148,952	-	148,952
TRAFFIC SIGNAL VIDEO DETECTION WASHINGTON COUNTY	Closed	429,419	429,419	-	429,419
TRAFFIC SIGNAL VIDEO DETECTION LOCAL VIDEO DETECTION SYSTEM INSTALLATIONS WASHINGTON	Closed	38,766	38,766	-	38,766
PEDESTRIAN COUNTDOWN LOCAL INSTALL/UPGRADE PED DISPLAYS AT 150 INTERSECTIONS WASH	Closed	29,425	29,425	-	29,425
PED COUNTDOWN & EMERGENCY SIGNAL IMPROVEMENTS WASHINGTON COUNTY	Closed	568,278	568,263	-	568,263

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BRIDGE GUARDRAIL UPGRADES WASHINGTON COUNTY	Closed	211,268	211,034	-	211,034
BANKS-VERNONIA TRAIL: SOUTH TRAILHEAD-BANKS RD LOCAL ROW FOR SHARED USE PATH WASHTN	Closed	120,966	120,966	-	120,966
TRAFFIC SIGNAL VIDEO DETECTION LOCAL INSTALL VIDEO DETECTION EQPMT AT 40 LOCATIONS WASH	Closed	7,893	5,000	-	5,000
TRAFFIC SIGNAL VIDEO DETECTION PHASE 2 WASHINGTON COUNTY	Closed	734,037	733,980	-	733,980
UPPER ROWE CREEK RD: MP 1-MP 8 WHEELER COUNTY	Closed	14,764	14,764	-	14,764
UPPER ROWE CREEK RD: MP 1-MP 8 WHEELER COUNTY	Closed	211,790	211,790	-	211,790
UPPER ROWE CREEK RD: MP1 - MP 8	Closed	16,729	16,729	-	16,729
BAKER CREEK RD: MICHELBOOK LN-POWER HOUSE HILL RD VARIOUS HIGHWAYS YAMHILL COUNTY	Closed	698,905	698,518	-	698,518
YAMHILL COUNTY PAVEMENT RESURFACING YAMHILL COUNTY	Closed	268,419	238,056	-	238,056
YAMHILL COUNTY PAVEMENT RESURFACING LOCAL PAVEMENT OVERLAY YAMHILL	Closed	292	292	-	292
OR 99/238 PAVING (GRANTS PASS) VARIOUS GRIND AND INLAY PAVEMENT JOSEPHINE	Closed	18,193	18,193	-	18,193
OR 99/238 PAVING (GRANTS PASS) VARIOUS HIGHWAY JOSEPHINE COUNTY	Closed	850,555	850,555	-	850,555
OR 99/238 PAVING (GRANTS PASS) VARIOUS HIGHWAY JOSEPHINE COUNTY	Closed	1,705,000	1,705,000	-	1,705,000
US30: COURT-DORION (PENDLETON)-OR11@ ATHENA PENDLETON HIGHWAY UMTAILLA COUNTY	Closed	899,516	899,516	-	899,516
US20:PIONEER MTN LOOP RD-YAQUINA RIVER CORVALLIS-NEWPORT RE ALIGNEMNT IN ORIGINAL DESIGN	Closed	318,014	317,976	38	317,976
REGION 2 GUARDRAIL IMPROVEMENTS VAR ROADS VARIOUS COUNTIES	Closed	989,948	989,906	42	989,906
BIRCH STREET (BAKER CITY) IMPROVEMENTS VARIOUS HIGHWAYS BAKER COUNTY	Closed	537,812	537,687	124	537,687
OR7:DEWEY AVE. UPRR U'XING (BAKER CITY) VARIOUS HIGHWAY BAKER COUNTY	Closed	1,229,497	1,228,590	906	1,228,590
TRANSPORT REG ART TRAFFIC CNTRL ENH PROJ VAR HWYS UPDATE CONTROLLERS 277 LOCATIONS	Closed	381,945	381,945	-	381,945
TRANSPORT REG ARTERIAL TRAFFIC CONTROL ENH PROJ	Active	2,771,492	2,771,492	-	2,384,616
W OREGON REST AREAS: RESTRMS & PAVING LOCAL WASTEWTR TREATMNT,ADA UPGRADES	Closed	4,399	4,399	-	4,399
E OREGON REST AREAS: RESTROOMS & PAVING VARIOUS COUNTIES	Closed	24,871	24,871	-	24,871
E OREGON REST AREAS: RESTROOMS & PAVING VARIOUS COUNTIES	Closed	850,000	850,000	-	850,000
W OREGON REST AREAS: RESTROOMS & PAVING VARIOUS COUNTIES	Closed	21,631	21,631	-	21,631
W OREGON REST AREAS: RESTROOMS & PAVING VARIOUS COUNTIES	Closed	902,687	830,000	-	830,000
ALBANY & EASTERN RR RAIL UPGRADE / VAR HIGHWYS/ PE TO REPLACE 7 MI OF RAIL & TIES	Closed	30,000	30,000	-	30,000
CITY OF PRINEVILLE RAIL REHABILITATION / PE TO REHABILITATE RAILROAD CROSSINGS / CROOK	Closed	19,488	19,488	-	19,488
PORTLAND & WESTERN RR - OE YARD / PE TO REHABILITATE RAILROAD CROSSINGS / LINN COUNTY	Closed	50,000	50,000	-	50,000
COOS BAY RAIL LINE REHABILITATION / PE TO REPAIR UNSAFE RAIL TUNNELS / LANE AND DOUGLAS	Closed	20,000	20,000	-	20,000
RAIL SERVICE IMPROVEMENTS (PORT OF MORROW) / PE FOR RAIL SYSTEM IMPROVEMENTS MORROW	Closed	30,000	30,000	-	30,000
NORTH PORTLAND JCT CROSSOVERS / PE TO CONSTRUCT CROSSOVERS / MULTNOMAH COUNTY	Closed	49,908	49,908	-	49,908
BNSF NORTH PORTLAND JCT. CROSSOVRS CONSTRCT 2 NEW CROSSOVRS AND REPLACE ON EXISTING	Withdrawr	-	-	-	-
BIRCH ST (BAKER CITY) IMPROVEMENTS PAVING WITH CURB AND GUTTER BAKER	Closed	24,337	24,337	-	24,337
CITY OF PRINEVILLE RAIL REHA / CONSTRUCTION TO REHABILITATE RAILROAD CROSSINGS CROOK	Closed	1,014,775	1,014,775	-	1,014,775

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ALBANY & EASTERN RR / VAR HIGHWYS, LINN COUNTY / CONSTRUCTION TO REPLACE 7 MI OF RAIL	Closed	2,951,649	2,951,649	-	2,951,649
PORTLAND & WESTERN RR - OE YARD / CONSTRUCTION TO REHABILITATE RAILROAD CROSSINGS LINN	Closed	1,427,700	1,427,700	-	1,427,700
COOS BAY RAIL LINE REHAB / CONSTRUCTION TO REPAIR UNSAFE RAIL TUNNELS LANE AND DOUGLAS	Closed	2,480,000	2,480,000	-	2,480,000
NORTH PORTLAND JCT CROSSOVERS / CONSTRUCTION TO BUILD CROSSOVERS / MULTNOMAH COUNTY	Closed	4,264,038	4,264,038	-	4,264,038
RAIL SERVICE IMPROVEMENTS (PORT OF MORROW) / CONSTRUCTION MORROW	Closed	1,454,400	1,454,400	-	1,454,400
E. OREGON REST AREAS: RESTROOMS & PAVING LOCAL REPLACE OR RETROFIT AT 6 SITES AND PAVE 1 SI	Closed	9,727	9,727	-	9,727
CURRY COUNTY/CITY OF BROOKINGS PAVING CURRY COUNTY	Closed	642,011	641,936	-	641,936
OREGON WORKFORCE DEVELOPMENT PROGRAM (ARRA) / STATEWIDE PROGRAM	Active	880,000	880,000	-	764,878
REGION 2 ILLUMINATION & ITS IMPROVEMENTS VARIOUS HIGHWAYS VARIOUS COUNTIES	Closed	2,181,891	2,181,891	-	2,181,891
SILETZ INDIANS WORKFORCE DEVELOPMENT PROGRAM	Active	60,010	60,010	-	10,328
PRE-APPRENTICESHIP EDUCATION FOR IRONWORK & WELDING PROGRAM	Closed	120,000	120,000	-	120,000
DOUGLAS CO FAIRGROUNDS/MCLAIN AVE MULTI USE PATH DOUGLAS COUNTY	Closed	433,118	433,118	-	433,118
I-5: BOOTH RANCH - GLENDALE PACIFIC HIGHWAY DOUGLAS COUNTY	Closed	6,624,682	6,624,682	-	6,624,682
I-5: ASHLAND PAVING PACIFIC HIGHWAY JACKSON COUNTY	Closed	1,937,085	1,937,085	-	1,937,085
I-5: STRIPING, MP 18-168 VARIOUS HIGHWAYS VARIOUS COUNTIES	Closed	1,921,823	1,921,586	237	1,921,586
I-5: TONGUE & GROOVE BARRIER REPLACEMENT PACIFIC HIGHWAY MARION COUNTY	Closed	3,973,446	3,973,445	-	3,973,445
I-5:TUALATIN RIVER BRIDGE-WILSONVILLE ROAD PACIFIC HIGHWAY WASHINGTON COUNTY	Closed	3,425,782	3,425,782	-	3,425,782
I-5: BALDOCK REST AREA PE TO DESIGN SOLAR HIGHWAY INTERPRETIVE KIOSK	Active	50,000	50,000	-	25,025
I-5: HALSEY - LANE COUNTY LINE PACIFIC HIGHWAY LANE COUNTY	Closed	6,488,566	6,488,566	-	6,488,566
I-5 WELCOME SIGN PACIFIC INSTALL WELCOME SIGN JACKSON	Closed	27,450	27,450	-	27,450
I-5 WELCOME SIGN PACIFIC HIGHWAY JACKSON COUNTY	Closed	339,446	339,446	-	339,446
I-84: SANDY RIVER - THE DALLES (FENCING) COLUMBIA RIVER HIGHWAY VARIOUS COUNTIES	Closed	300,000	300,000	-	300,000
I-84: CABBAGE HILL ROCKFALL SCREENING, OLD OREGON TRAIL HIGHWAY UMTILLA COUNTY	Closed	213,574	195,422	18,152	195,422
I-84: RIGHT TURN LANE @ 257TH (TROUTDALE) COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY	Closed	602,568	602,568	-	602,568
I84: RUFUS-SWANSON CANYON GILLIAM COUNTY	Closed	191,959	191,959	-	191,959
US97: LAVA BUTTE - S CENTURY DRIVE THE DALLES-CALIFORNIA HIGHWAY DESCHUTES COUNTY	Active	1,045,152	1,045,152	-	1,045,152
US97: LAVA BUTTE - S CENTURY DRIVE THE DALLES-CALIFORNIA HIGHWAY DESCHUTES COUNTY	Active	10,691,581	10,691,581	-	10,691,581
US197: BURNHAM AVE - 3RD STREET (MAUPIN) The DALLES-CALIFORNIA HIGHWAY WASCO COUNTY	Closed	754,679	754,679	-	754,679
US197: THE DALLES-EIGHT MILE CREEK THE DALLES-CALIFORNIA HIGHWAY WASCO COUNTY	Closed	3,055,790	3,055,790	-	3,055,790
US97: SAND CREEK PASSING LANES	Active	4,450,894	4,450,894	-	4,164,917
REDMOND ADAPTIVE COORDINATED TRAFFIC SIGNAL SYSTEM @ 19 SIGNAL LOCATIONS DESCHUTES	Closed	80,412	80,412	-	80,412
REDMOND ADAPTIVE TRAFFIC SIGNAL SYSTEM THE DALLES-CALIFORNIA HIGHWAY DESCHUTES	Closed	80,000	80,000	-	80,000
REDMOND ADAPTIVE TRAFFIC SIGNAL SYSTEM THE DALLES-CALIFORNIA HIGHWAY DESCHUTES	Closed	1,318,236	1,318,235	-	1,318,235
UPPER PERRY ARCH BRIDGE VIEWPOINT OLD OREGON TRAIL UNION	Closed	20,000	20,000	-	20,000

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UPPER PERRY ARCH BRIDGE VIEWPOINT OLD OREGON TRAIL HIGHWAY UNION COUNTY	Active	9,120	9,120	-	9,120
UPPER PERRY ARCH BRIDGE VIEWPOINT OLD OREGON TRAIL HIGHWAY UNION COUNTY	Active	164,200	164,200	-	164,200
I-84: TOWER RD - STANFIELD OLD OREGON TRAIL HIGHWAY UMATILLA COUNTY	Closed	366	366	-	366
I-84: TOWER RD - STANFIELD OLD OREGON TRAIL HIGHWAY UMATILLA COUNTY	Closed	552,393	552,393	-	552,393
I-84: TOWER RD - STANFIELD OLD OREGON TRAIL HIGHWAY UMATILLA COUNTY	Closed	4,572,423	4,572,423	-	4,572,423
US20: BULGER CREEK - RILEY JUNCTION CENTRAL OREGON HIGHWAY HARNEY COUNTY	Closed	6,226,411	6,225,777	635	6,225,777
US101: 12TH ST (TILLAMOOK) - FARMER CR RD OREGON COAST HIGHWAY TILLAMOOK COUNTY	Closed	1,035,382	1,035,382	-	1,035,382
US101: 12TH ST (TILLAMOOK) - FARMER CR RD OREGON COAST HIGHWAY TILLAMOOK COUNTY	Closed	5,139,997	5,139,997	-	5,139,997
US101 & OR38: REEDSPORT TO WINCHESTER BAY PAVING OREGON COAST HIGHWAY DOUGLAS	Closed	781,424	781,361	63	781,361
US 101: BETHEL CREEK TO WILLOW CREEK PAVING OREGON COAST HIGHWAY CURRY COUNTY	Closed	1,967,967	1,967,967	-	1,967,967
OR38: UMPQUA RIVER/US101: LANE CO-GARDINER PAVING OREGON COAST HIGHWAY DOUGLAS	Closed	5,387,925	5,387,912	13	5,387,912
OR82: IMBLER STORMWATER AND PED IMPROVEMENTS WALLOWA LAKE HIGHWAY UNION COUNTY	Closed	133,394	133,394	-	133,394
OR82: IMBLER STORMWATER AND PED IMPROVEMENTS WALLOWA LAKE HIGHWAY UNION COUNTY	Closed	351,606	351,606	-	351,606
OR34: WOLCOTT ROAD - LAKE CREEK BRIDGE	Active	3,846,214	3,846,214	-	3,625,694
OR 62: POPLAR - AVE H CRATER LAKE HIGHWAY	Active	9,011,293	9,011,293	-	7,179,325
US26: SALMON RIVER BRIDGE T EAST LOLO PASS ROAD	Active	93,059	93,059	-	93,059
OR22: OR18-OR99W WILLAMINA-SALEM HIGHWAY POLK COUNTY	Closed	4,192,177	4,192,137	41	4,192,137
OR22: INDEPENDENCE HWY-WILLAMETTE RIVER	Closed	6,170,401	6,168,639	762	6,168,639
US20: PIONEER MTN-EDDYVILLE CORVALLIS-NEWPORT HIGHWAY LINCOLN COUNTY	Active	6,544,765	6,544,765	-	6,544,765
US 20/OR 34: 19TH ST.-12TH ST. (PHILOMATH) DESIGN AND CONSTRUCT MEDIAN LANDSCAPING BENTON	Closed	41,940	41,940	-	41,940
US20: PIONEER MTN LOOP RD - YAQUINA RIVER CORVALLIS-NEWPORT HIGHWAY LINCOLN COUNTY	Active	80,000	80,000	-	80,000
US20: PIONEER MTN LOOP RD - YAQUINA RIVER CORVALLIS-NEWPORT HIGHWAY LINCOLN COUNTY	Active	7,143,583	2,075,000	5,068,583	2,075,000
FFO US20:PIONEER MTN LP RD-YAQUINA RV CORVALLIS-NEWPORT RE-ALIGNMNT IN ORIGINAL DESIGN	Closed	269,119	269,119	-	269,119
US 20/OR 34: NEWTON CREEK - JADE PLACE (PHILOMATH) CORVALLIS-NEWPORT HIGHWAY BENTON	Closed	220,850	220,850	-	220,850
OR38:ROCK CR-I-5/OR138W:ELKTON-MP8 PAVING UMPQUA HIGHWAY DOUGLAS COUNTY	Closed	4,018,187	4,018,188	-	4,018,188
FFO US26:SUNSET HWY,NORTH PLAINS - CORNELL ROAD SUNSET HIGHWAY WASHINGTON COUNTY	Closed	1,171,733	1,171,733	-	1,171,733
OR74:WILLOW CR BR - MORROW CO FAIRGROUND (HEPPNER) HEPPNER HIGHWAY MORROW COUNTY	Closed	750,000	750,000	-	750,000
I-405: FREMONT BRIDGE - MARQUAM BRIDGE STADIUM FREEWAY	Active	3,696,874	3,696,873	-	3,662,538
BEAR GULCH SLIDE DRAINAGE TUNNEL REPAIR ROGUE VALLEY HIGHWAY JACKSON COUNTY	Closed	546,192	546,191	-	546,191
OR99E:MLK/GRAND O-XING UPRR #02115 & 08905 VIADUCT	Active	1,110,000	1,110,000	-	1,019,132
OR99W:RICKREALL-MONMOUTH (BIKE PATH) PACIFIC HIGHWAY WEST BIKE PATHS WITHIN HIGHWAY ROW	Closed	62,236	62,236	-	62,236
OR99W: RICKREALL - MONMOUTH (BIKE PATH) PACIFIC HIGHWAY WEST POLK COUNTY	Closed	-	-	-	-
OR99W: RICKREALL - MONMOUTH (BIKE PATH) PACIFIC HIGHWAY WEST POLK COUNTY	Closed	465,084	465,084	-	465,084
US 30: YEON STREET PRESERVATION LOWER COLUMBIA RIVER GRIND AND INLAY MULTNOMAH	Closed	2,295	2,295	-	2,295

American Recovery and Reinvestment Act (ARRA)

PROJECT DESCRIPTION	STATUS	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	EXPEND AMT
US 30: YEON STREET PRESERVATION LOWER COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY	Closed	216,259	160,000	56,259	160,000
US30 @ HAVLIK DRIVE LOWER COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY	Active	2,318,523	1,215,789	1,102,733	1,215,789
US30: HAVLIK DRIVE INT/HAVLIK DR EXTENSION SECTION / RAIL RELOCATION PORTLAND & WESTERN RR	Closed	1,804,058	1,804,058	-	1,804,058
US30:HAVLIK DRIVE INT/HAVLIK DR EXTEND & WIDEN, INSTALL RR SIGNAGE & SIGNALIZE	Closed	129,753	129,753	-	129,753
OR138/US199 CHIP SEAL VARIOUS HIGHWAYS DOUGLAS COUNTY	Closed	404,618	404,618	-	404,618
OR138/US199 CHIP SEAL VARIOUS HIGHWAYS DOUGLAS COUNTY	Closed	3,556,799	3,556,608	191	3,556,608
OR213: E PORTLAND FWY - CONWAY DR CASCADE SOUTH HIGHWAY CLACKAMAS COUNTY	Closed	1,669,912	1,669,912	-	1,669,912
OR22: LANCASTER DR - GOLF CLUB RD NORTH SANTIAM HIGHWAY MARION COUNTY	Closed	1,753,273	1,753,105	168	1,753,105
OR34: WOLCOTT ROAD - LAKE CREEK BRIDGE SEC CORVALLIS - LEBANON LINN	Closed	25,000	25,000	-	25,000
OR34: WOLCOTT ROAD - LAKE CREEK BRIDGE SEC CORVALLIS - LEBONON LINN	Closed	23,650	15,000	8,650	15,000
OR36: TERRITORIAL HWY - PACIFIC HWY WEST MAPLETON-JUNCTION CITY HIGHWAY LANE COUNTY	Closed	935,546	935,546	-	935,546
OR201: WEISER INTCHG-SNAKE RIVER (PAYETTE BRIDGE) OLDS FERRY-ONTARIO HIGHWAY MALHEUR	Closed	6,277,840	6,277,836	3	6,277,836
	TOTAL	285,187,952	269,019,452	6,257,745	265,783,234

Electronic Field Operations Guide (eFOG)

Ways and Means Questions Response

Description

Oregon eFOG app is an electronic reference of the Oregon Regional Tactical Interoperable Field Operations Guide (TICFOG). Its purpose is to increase efficiency in establishing interoperable communications during incidents, create a consistent knowledge base of interoperable communications frequencies and networks, and provide a helpful tool for pre-planning and interoperable communications training and exercises.

Does it work?

Yes, it has worked and has been downloaded in excess of 400 times since the preliminary premier on iTunes. In the past week the app has been updated and debuted on Google Play. Both apps have functioned as expected. With deployment of both application types a general announcement of the app availability has been sent to public safety responders across the state.

Who is it for?

This app is for police, fire, sheriff, public works and all other public safety responders. It is also intended for emergency management planners, agency officials involved in emergency response, at the federal, state and local levels. It is available to responders from FEMA, neighboring states and the armed forces. It is also available to non-government emergency response teams such as mountain rescue teams.

What did it cost?

The Oregon e-FOG is just one of numerous benefits from 6 years tactical interoperability communication efforts within the state of Oregon with participation by public safety and emergency responders in every region of the state.

The cost to print 1900 copies of the book version of the Field Operation Guide was \$69,000. The cost to develop the app was \$49,850.

Cost to update the app is only the staff cost to update the data base with new or changed information. The only other effort is for the end user to download the update when notified by their app store.

It is expected that within a year the greater number of copies of the guide in use will be in the app form.

Other Funds Ending Balances
for the 2011-13 and 2013-15 Biennia

UPDATED OTHER FUNDS ENDING BALANCES FOR THE 2011-13 & 2013-15 BIENNA

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

(a) Other Fund Type	(b) Program Area (SCR)	(c) Treasury Fund #/Name	(d) Category/Description	(e) Constitutional and/or Statutory reference	(f) (g) 2011-13 Ending Balance		(h) (i) 2013-15 Ending Balance		(j) Comments
					In LAB	Revised	In GRB	Revised	
Nonlimited	73000-087-00-00-00000	00861-Oregon Transportation Infrastructure 00438 - State Highway Fund	Loan Program	ORS 367.015	6,952,844	15,491,518	3,762,480	3,762,480	
Capital Improvement	73000-088-00-00-00000	00438-State Highway Fund	Operations	ORS 366.505	0	0	0	0	
Capital Construction	73000-089-00-00-00000	00438-State Highway Fund 00401 - Cash Account	Operations	ORS 366.505	0	0	0	0	
Limited	73000-100-00-00-00000	01160-State Transportation Enterprise Fund & 00438-State Highway Fund	Operations	ORS 376.810 ORS 366.505	135,873,712	114,684,590	314,545,724	258,481,760	Ending balance is due to timing of construction project expenditures and fully committed to existing STIP projects.
Limited	73000-100-20-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	1,254,872	0	4,904,944	0	
Limited	73000-100-25-00-00000	00438-State Highway Fund	Operations	ORS 366.505	6,613	0	736,561	0	
Limited	73000-100-30-00-00000	00438-State Highway Fund	Operations	ORS 366.505	21,791	0	759,750	0	
					0	0			
Limited	73000-100-40-00-00000	00438-State Highway Fund	Operations	ORS 366.505	76,146	0	693,920	0	
Limited	73000-100-45-00-00000	00438-State Highway Fund	Operations	ORS 366.505	3,562	0	712,040	0	
Limited	73000-100-55-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	134,502,950	114,684,590	306,551,021	258,481,760	Ending balance is due to timing of construction project expenditures and fully committed to existing STIP projects.
Limited	73000-100-65-00-00000	00438-State Highway Fund	Operations	ORS 366.505	7,778	0	187,488	0	
Limited	73000-100-80-00-00000	00438-State Highway Fund	Operations	ORS 366.505	0	0	0	0	
Limited	73000-200-00-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	10,579,071	0	2,428,517	0	
Limited	73000-300-00-00-00000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund 01091-Consumer Protection Household Moves Account	Operations	ORS 366.505 ORS 184.642 ORS 825.326	1,056,046	0	1,539,448	0	

Other Funds Ending Balances
for the 2011-13 and 2013-15 Biennia

(a) Other Fund Type	(b) Program Area (SCR)	(c) Treasury Fund #/Name	(d) Category/Description	(e) Constitutional and/or Statutory reference	(f) 2011-13 Ending Balance		(g) 2013-15 Ending Balance		(i) Comments
					In LAB	Revised	In GRB	Revised	
Limited	73000-400-10-00-00000	00976-Dept. of Transportation Operating Fund 00438-State Highway Fund 01179-Multimodal Transportation Fund 01225-ODOT Multi-Modal Project Tax Exempt Bond Fund 01226-ODOT Multi-Modal Project Taxable Bonds Fund 01304 - Connect Oregon II 01405 - Connect Oregon III	Operations (00976 & 00438) Other (1179, 1225, 1226) Connect Oregon	ORS 184.642 ORS 366.505 ORS 366.080	53,741,312	47,811,448	1,451,403	1,451,403	Ending balance is for the remainder of the Connect Oregon program.
Limited	73000-400-11-00-00000	00976-Dept. of Transportation Operating Fund 00401-Public Transit Other Funds 00430-Elderly & Disabled Other Funds Limited 00564-Transportation Acquisition & Construction 01302 - Street Car Fund	Operations (00976) Other (0401, 00430, 00564)	ORS 184.642 ORS 184.691 ORS 391.800 ORS 184.733	0	469,160	385,441	0	
Limited	73000-400-12-00-00000	00860-Railroad Fund 01002-South Metro Commuter Rail Project Fund 01016-Grade Crossing Safety Improvement Fund 01025-Short Line Credit Premium Account 01134-Short Line Credit Premium Account 04B 01159-Industrial Rail Spur Account 2005A 01227-S Metro Commuter Rail Tax Exempt Bonds 01256-Passenger Rail Transportation Account	Operations (00860 & 01256) Other (01002 & 01227) - earmarked projects Grant Fund (01016, 01025, 01134, 01159)	ORS 824.014, 016, 018; Chapter 942 sec. 19 OR Law 2001, amended by 741 sec. 7 OR Law 2003; ORS 824.019 ORS 367.067 (Short line) ORS 367.070 (Industrial Rail) Chapter 942 sec. 19 OR Law 2001, amended by 741 sec. 7 OR Law 2003; ORS 802.100	790,579	12,318,288	670,385	345,165	We asked for an e-board in increase limitation in current biennium; therefore the 11-13 ending balance is due to the timing of payments for the operating costs of passenger rail, federal match, and taking delivery of train sets. All funds are carried over and are planned expenditures in 2013-15.
Limited	73000-400-13-00-00000	00859-Safety Education Fund 00916-Student Driver Training Fund 00401-Cash Account	Grant Fund (00859, 00916) Operations (00401)	ORS 802.155 ORS 802.110(2)	8,386,971	9,804,293	9,924,823	10,024,138	
Debt Service	73000-500-00-00-00000	00438-State Highway Fund 00539 Debt Service	Operations	ORS 366.505	32,473,723	38,483,298	67,255,428	67,439,418	\$38.3 million of debt service ending balance is for lottery reserve amounts we have to hold to secure the debt. These funds are given back to DAS once the bonds are paid back. The remaining is dedicated to CRC.

Other Funds Ending Balances
for the 2011-13 and 2013-15 Biennia

(a) Other Fund Type	(b) Program Area (SCR)	(c) Treasury Fund #/Name	(d) Category/Description	(e) Constitutional and/or Statutory reference	(f) 2011-13 Ending Balance		(g) 2013-15 Ending Balance		(i) Comments
					In LAB	Revised	In GRB	Revised	
Limited	73000-700-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations (00438, 00976)	ORS 366.505 ORS 184.642	8,282,725	7,776,104	9,876,156	7,692,709	\$2,692,709 for TOF, \$5,000,000 for ESB program
Total					258,136,983	246,838,699	411,839,805	349,197,073	

Objective: Provide updated Other Funds ending balance information which reflects the agency's best estimate of changes in economic conditions or budget adjustments due to General Fund allotment

Instructions:

- Column (a): Select one of the following: Limited, Nonlimited, Capital Improvement, Capital Construction, Debt Service, or Debt Service Nonlimited.
- Column (b): Select the appropriate Summary Cross Reference number and name from those included in the 2011-13 Legislatively Approved Budget. If this changed from previous
- Column (c): Select the appropriate, statutorily established Treasury Fund name and account number where fund balance resides. If the official fund or account name is different than the working title of the fund or account in Column (j).
- Column (d): Select one of the following: Operations, Trust Fund, Grant Fund, Investment Pool, Loan Program, or Other. If "Other", please specify. If "Operations", in Comments (Column (j)), specify the number of months the reserve covers, the methodology used to determine the reserve amount, and the minimum need for cash flow purposes.
- Column (e): List the Constitutional, Federal, or Statutory references that establishes or limits the use of the funds.
- Columns (f) and (h): Use the appropriate, audited amount from the 2011-13 Legislatively Approved Budget and the 2013-15 Governor's Recommended Budget.
- Columns (g) and (i): Provide updated ending balances based on revised expenditure patterns or revenue trends. Do not include adjustments for reduction options that have been submitted unless the options have already been implemented as part of the 2011-13 General Fund approved budget or otherwise incorporated in the 2011-13 LAB. Provide a description of revisions in Comments (Column (j)).
- Column (j): **Please note any reasons for significant changes in balances previously reported during the 2011 session.**

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

Intermodal Leadership Team



AGENDA

January 24, 2013

8:00 am – 5:00 pm

Tbldg – Gail L. Achterman
Commission Room

Video Conference will not be available for this meeting

Meeting Materials:
[ILT collaboration site](#)

Members:

- Jerri Bohard (co-chair)
- Paul Mather (co-chair)
- Troy Costales
- Gregg Dal Ponte
- Hal Gard
- Erik Havig
- Luci Moore
- Cathy Nelson
- Jason Tell (R1)
- Sonny Chickering (R2)
- Frank Reading (R3)
- Bob Bryant (R4)
- Monte Grove (R5)

Technical programs:

- Dave Ringeisen
- Tom Lauer
- Stefan Hamlin
- Eryca McCartin

Business Partners:

- Lisa Martinez (CS)
- Dale Hormann (Chief of Staff)
- Patrick Cooney (Communications)
- Tom McClellan (DMV)

The following external Business Partners will not be in attendance at the Jan. 24th meeting

- Emily Lawton (FHWA)
- FTA
- FRA
- NHTSA

Facilitator:

- MaryBeth Olson

Resources:

- Kelly Bruce
- Pete Pande
- Cheralynn Abbott

Sponsor

- Matt Garrett

The emergency contact phone number if needed during the meeting is the Director's Office Admin staff at 503-986-3435.

Time		Topic		Action	Lead
8:00 – 8:10 am	10 min	01	Welcome		Paul & Jerri
8:10 – 8:30 am	20 min	02	Opening comments from Matt	Discussion	Matt
Objective: Matt will share his goals for, and expectations of, ILT and its work.					
8:30 – 8:35 am	5 min	03	Review of today's agenda	Review	Jerri
8:35 – 9:00 am	25 min	04	Steps Leading to the formation of ILT	Discussion	Jerri
Objective: Review the steps, events and rationale that have led to the formation of ILT. This supports a shared understanding by all members of what prompted ILT's formation and clarifying its purpose.					
9:00 – 10:00 am	60 min	05	ILT Charter	Discussion / Decision	Paul
Objective: Core members will have reviewed the draft charter in various capacities ahead of the meeting. The purpose of this agenda item is to: <ul style="list-style-type: none"> o Discuss the draft charter at a high level, with the primary focus on 'Purpose' o Discuss what work is 'in scope' or 'out of scope' for ILT o If the draft charter is as complete as is realistic at this early stage, agree to use it as a 'working draft' 					
10:00 – 10:15 am	15 min	BREAK			
10:15 – 11:15 am	60 min	06	Leadership Team Structure (existing and proposed)	Discussion / Decision	Paul
Objective: Provide background on the existing leadership teams in order to bring everyone to the same basic starting point for the discussion of next steps. <ul style="list-style-type: none"> o What were the reasons for the original development of the business line / leadership teams? o Discuss the rationale/premise behind MALT. o Determine what ILT wants to discuss with the potential 'subteams' of ILT. 					

11:15 – 11:45		07	Business Partner Updates	Discussion	Jerri
Objective: Provide an opportunity for the Business Partners to discuss important, time sensitive topics with ILT.					
11:45 – 12:45 pm	60 min	LUNCH – on your own			
12:45 – 1:00 pm	15 min	08	Mobility Restriction Notices Pilot	Concurrence	Gregg
Objective: Agree on proposed pilot operation for electronic notification.					
1:00 – 2:00 pm	60 min	09	Intermodal Oregon update	Discussion	Eryca
Objective: Review work currently underway and coming soon. Address questions and ideas from ILT.					
2:00 – 2:15 pm	15 min	10	Agenda review for next meeting	Discussion	MaryBeth
Objective: Determine key agenda items for the February ILT meeting.					
2:15 – 2:30 pm	15 min	BREAK			
2:30 – 4:00 pm	90 min	11	Principles of Change Leadership		Pivotal
Optional agenda item – all ILT members, technical programs, and business partners are encouraged to participate.					

Intermodal Leadership Team



AGENDA

February 21, 2013

8:00 am – 5:00 pm

Tbldg – Gail L. Achterman
Commission Room

Video Conference will not be
available for this meeting

Meeting Materials:
[ILT collaboration site](#)

Sponsor

Matt Garrett

Members:

- Jerri Bohard (co-chair)
- Paul Mather (co-chair)
- Troy Costales
- Gregg Dal Ponte
- Hal Gard
- Erik Havig
- Luci Moore
- Cathy Nelson
- Jason Tell (R1)
- Sonny Chickering (R2)
- Frank Reading (R3)
- Bob Bryant (R4)
- Monte Grove (R5)

Technical programs:

- Dave Ringeisen
- Tom Lauer
- Stefan Hamlin
- Eryca McCartin
- Business Partners:**
- Lisa Martinez (CS)
- Dale Hormann (Chief of Staff)
- Patrick Cooney (Communications)
- Tom McClellan (DMV)
- Emily Lawton (FHWA)
- FTA
- FRA
- NHTSA

Facilitator:

MaryBeth Olson

Resources:

- Kelly Bruce
- Pete Pande
- Cheralynn Abbott

The emergency contact
phone number if needed
during the meeting is the
Director's Office Admin staff
at 503-986-3435.

Time		Topic		Action	Lead
8:00 – 8:10 am	10 min	01	Welcome & Agenda Review		Jerri
8:10 – 8:40 am	30 min	02	ILT Charter: Continue Charter Review and Discussions	Discussion	Paul
		Objective: Continue to work our way through the charter document. The purpose of this agenda item is to: <ul style="list-style-type: none"> o Discuss Exec Staff feedback on the ILT 'in/out of scope' work from January meeting. o Entertain any new items for 'in/out of scope' determinations. o Have a high level discussion on sections of the Charter of particular interest to members. 			
8:40 – 9:00	20 min	03	Business Partner Updates	Discussion	Betsy Tom
		Objective: Provide an opportunity for the Business Partners to discuss important, time sensitive topics with ILT. <ul style="list-style-type: none"> o Betsy – Legislative update o Tom – Provide a preview of upcoming topics for ILT; point out highlights on DMV map 			
9:00 – 10:30	90 min	04	Principles of Change Leadership	Activity	Pivotal
		All ILT members, technical programs, and business partners are encouraged to participate.			
10:30 – 10:45	15 min		BREAK		
10:45 – 11:45	60 min	05	Leadership Team Co-Chair Presentations – PBLT, PDLT, MLT	Discussion / Decision	Cathy & Frank Bob & Erik Luci & Monte
		Objective: <ul style="list-style-type: none"> o Gain a base level of understanding of existing business line leadership teams. o ILT to provide direction to LT co-chairs on next steps in reporting to ILT their ideas / proposals on becoming more Intermodal. 			
11:45 – 12:45	60 min		LUNCH – on your own		

12:45 – 1:00	15 min	06	MALT	Discussion	Hal & Jason
			Objective: o Provide an update to ILT on their listening sessions and a summary of their next steps.		
1:00 – 1:30	30 min	07	Division functions and key positions	Discussion	Gregg Hal
			Objective: o Provide background on the key functions, and related positions, in MCTD, Transit, Rail and Safety to increase everyone’s understanding of the Divisions. (Note: The Safety Division presentation will be at the March meeting.)		
1:30 – 1:45	15 min	08	Mill Creek Intermodal Oregon	Discussion	Jerri & Hal
			Objective: o Jerri and Hal review Intermodal work addressing TDD, Rail and Transit Divisions. o Discuss work currently underway and coming soon. o Address questions and ideas from ILT.		
1:45 – 2:15	30 min	09	Enhance / Fix-It Process	Discussion	Jerri & Paul
			Objective: o Receive an update on the process and any actions from the previous day’s OTC meeting. o Lay the foundation for upcoming work by ILT on Enhance / Fix-It process.		
2:15 – 2:30	15 min		Break		
2:30 – 3:00	30 min	10	Intermodal Oregon update: o STIP Application Pilot o HQ and Transportation Regions document	Discussion	Eryca
			Objective: o Gain base understanding of the STIP Application Pilot IO taskforce, preparing ILT to select pilot projects at March ILT. o Share the next steps for the HQ and Regions document.		
3:00 – 3:30	30 min	11	Agenda review for next meeting and Debrief of today’s meeting	Discussion	MaryBeth
			Objective: o Determine key agenda items for the next ILT meeting. o Discuss what participants liked about today’s meeting and what ideas they have for changes to improve future meetings.		

Intermodal Leadership Team



AGENDA

March 21, 2013

8:00 am – 3:00 pm

Tbldg – Gail L. Achterman
Commission Room

Video Conference will not be
available for this meeting

Meeting Materials:
[ILT collaboration site](#)

Sponsor

Matt Garrett

Members:

- Jerri Bohard (co-chair)
- Paul Mather (co-chair)
- Troy Costales
- Hal Gard
- Erik Havig
- Luci Moore
- Cathy Nelson
- Jason Tell (R1)
- Sonny Chickering (R2)
- Frank Reading (R3)
- Bob Bryant (R4)
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- Business Partners:**
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- Patrick Cooney (Communications)
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- Gregg DalPonte (MCTD)
- Emily Lawton (FHWA)
- FTA
- FRA
- NHTSA

Facilitator:

MaryBeth Olson

Resources:

- Kelly Bruce
- Pete Pande
- Cheralynn Abbott

The emergency contact
phone number if needed
during the meeting is the
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at 503-986-3435.

Time		Topic		Action	Lead
8:00 – 8:10 am	10 min	01	Welcome & Agenda Review		Jerri
8:10 – 8:20 am	10 min	02	Business Partner Updates – part 1 <i>(Betsy will provide her update immediately after lunch)</i>	Information & Discussion	Jerri
		Objective: Provide an opportunity for the Business Partners to discuss important, time sensitive topics with ILT. <ul style="list-style-type: none"> o Change in Gregg's membership status o Addition of a new business partner to ILT 			
8:20 – 9:05am	45 min	03	Enhance 150% Lists	Discussion & Direction	Region Managers, All
		Objective: <ul style="list-style-type: none"> o Each Region Manager to talk about their 150% lists: process, stakeholder rationale, trends or themes, and observations that they would share with the OTC and advisory committees. o Discuss content/materials for both the OTC and the statewide advisory committees providing input to the OTC on the 150% lists (OFAC and the joint TE/OBPAC). o Provide direction on the presentation for the April OTC meeting. 			
9:05 – 9:20 am	15 min	04	Fix-It Funding related to Active Transportation	Discussion & Decision	Monte, Jerri
		Objective: <ul style="list-style-type: none"> o Receive an overview of topic white paper o Approve formation of committee 			
9:20 – 9:50 am	30 min	05	STIP Application Pilot – Part 1	Discussion & Decision	Eryca
		Objective: <ul style="list-style-type: none"> o Discuss proposed projects o ILT selection of pilot opportunities o Discussion of next steps 			
9:50 – 10:05 am	15 min		BREAK		

10:05 – 10:35 am	30 min	06	STIP Application Pilot – Part 2	Discussion & Decision	Jason, All
			Objective: Follow up discussion from February meeting recommending exploration of additional ways to achieve the goals of the pilot: <ul style="list-style-type: none"> ▪ <i>ODOT’s new Enhance STIP process offers the chance to review a limited number of applications and identify if there are additional high potential “intermodal” opportunities.</i> ▪ <i>By focusing attention and effort on these proposals, we can test and evaluate ways to adapt practices (selection, iteration, collaboration, solution development) to more completely meet the IO transformation vision and objectives.</i> 		
10:35 – 10:50 am	15 min	07	Division functions and key positions	Discussion	Troy
			Objective: <ul style="list-style-type: none"> o Provide background on the key functions, and related positions, in Transportation Safety to increase everyone’s understanding of the Division. 		
10:50 – 11:35 am	45 min	08	MALT	Discussion	Hal & Jason
			Objective: <ul style="list-style-type: none"> o Provide an update to ILT on their listening sessions and a summary of their planned next steps. o Get input and direction from ILT on next steps. 		
11:35 – 11:50	15 min	09	Leadership Team Co-Chair – Updates on work with their teams – PBLT, PDLT, MLT	Discussion	Frank & Cathy Bob & Erik Monte & Luci
			Objective: <ul style="list-style-type: none"> o Quick check in with leadership team co-chairs on progress with the ILT assignment due for the April meeting. 		
11:50 – 1:00 pm	70 min		LUNCH – on your own		
1:00 – 1:10 pm	10 min	10	Business Partner Updates – part 2 <ul style="list-style-type: none"> o Betsy – Legislative update 	Discussion	Betsy
1:10 – 2:10 pm	60 min	11	Operating Oregon’s transportation system across modes.	Discussion	All
			Objective: Begin the discussion of this topic that was raised at the February meeting. <ul style="list-style-type: none"> o What is the desired future state? o What are the gaps between the current state and that desired future state? 		
2:10 - 2:25 pm	15 min		BREAK		
2:25 – 2:35 pm	15 min	12	Mill Creek Intermodal Oregon	Discussion	Hal & Jerri
			Objective: <ul style="list-style-type: none"> o Jerri and Hal review Intermodal work addressing TDD, Rail and Transit Divisions. o Discuss work currently underway and coming soon. 		
2:35 – 3:00 pm	25 min	13	Agenda review for next meeting and Debrief of today’s meeting	Discussion	MaryBeth
			Objective: <ul style="list-style-type: none"> o Determine key agenda items for the next ILT meeting. o Discuss what participants liked about today’s meeting and what ideas they have for changes to improve future meetings. 		

Intermodal Leadership Team



AGENDA

April 18, 2013

7:30 am – 12:00 pm

Tbldg – Gail L. Achterman
Commission Room

Video Conference will not be
available for this meeting

Meeting Materials:
[ILT collaboration site](#)

Sponsor

Matt Garrett

Members:

Jerri Bohard (co-chair)

Paul Mather (co-chair)

Troy Costales

Hal Gard

Erik Havig

Luci Moore

Cathy Nelson

Jason Tell (R1)

Sonny Chickering (R2)

Frank Reading (R3)

Bob Bryant (R4)

Monte Grove (R5)

Technical programs:

Dave Ringeisen

Tom Lauer

Stefan Hamlin

Eryca McCartin

Business Partners:

Lisa Martinez (CS)

Dale Hormann (Chief of Staff)

Patrick Cooney (Communications)

Tom McClellan (DMV)

Gregg DalPonte (MCTD)

Emily Lawton (FHWA)

Mitch Swecker (Dept. of Aviation)

FTA

FRA

NHTSA

Facilitator:

MaryBeth Olson

Resources:

Kelly Bruce

Pete Pande

Cheralynn Abbott

The emergency contact
phone number if needed
during the meeting is the
Director's Office Admin staff
at 503-986-3435.

Time		Topic		Action	Lead
7:30 – 7:35	5 min	01	Agenda Review		Jerri
7:35 - 7:50	15 min	02	Enhance / Fix-It Discussion	Discussion	All
		Objective: o Discuss next steps for May - July			
7:50 – 8:10	20 min	03	Intermodal Oregon Update	Discussion	Eryca
		Objective: Check in with ILT on two IO items. o Taskforce dashboard o External Stakeholder Strategy			
8:10 – 8:45	35 min	04	Business Partner Updates	Information & Discussion	Betsy (10) Gregg (10) Lisa (15)
		Objective: Provide an opportunity for the Business Partners to discuss important, time sensitive topics with ILT. o Betsy – Legislative update o Gregg – House moves o Lisa – Update on CSSR (Central Services Strategic Review)			
8:45 – 9:00	15 min	05	New Business Partner Briefing – Department of Aviation	Information	Mitch Swecker
		Objective: o Jerri introduces Mitch to ILT, and vice versa o Mitch will provide ILT with a brief introduction to the Department of Aviation			

9:00 – 10:00	60 min	06	Operating Oregon’s transportation system across modes.	Discussion and Direction	Cheralynn
			Objective: <ul style="list-style-type: none"> o Utilize this month’s “Change Leadership” topic to continue our ‘vision’ discussion. What will success look like? o Briefly review ‘homework’ from February meeting: Apply the R = Q x A factors to assess a current or pending initiative. For example: <ul style="list-style-type: none"> ➤ Have we provided a clear rationale and guide to the intended Results? ➤ Are we promoting a solution that may not be thoroughly vetted (Quality in question)? ➤ Are we conscious of the key stakeholders and working to help them understand and accept? 		
10:00– 10:15	15 min		BREAK		
10:15 – 11:15	60 min	07	Leadership Team Reports	Discussion	Bob and Erik Frank & Cathy Monte & Luci
			Objective: <ul style="list-style-type: none"> o PBLT, PDLT and MLT Co-Chairs report back to ILT on February assignment to discuss with their respective teams the four questions listed below. o ILT provides feedback and direction to the LTs . <ol style="list-style-type: none"> 1. <i>Is your purpose broad enough to integrate multi-modal, local/state, etc. relative to the business line?</i> 2. <i>What is the need in terms of guidance, input, etc. – how do you get what you need done?</i> 3. <i>How do you see your membership needs to change to be more intermodal? Are the right people at the table?</i> 4. <i>What are the restraining forces in your team becoming more intermodal? What’s hindering, what’s difficult? What’s not helping you to be as successful as you might be?</i> 		
11:15 – 11:45	30 min	08	Intermodal Best Practices Discussion – Region 1	Discussion	Jason
			Objective: First in a series of Region-lead discussions on successful multimodal/intermodal efforts		
11:45 – 12:00	15 min	09	Agenda review for next meeting and Debrief of today’s meeting	Discussion	MaryBeth
			Objective: <ul style="list-style-type: none"> o Determine key agenda items for the next ILT meeting. o Discuss what participants liked about today’s meeting and what ideas they have for changes to improve future meetings. 		

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The Latino Task Group

Purpose:

The Latino Task Group provides a forum to facilitate communication between DMV and Oregon's Latino community. The group has held meetings since 2004; in recent years, an annual meeting has been held each fall. The task group meetings provide an opportunity to discuss common issues and problems experienced by Oregon's Latino community and to identify workable solutions.

The task force has been a benefit to both DMV and the Latino community by providing an opportunity to share information and communicate changes that affect Oregon's Latino community. The group has also provided insight into the best ways to share information with the Latino community and has also helped DMV provide correct and timely information to the Latino community.

Membership:

- Becky Straus, ACLU of Oregon, Legislative Director
- Guadalupe Quinn, Amigos Multicultural Services Center, Immigrant Rights Advocacy Program Coordinator
- Jorge Navarro, Huerto de la Familia, Micro Development Program Manager
- Sarah Lora, Legal Aid Services of Oregon, Attorney
- Lupe Vazquez, Oregon Trail Driving School

Oregon Dealer Advisory Committee

Purpose

ODAC meetings are held quarterly. The purpose of ODAC is to act as an advisor to ODOT on the administration of laws regulating vehicle dealers, dismantlers and other businesses regulated under the vehicle code. ODAC discusses proposed rules and/or changes to the rules affecting regulating businesses, along with proposed legislation. They also review and comment on proposed disciplinary action that may be taken against a regulated business.

Membership

- Mary Ann Trout/Chair, Hillsboro Auto Wrecking / Dismantler Rep.
- Wally Gray, Cars and Trucks 4 U / Used Dealer Rep.
- Paul Gustafson, Auto Save / General Public Rep.
- Evelyn Hecht, Hecht & Hecht / At Large Rep.
- Roger Kirschner, Highway Trailer Sales and Services / Recreational Vehicles Rep.
- Robert Lanphere, Jr., Lanphere Enterprises / New Dealer Rep.
- Lisa Larkin, Northwest Auto Auction / Auction Rep.
- Shannon Nill, Guaranty Chevrolet / New Dealer Rep.
- David Schatz, A & B Auto Wrecking / Dismantler Rep.
- Jimmie Smith, Cycle Country Inc. / Power Sports Rep.
- Susan Thayer, Enterprise Rent-A-Car / Office Management Rep.
- Tommy Wilson, Tommy Wilson Motor Co. LLC / Used Dealer Rep.
- Michael Wagner, Santiam Enterprises Inc. / Tow Company Rep.
- Dale Geiger, DOJ Financial Fraud Section / General Public Rep.

Law Enforcement/DMV Coordinating Committee

Purpose

LE/DMV Coordinating Committee meetings are held quarterly. The purpose of the committee is to strengthen working relationships, coordination, and communication between the Oregon DMV and law enforcement agencies to improve the prevention, detection, and investigation of DMV-related fraud. The group will meet to discuss issues of statewide importance for which there is a common interest and responsibility.

Membership

- Brad Berry, Yamhill county DA / ODAA Rep.
- Undersheriff Dave Kirby, Clackamas County Sheriff's Office / OSSA Rep.
- Chief Dan Brown, Amity Police Dept. / OACP Rep.
- Capt. Ted Phillips, Oregon State Police / OSP Rep.
- Jeff Rusiecki, Emergency Communications Mgr./ APCO Rep.
- Art Ebelmesser, Lead Investigator / DOJ Rep.

Motor Carrier Transportation Advisory Committee

In 1995, when Oregon motor carrier regulation was transferred from the Public Utility Commission to the Department of Transportation by Senate Bill 1149, a legislative budget note called for ODOT to form a “Commercial Transportation Advisory Council” composed of representatives of organizations having an interest in motor carrier programs to maintain a high level of service to the regulated industries.

Today, the Motor Carrier Transportation Advisory Committee – MCTAC – is the longest-running advisory group of its kind in ODOT’s history. It’s purpose is to confer, collaborate, advise, and advocate. The group strives to meet once a month.

Regularly participating MCTAC attendees include representatives from the Oregon Trucking Associations, Log Truckers Association, Tow Truck Association, Refuse & Recycling Association, Manufactured Housing Association, Christmas Tree Growers Association, Redmond Heavy Haul, Siletz Trucking Company, Wilhelm Trucking Company, Gresham Transfer, Con-Way Freight, Haney Truck Lines, May Trucking, Blue Line Transportation, Bennett Truck Transport, Oregon Farm Bureau, Oregon Teamsters, Clackamas County DOT, Oregon State Police, Association of Oregon Counties, Federal Motor Carrier Safety Administration, ODOT DMV, and ODOT Motor Carrier Transportation Division.

Examples of agenda topics at MCTAC meetings includes:

Freight mobility

Rulemakings and MCTD regulatory policy

Safety enforcement efforts – Action Plans, Commercial Vehicle Safety Plan, TACT, Special Exercises

Federal safety and size and weight regulations

Legislation – Industry and MCTD concepts, ConnectOregon, OTIA, all transportation issues

ODOT developments – Transportation Plan, Statewide Transportation Improvement Program, Oregon Highway Plan, Freight Master Plan, DMV updates

MCTAC home page:

<http://www.oregon.gov/ODOT/MCT/MCTAC.shtml>

Oregon Transportation Safety Committee

Purpose

ORS 802.300:

(1) The Transportation Safety Committee is created within the Department of Transportation to advise the department and the Oregon Transportation Commission concerning the functions described under ORS 802.310 and to perform any other functions related to transportation safety that the commission delegates. The committee established under this section shall consist of five members appointed by the Governor on the recommendation of the commission. The term of office of each member is four years. Before the expiration of the term of a member, the Governor shall appoint a successor. A member is eligible for reappointment. In case of a vacancy for any cause, the Governor shall appoint a person to fill the office for the unexpired term.

Membership

- Mike Lavery, Chair
- Marian Owens, Vice Chair
- Jerome S. Cooper, Member
- Victor Hoffer, Member
- Louis A. Ornelas, P.E., Member

Website

http://www.oregon.gov/ODOT/TS/Pages/gac.aspx#About_the_OTSC

Governor's Advisory Committee on DUII

Purpose

The Governor's advisory on DUII shall broadly represent the Legislative Assembly, public and private organizations involved in DUI countermeasures, victims of drunk drivers, and the general public." "...Heighten public awareness of the seriousness of the drunk driving problem. Persuade communities to attack the drunk driving problem in a more organized and systematic manner, including plans to eliminate bottlenecks in the arrest, trial and sentencing process that impair the effectiveness of many drunk driving laws. Generate public support for increased enforcement of state and local drunk-driving laws. Educate the public as to the dangers of driving while under the influence and its effects on life and property."

Membership

- Chuck Hayes, Chair – DHS
- Connie Cabrera – DOJ DCS
- Kathleen M. Dailey - OJD
- Teresa Douglas
- Vinita Howard
- Roger Kirby
- Jason Myers
- Anne Pratt
- Terry Timeus
- Jody Vaughan

Website

http://www.oregon.gov/ODOT/TS/Pages/gac.aspx#GAC_on_DUII

Governor's Advisory Committee on Motorcycle Safety

Purpose

The committee's focus shall be upon rider education, drinking and riding, road hazards unique to motorcyclists, motorist awareness of motorcycles, sharing the road and other safety issues. The committee advises the Governor and the Governor's Highway Safety Representative on safety for motorcyclists in Oregon. The committee works closely with the Oregon Department of Transportation to find solutions to engineering related safety issues that affect motorcyclists.

Membership

- David W. Peterson, Oregon City – Chair
- Robert Reichenberg, Jefferson - Vice Chair
- Van Moore, Salem
- Peggy Munsell, Gervais
- Peter Russell, Bend
- Ted Tracy, Hillsboro

Website

http://www.oregon.gov/ODOT/TS/Pages/gac.aspx#GAC_on_Motorcycle_Safety

Oregon Freight Advisory Committee

Purpose

As written in ORS 366.212 is “to advise the director and the Oregon Transportation Commission regarding issues, policies and programs that impact multimodal freight mobility in Oregon.”

Membership

- Steve Bates, Vice President - Redmond Heavy Hauling
- Gary Caldwell, Divisional Vice President - Northwest Container Services
- Martin Callery, Director of Communications & Freight Mobility - Oregon International Port of Coos Bay
- Larry Dalrymple, Manager - Pendleton Airport (also Oregon Board of Aviation)
- Mark Landauer, Executive Director - Oregon Ports Group c/o Port of Portland
- David Anzur, Director of Marketing & Sales - Portland & Western RR, Inc. and Willamette & Pacific RR, Inc.
- Tammy Denee , Multi Share Program Coordinator - Greater Oregon Better Health Initiative
- Terry Finn, Director of Government Affairs - BNSF Railway
- Greg Gilmer, Logistics Manager - NORPAC
- Jerry Grossnickle, Chief Financial Officer - Bernert Barge Lines, Inc.
- Debra Dunn, President - Oregon Trucking Associations
- Susie Lahsene, Mgr. Trans. & Land Use Policy - Port of Portland
- Kristin Meira, Executive Director - Pacific NW Waterways Association
- Michael Montero, Principal - Montero & Associates LLC
- Brock Nelson, Director, Public Affairs - Union Pacific Railroad
- Ray Neil, Finance Manager - Pendleton Grain Growers, Inc.

Oregon Freight Advisory Committee

- Jonathan Schlueter, Executive Director - Westside Economic Alliance
- Jeff Stone, Government Relations Director - Oregon Association of Nurseries
- Charles Tindall, Vice President - Blue Line Transportation Company
- Liz Wainwright, Executive Director - Merchant's Exchange
- Kirk Watkins, Safety Manager - Wal-Mart Transportation
- Tom Zelenka, VP Envir Safe & Public Affairs - Schnitzer Steel Industries
- Bill Burgel, Vice President - HDR Engineering, Inc.
- Nick Fortey, Operations Engineer - Federal Highway Administration
- Jerry Gardner, Business Development Manager - Oregon Department of Agriculture
- Dave Harlan, Ports and Program Policy Manager - Oregon Economic Community Development Department
- Robert Hillier, Freight Coordinator - City of Portland (PDOT) Office of Transportation Planning
- Shirley Kalkhoven, Chair of NWACT & Mayor of Nehalem - Northwest Area Commission on Transportation
- Deena Platman, Principal Transp Planner - METRO
- Mike Quilty, Chair - Medford-Rogue Valley MPO
- David Rios, State Program Specialist - Federal Motor Carrier Safety Administration
- Mitch Swecker, Director - Department of Aviation
- Alan Unger, County Commissioner - AOC/Deschutes County
- Lonny Welter, Transportation Planner - Columbia County Road Dept.

ODOT Rail Advisory Committee Members

Purpose

The Rail Advisory Committee was formed to advise the Oregon Department of Transportation on issues that affect rail freight and passenger facilities and services in Oregon, including rail project selection for ConnectOregon.

Membership

- Terry Finn, BNSF Railway, representing Class 1 rail lines
- Jerry Wilmoth, Union Pacific, representing Class 1 rail lines
- Susan Morgan, Douglas County, representing local government
- Bruce Carswell, Mt Hood Railroad/Iowa Pacific Holdings, representing short line railroads
- Randy Russ, United Transportation Union, representing labor unions
- Robert Eaton, Amtrak, representing Class 1 passenger rail lines
- Donald Leap, retired, representing rail passengers
- Toby Van Altvorst, City of Prineville Railway, representing short line railroads
- Chuck McLaran, retired, former mayor of Albany, representing rail passengers
- Mike Hayward, Wallowa County, representing local government
- Annette Price, Port of Portland, representing ports
- Craig Levie, Tangent Services, representing businesses
- Paul Langner, Teevin Brothers, representing businesses
- James Irvin, Portland & Western Railroad, representing short line railroads

Public Transportation Advisory Committee

Purpose

The Public Transportation Advisory Committee (PTAC) was created by the Oregon Transportation Commission (OTC) in January 2000. The mission of the PTAC is to move Oregon forward on strategies that accomplish the transportation needs of all Oregonians through collective and collaborative advice to the OTC.

The primary objectives of PTAC are the following:

- To lead statewide efforts for developing a future vision of public transportation in Oregon.
- Provide recommendations to ODOT and the OTC regarding public transportation policies, rules and funding strategies.
- Anticipate, receive and respond to issues raised by providers, users and advocates of the statewide public transit system.

Membership

PTAC membership includes 20 representatives of transportation providers and other stakeholders throughout Oregon. Rotating positions are filled by both transportation provider organizations and affiliate groups. The Director of ODOT appoints some of the members from each of those groups while other members are self-appointed by the specific organization. The member positions consider a balance of organizational-type, geography, diversity and expertise.

- Terry Parker, PTAC Chair
- Julie Brown, Small Urban Provider - Rogue Valley Transit District (Rvtd)
- Mary Jo Carpenter, OTA Representative - Community Connection
- Roxanne Rolls, Trans. Options Representative (Togo) - Salem Keizer Transit
- Dennis Dick, Intercity Bus Provider - Valley Retriever Buslines
- Henry Heimuller, Assn. of Counties - Columbia County Commission
- Loni Debban, O4AD Representative - Malheur Council on Aging
- Bob Lowry, Passenger Rail Rep - Oregon Passenger Rail Advisory Council
- Sid Leiken, AOC/LOC - Lane County Commission
- Karen Friend, Small Urban Provider - COIC
- Ernest Palmer, Rural Provider - Basin Transit Service
- Vacant, Lg Urban Provider - Lane Transit District
- Sue Dreier, Lg Urban Provider - Salem Keizer Transit
- Claire Potter, Metro Public Provider - Tri-Met
- David Ritacco, Access to Work Rep - Oregon Vocational Rehabilitation Services
- John Wenholz, At Large - Morrow County Commissioner
- Vacant, Tribal Government Rep
- Vacant, Small Urban Provider
- Vacant, OR State Disabilities Commission
- Vacant, OR Department of Human Services
- Vacant, Governors Commission on Sr. Services - Governor's Commission on Sr. Services

Oregon Bicycle & Pedestrian Advisory Committee

Purpose

There is created in the Department of Transportation an advisory committee to be appointed by the Governor to advise the department regarding the regulation of bicycle traffic and the establishment of bicycle lanes and paths. The committee shall consist of eight members including an employee of a unit of local government employed in land use planning, a representative of a recognized environmental group, a person engaged in the business of selling or repairing bicycles, a member designated by the Oregon Recreation Trails Advisory Council, and at least one member under the age of 21 at the time of appointment. Members of the advisory committee shall be entitled to compensation and expenses as provided by ORS 292.495.

Membership

- AJ Zelada - Chair, OD Chair - Fremont Vision
- Lee Shoemaker, Vice Chair, Local Government, Land Use Planning
- Erin Kelley, Environmental
- Jenna Stanke, Oregon Recreational Trails – Jackson County
- Jerry Norquist, Bicycle Business – Cycle Oregon
- Maureen Sevigny, Public Member – Oregon Institute of Technology
- Wayne Baum, Public Member
- Daniel Ronan, Under 21, Student Representative
- Sheila Lyons, Chair, ODOT Oregon Bicycle and Pedestrian Program Manager

Transportation Enhancement Advisory Committee

Purpose

The role of the TE Advisory Committee is to provide input and recommendations to the Oregon Transportation Commission, ODOT Director and TE Program Manager on matters concerning the Transportation Enhancement program. The committee has three specific duties:

- Project Selection: Serve as the selection committee for TE projects competing on a statewide basis. Evaluate project proposals and recommend projects for funding.
- Appeal Panel: Consider cases in which an agency or organization protests ODOT staff decisions on TE projects. Recommend options or solutions to the ODOT Director and TE Program Manager.
- Policy Review: Assist in development and review of criteria, policies prepared by the TE Program. Include a process for soliciting opinions from groups and persons having interest or expertise in the TE program.

Membership

- John Dorst, City of Gresham
- John Oberst, City of Monmouth Mayor
- Pat Ehrlich, AOC retired
- John Vial, Jackson County Roads and Parks
- Jerri Bohard, GERT Liason
- Pat Fisher, TE Program Manager
- Michael Rock, Transportation Planner
- Michele Thom, Region 1 Local Program Liason
- Michael Cosgrove

Area Commissions on Transportation

Purpose

In 1996, the OTC authorized regionally based transportation advisory commissions known as Area Commissions on Transportation or ACTs in order to expand opportunities for local citizen involvement in ODOT's decision making. The OTC responded to local jurisdictions and other stakeholders asking for more opportunity to participate in the early stages of transportation project selection. ACTs are advisory bodies chartered by the Oregon Transportation Commission. ACTs address all aspects of transportation with primary focus on the state transportation system. ACTs consider regional and local transportation issues if they affect the state system. They work with other local organizations dealing with transportation-related issues. In April 2012, the Commission asked the ACTs to reflect on their membership to ensure that they represented all modes and aspects of the transportation system. The ACT policy provides guidance that at least 50 percent of the members needed to be elected officials other potential members could be; tribal governments; port officials; transit and other interested stakeholders, such as freight, trucking, bicycle, pedestrian; among other community interests. The ACTs play a key advisory role in the development of the Statewide Transportation Improvement Program, which schedules funded transportation projects. ACTs establish a public process for area project selection priorities for the STIP.

There are eleven ACTs in Oregon:

Cascades West Area Commission on Transportation

Representing Benton, Lincoln and Linn counties

ODOT contact: Frannie Bridle,
Cascades West Area

Manager frances.brindle@odot.state.or.us

Central Oregon Area Commission on Transportation

Representing Crook, Deschutes, and Jefferson counties

ODOT contact: Gary Farnsworth, Central Oregon Area Manager

(541) 388-6071 or email Gary.C.Farnsworth@odot.state.or.us

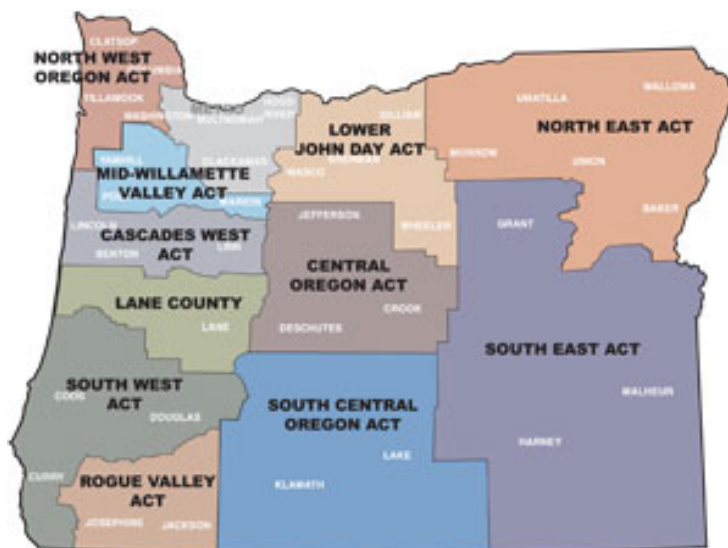
Lane County Area Commission on Transportation

Representing Lane County

ODOT contact: Savannah Crawford, Transportation Planner

(541) 747-1354 or email Savannah.Crawford@odot.state.or.us

Lower John Day Area Commission on Transportation



Area Commissions on Transportation

Representing Gilliam, Sherman, Wasco and Wheeler counties
ODOT contact: Brad DeHart Region 4 Operations Engineer
(541) 296-2215 or email Bradley.K.DeHart@odot.state.or.us

Mid-Willamette Valley Area Commission on Transportation

Representing Marion, Polk and Yamhill counties
ODOT contact: Tim Potter, Mid-Willamette Valley Area Manager
(503) 986-2900 or email James.T.Potter@odot.state.or.us

North East Area Commission on Transportation

Representing Baker, Morrow, Umatilla, Union and Wallowa counties and the Confederate Tribes of the Umatilla Indian Reservation
ODOT contact: Craig Sipp, North East Area Manager
(541) 963-1328 or email Craig.A.Sipp@odot.state.or.us

Northwest Oregon Area Commission on Transportation

Representing Clatsop, Columbia and Tillamook counties and western rural Washington County
ODOT Region 2 contact: Larry McKinley, Area Manager District 1
(503) 325-7222 or email Larry.McKinley@odot.state.or.us

Rogue Valley Area Commission on Transportation

Representing Jackson and Josephine counties
ODOT contact: Art Anderson, Rogue Valley Area Manager
(541) 774-6353 or email Arthur.H.Anderson@odot.state.or.us

South Central Oregon Area Commission on Transportation

Representing Klamath and Lake Counties
ODOT contact: Norman C. "Butch" Hansen, South Central Oregon Area Manager
(541) 883-5662 or email Norman.C.Hansen@odot.state.or.us

South East Area Commission on Transportation

Representing Grant, Harney and Malheur counties and the Burns Paiute Tribe
ODOT contact: Tom Davis, Region 5
(541) 889-9915 ext. 224 or email Thomas.J.Davis@odot.state.or.us

South West Area Commission on Transportation

Representing Coos, Curry and Douglas counties
ODOT contact: Mark Usselman, South West Area Manager
(541) 396-3707 or email Mark.Usselman@odot.state.or.us

[Website for ACT Policy](#)

<http://www.oregon.gov/ODOT/COMM/docs/acts/actpolicy0603.pdf>

STIP Stakeholder Committee

Purpose

The STIP Stakeholder Committee's purpose is to advise the OTC and ODOT on policies and procedures related to improving the STIP development process. STIP process improvements may include increasing participation, consistency, and transparency. They have worked on the OTC's ACT policy, the STIP project selection criteria for multiple STIP cycles, and least cost planning/Mosaic investment decision analysis for transportation.

Membership

Scott Ashford
Chair - OSU School of Civil and Construction Engineering

Government:

- Phil Ditzler, FHWA
- Monte Grove, ODOT Region 5
- Matt Crall, DLCD
- Gary Van Huffel, Business Oregon
- Mike McArthur, AOC
- Mike McCauley, LOC
- Mike Quilty, OMPOC and RVMPO

Advisory Committees:

- Angus Duncan, Oregon Global Warming Commission
- Lynn Lundquist, COACT
- Andy Cotugno, JPACT Oregon Freight Advisory Committee and Oregon Ports
- Susie Lahsene, OFAC & Port of Portland Public Transit Advisory Committee
- Stephen Dickey, PTAC and Salem-Keizer Transit

Business and Freight:

- Jonathan Schlueter, Westside Economic Alliance
- Mike Montero, Montero Associates
- Bob Russell, Oregon Trucking Association

Other:

- Marie Dodds, AAA Oregon/Idaho
- Chris Hagerbaumer, OEC
- Beth Wemple, Cambridge Systematics
- Wayne Lei, PGE

Oregon Passenger Rail Leadership Council

Purpose

Governor Kitzhaber created a Leadership Council of mostly elected officials from the Willamette Valley to advise the Governor and the Oregon Transportation Commission on a preferred alignment for inter-city passenger rail improvements that will become a foundation for the future to make Oregon more competitive in finding funding for future projects to our freight and passenger rail service in Oregon. This Committee meets for the ODOT Rail Corridor Investment Plan, Environmental Impact Statement, NEPA Tier

Membership

- Kitty Piercy –Mayor of Eugene, Co-Chair
- John Russell-Portland, Co-Chair
- Sam Adams-Mayor of Portland
- Senator Rod Monroe-South Metro Region
- Jeremy Ferguson-Mayor of Milwaukie
- Tom Hughes-Metro Council President
- Rep. Vicki Berger-Salem Area
- Rep. Sara Gelser-Corvallis Area
- Sharon Konopa-Mayor of Albany
- Rep. Nancy Nathanson-Eugene Area
- Sen. Lee Beyer-Springfield Area
- Hillary Wylie-Springfield City Council
- Neil McFarlane-TriMet Mgr (Transit)
- Greg Evans-Vice-Chair-Lane Transit District Board (Transit)
- Mark Frohnmayer-Arcimoto-OR Transportation Commission
- Rep. Katie Eyre Brewer-Washington County Area
- E. Walter Van Valkenburg-Stoel Rives-OR Business Development Commission
- Mike Quilty-Out of Corridor Representative
- Marilyn Worrix-McMinnville-Land Conservation & Development Commission
- Matthew Garrett-ODOT Director
- Paula Hammond-WSDOT Secretary of Transportation

State Rail Plan Committee Members

Purpose

This Committee was appointed by ODOT's Director and represents key stakeholders and subject experts and will elp produce a comprehensive, long-range and strategic Rail Plan for Oregon. The committee meets 9 times over the period of the project.

Membership

- David Lohman – Chair- *Oregon Transportation Commission*
- David Anzur - *Portland and Western Railroad*
- David Arnold - *Association of Oregon Rail and Transit Advocates*
- Susan Brody - *On Behalf of the Oregon Environmental Council*
- Rob Eaton - *Amtrak*
- Ron Fox - *Southern Oregon Regional Economic Development Inc.*
- Hal Gard - *Oregon Department of Transportation*
- Paul Langner - *Tevin Brothers*
- Jeff Lowe - *TriMet*
- Linda Modrell - *Benton County*
- Susan Morgan - *Douglas County*
- Brock Nelson - *Union Pacific*
- Scott Palmer - *Brotherhood of Locomotive Engineers and Trainmen*
- Kitty Piercy - *City of Eugene*
- Kim Puzey - *Port of Umatilla*
- Toby Van Altvorst - *City of Prineville Railway*
- Colleen Weatherford - *BNSF Railway*
- Dennis Williams - *Rosboro Lumber*
- Kathryn Williams - *Port of Portland*

Intermodal Leadership Team

Purpose

The Intermodal Leadership Team (ILT) is the central leadership body for the groups at the Oregon Department of Transportation (ODOT) responsible for planning, development, delivery, maintaining and operating key elements of the State of Oregon's transportation system.

The ILT's role is the strategic planning, decision-making, oversight, implementation, coordination of stakeholder outreach and providing guidance for the transportation divisions of the agency. The ILT further helps ensure the modes under ODOT jurisdiction are planned, managed and maintained to interface effectively with all transportation modes and to optimize the state's transportation resources and performance.

In this context, transportation refers to the planning, programming, project delivery, maintenance and operations functions of the transportation system under the purview of the Agency.

Membership

- Jerri Bohard (co-chair), TDD Division Administrator
- Paul Mather (co-chair) Highway Division Administrator
- Troy Costales, Safety Division Administrator
- Hal Gard, Rail and Transit Division Administrator
- Erik Havig, TDD Planning Section Manager
- Luci Moore, Maintenance Manager
- Cathy Nelson, Technical Services Manager
- Jason Tell (R1) Region Manager
- Sonny Chickering (R2) Region Manager
- Frank Reading (R3) Region Manager
- Bob Bryant (R4) Region Manager
- Monte Grove (R5) Region Manager

Project Delivery Leadership Team

Purpose

The Project Delivery Leadership Team (PDLT) provides executive level strategic planning, decision-making, oversight, and overall operational guidance for project development and construction. The PDLT's key goals are:

- To develop and execute strategic directions and decisions to improve project delivery practices, ensure effective program delivery, and maximize efficiency.
- To promote statewide consistency through relevant, clear policy, practice and procedures that support sound decision-making at all levels.
- To ensure a high level of coordination, integration and communication between key project delivery business lines and partners.

Membership

Cathy Nelson, Co-Chair, Technical Services Manager

Frank Reading, Co- Chair, R3, Region Manager

Naveen Chandra, Region 1 Project Delivery Manager

Mike Long, Region 2 Tech Center Manager

Mark Thompson, Region 3 Tech Center Manager

Gary Farnsworth, Region 4, Area Manager

Steve Davis, Region 5 Tech Center Manager

Jeff Gower, State Construction & Materials Engineer

Paul DePalma, Major Projects Branch, Contracting Services Unit Manager

Joanna Robert, Local Program Coordinator

Planning Business Line Team

Purpose

The purpose of the Planning Business Line Team is to ensure that the Department fulfills its commitments by delivering strategic planning products, projects and policies that meet the needs of our customers and stakeholders and by balancing within available resources.

Membership

- Jerri Bohard, TDD Division Administrator
- Robert Bryant, R4 Region Manager
- Erik Havig, TDD Planning Section Manager
- Kristen Pennington, R1 Planning Manager
- Lisa Nell, R2 Planning Manager
- Michael Baker, R3 Planning Manager
- James Bryant, R4 Interim Planning Manager
- Teresa Penninger, R5 Planning Manager
- Steve Lindland - Roadway Engineering Unit Manager
- Harold Lasley – Access Management Unit Manager

Maintenance Leadership Team

Purpose

MLT provides strategic planning, decision-making, budget management, oversight, and overall operational guidance for the Highway Maintenance and Operations business lines.

Key Goals are:

- To develop and execute strategic directions to improve maintenance and operations program practices and business functions, to ensure effective program delivery, and maximize efficiency.
- To promote statewide consistency through relevant, clear policy, practice and procedures that support sound decision-making at all levels.
- To ensure a high level of coordination, integration and communication between key business lines, partners and internal and external regulators.
- Manage fleet, maintenance facilities and radio communication systems and business practices strategically and efficiently.

Membership

- Luci Moore, Co-chair, State Maintenance & Operations Engineer
- Monte Grove, Co-chair, Region 5 Manager
- Ted Miller, Region 1 Region Maintenance & Operations Manager
- Vivian Payne, Region 2 Region Maintenance & Operations Manager
- Darrin Neavoll, District 7 Manager
- Mike Stinson, District 11 Manager
- Mike Buchanan, District 13 Manager
- Galen McGill, ITS Manager
- Stefan Hamlin, Highway Budget Officer