

# ODOT Fall 2022 Updates

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Karyn Criswell, Division Administrator, Public Transportation

Brendan Finn, Director, Urban Mobility Office

Mac Lynde, Division Administrator, Delivery and Operations

Amy Joyce, Division Administrator, DMV

Kris Strickler, ODOT Director

September 23, 2022

Joint Committee on Transportation

# Agenda

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- Innovative Mobility Program Update
- Safe Routes to School Projects Update
- Urban Mobility Strategy Update
- Projects Update
- DMV Successes and Challenges
- Funding Oregon's Transportation System

# Innovative Mobility Program and Safe Routes to School Update

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Karyn Criswell, Division Administrator, Public Transportation

# Innovative Mobility Program: Overview

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- Created by the Oregon Transportation Commission
- Funding: \$10 M Federal IIJA and \$10 M State
- Provide funding to community-based organizations and local agencies that make it easier for underserved groups to walk, bike, roll, share rides, and take transit
- Statewide competitive grants and contracted services for transportation projects
- Deliver with a climate and equity lens

# Innovative Mobility Program: Milestones

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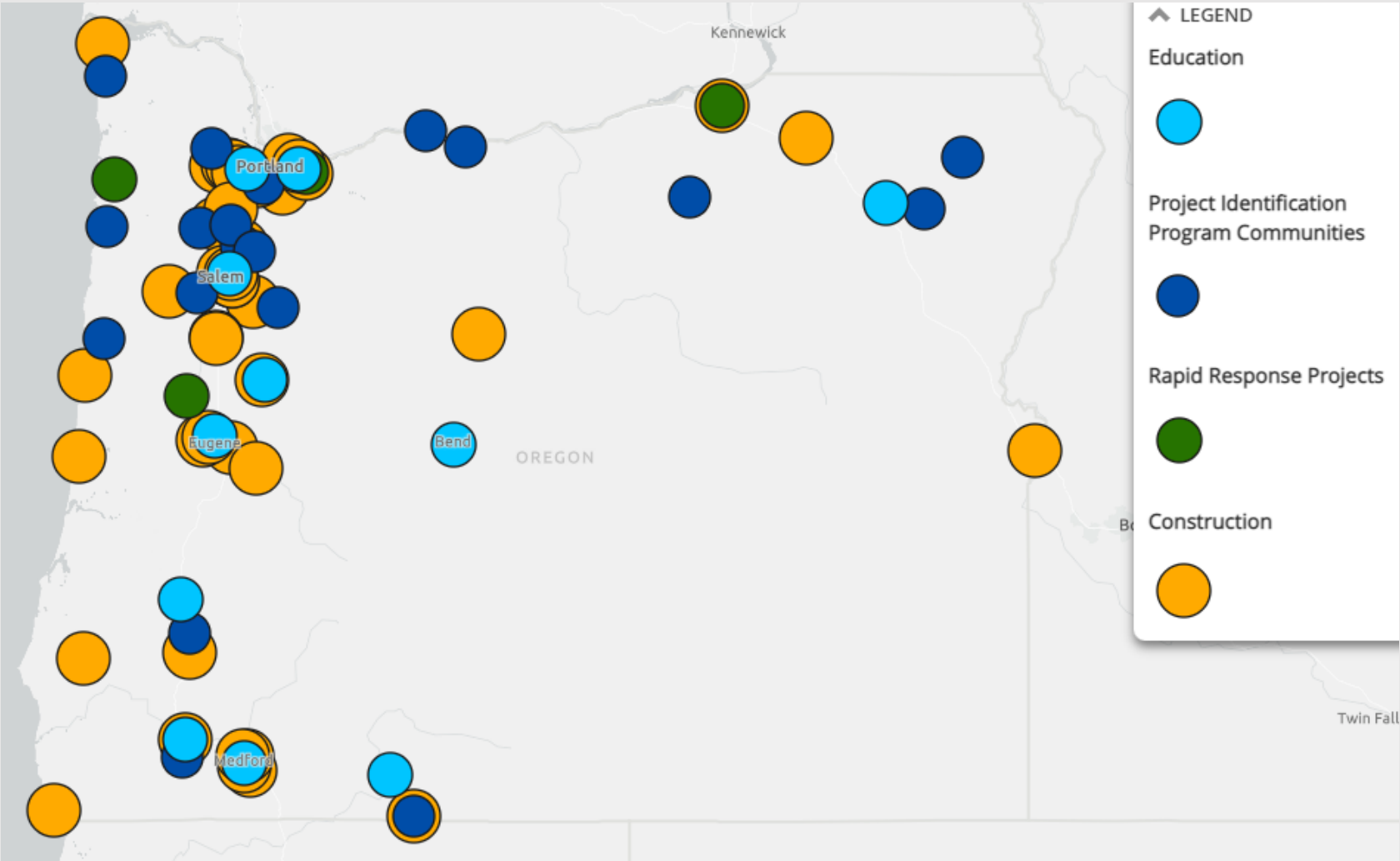


# Safe Routes to School



- Safe Routes to School (SRTS) programs address barriers to students walking and rolling in your community. Solutions include:
  - Construction of safe walkways and safe street crossings
  - Rapid response following injuries or fatalities
  - Community engagement
  - Walk/bike safety education for students
- Funded through HB 2017, with additional IJA funds allocated by the OTC

# Safe Routes to School Funded Projects





# SRTS: Monroe Grade School



Before

- Rapid Response SRTS Project
- Crossing enhancements and separated walkway
- Completed in 2022
- \$126K Grant Award



After



# SRTS: John Day



Before

- Project benefits Grant Union High School and Humboldt Elementary
- New sidewalks and bike lane along US 395
- ODOT applied for grant, \$1.14 M Grant
- Under construction now



In progress

# Urban Mobility Strategy Update

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Brendan Finn, Director, Urban Mobility Office

# URBAN MOBILITY STRATEGY



**Urban Mobility Strategy Map**

<b>Currently Funded by HB2017</b>	<b>Made Possible with HB3055</b>	<b>Partner Project with ODOT Support</b>	
System Improvement Project	System Improvement Project	System Improvement Project	TriMet Project
Bike/Ped Crossing Project	Regional Mobility Pricing Project	Bike/Ped Crossing Project	Multimodal Study
	I-205 Toll Project	Bus on Shoulder Pilot	

Note: Core project names are boxed



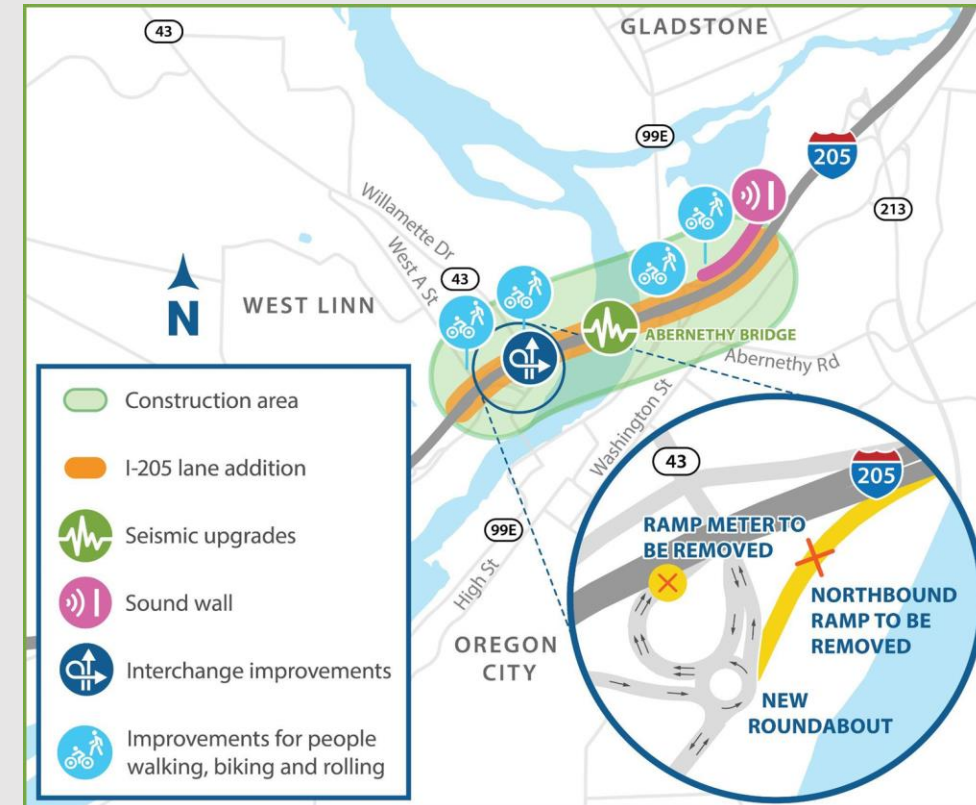
# I-205 Improvements Project: Stafford Road to OR 213

## First Phase

- Earthquake-ready, widened Abernethy Bridge
- Improved interchanges & on and off ramps to reduce crashes and improve safety
- Improved infrastructure for people who walk and roll
- New sound wall installed at exit 9

## First Phase Budget

- \$495 million





# I-205 Improvements Project: Stafford Road to OR 213



*I-205 Improvements Project  
Groundbreaking Ceremony*

## Important Dates:

- Construction team met the in-water work window
- First phase construction concludes in 2025

## Additional Information:

- First phase in completing the overall, 7-mile I-205 Improvements Project

## Community Involvement:

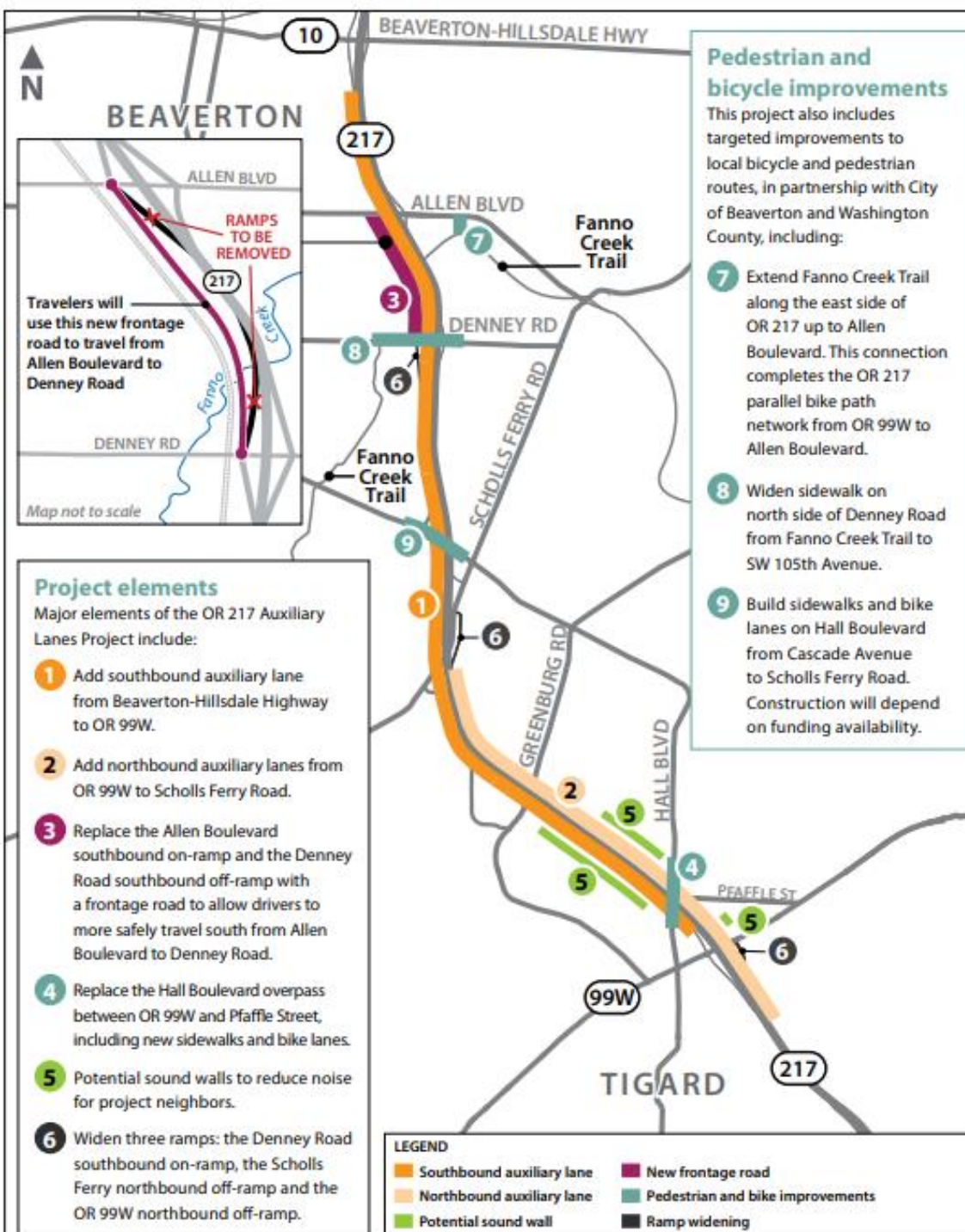
- 21 community events held during spring/summer 2022: strong community support for an earthquake-ready Abernethy Bridge

## SCHEDULE

2022				2023	2024	2025	2026	2027
Spring	Summer	Fall	Winter					
FIRST PHASE OF CONSTRUCTION								
FUTURE CONSTRUCTION PHASES*								

# OR 217 Auxiliary Lanes

- Improve safety and reduce bottlenecks on OR 217
- Bike/Pedestrian network improvements
- Construction kicked off in December 2021
- \$98M from HB 2017
- Partnership with City of Beaverton and Washington County





# OR 217 Auxiliary Lanes



# Projects Update

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Mac Lynde, Division Administrator, Delivery and Operations



# OR 38: Scottsburg Bridge Replacement

- Replaced 1929 Scottsburg Bridge
- Construction began in Feb 2020 and traffic moved to new bridge in May 2022
- \$50.4M, HB 2017 project
- OR 38 is a priority route in the event of a seismic event or other natural disaster





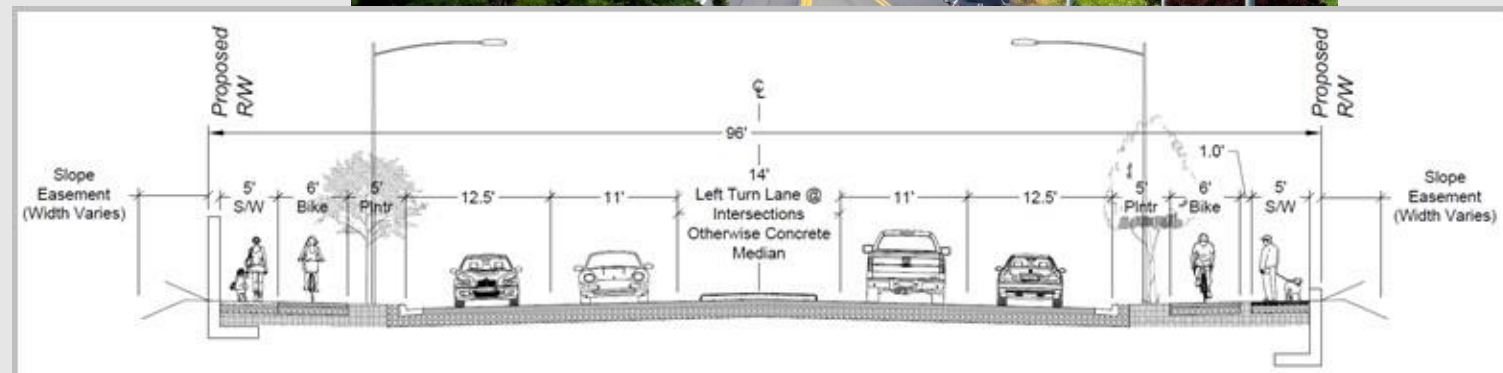
# OR 38: Scottsburg Bridge Replacement





# Medford Foothills Road

- Bid opens Nov. 3, 2022, construction Spring 2023-2026
- Improves 4 miles of Foothill Rd. in Medford
- Project creates two lanes in each direction, center turn lane, shoulder, sidewalks, bike lanes
- BUILD Grant Project
- Jackson County also improving section of Foothill Rd.



# US 97/US 20 Bend North Corridor



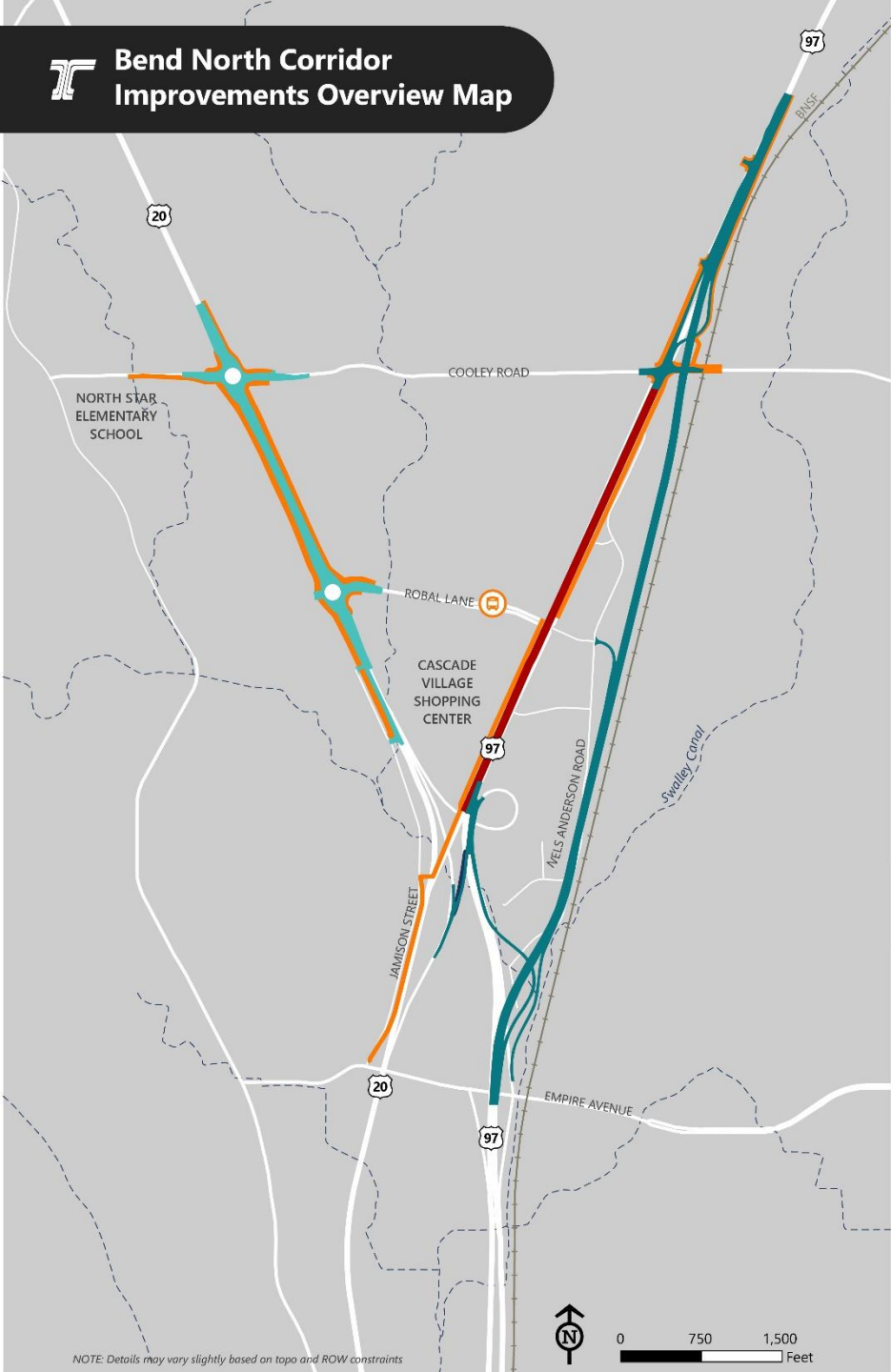
- Groundbreaking planned for Oct. 2022
- Construction begins on US 20 portion in Spring 2023
- Dec. 2024 planned project completion

Funding Source	Amount
INFRA Grant Award	\$60,400,000
HB2017	\$50,000,000
Deschutes County	\$5,000,000
City of Bend	\$14,866,320
ODOT	\$38,980,808
Private Development	\$5,500,000
<b>TOTAL</b>	<b>\$174,747,128</b>









# Bend North Corridor Improvements Overview Map



## BICYCLE, PEDESTRIAN AND ADA IMPROVEMENTS

-  Construct multi-use paths and sidewalks, including a 12 foot wide path from Empire to Cooley Road
-  Construct new marked pedestrian crossings including raised medians and Rectangular Rapid Flashing Beacons (RRFB)
-  Upgrade all ADA curb ramps
-  Add, upgrade, and widen bike lanes
-  Add a new transit stop along Robal Lane

## ROADWAY AND INTERSECTION UPGRADES

-  Build a new section of U.S. 97 near the railroad tracks
-  The current U.S. 97 becomes future 3rd Street
-  Create roundabouts where U.S. 20 meets Robal Lane and Cooley Road

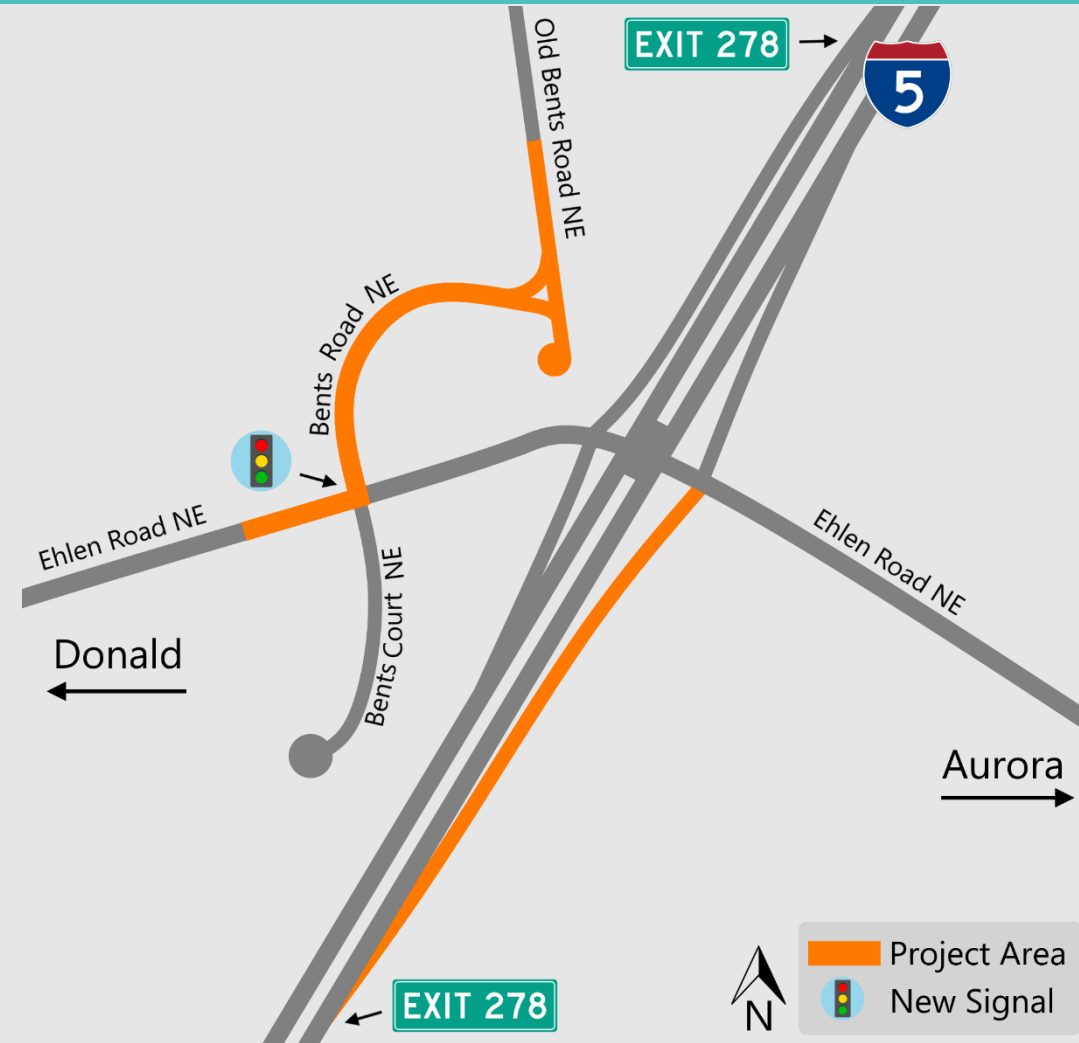
# US 97/US 20 Bend North Corridor

- Realign and improve US 97 and US 20 in Bend
- Parallel multi-use paths on both sides of US 20
- North South multi-use path adjacent to US 97
- Enhanced pedestrian crossings on US 20 and old US97
- Updated ADA ramps
- New transit stop

NOTE: Details may vary slightly based on topo and ROW constraints

# I-5 Aurora-Donald Interchange, Phase 1

- Phase 1 under construction, to be finished Oct. 2022
- Improve safety and prepare area for future phases
- Full design and Phase 1 construction funded through HB 2017
- Still securing funding for full build of the Diverging Diamond Interchange
- Lengthen and widen northbound off-ramp, new sound wall, realign Bents road, install new traffic signal at new Bents and Ehlen road intersection



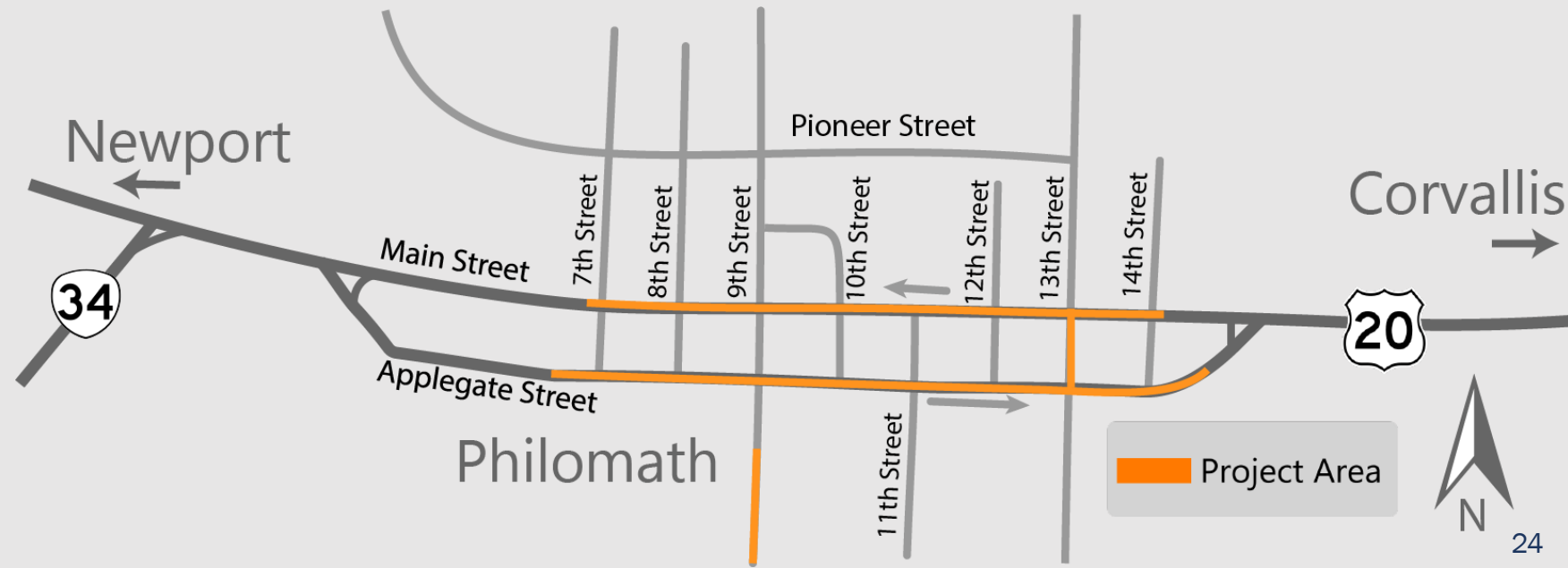






# U.S. 20 Philomath Couplet

- Bidding process in progress
- U.S. 20 (49.8 - 50.8) Main Street (westbound) & Applegate Street (eastbound)
- Paving, streetscape, and safety improvements
- Estimated to be complete in 2024





# U.S. 20 Philomath Couplet Features

- Reconstructing and paving the road
- Installing pedestrian facilities with wider walkways, better crossings, additional curb ramps, and sidewalk access
- Installing dedicated bike lanes
- Improving street lighting
- Replacing traffic signals at important intersection



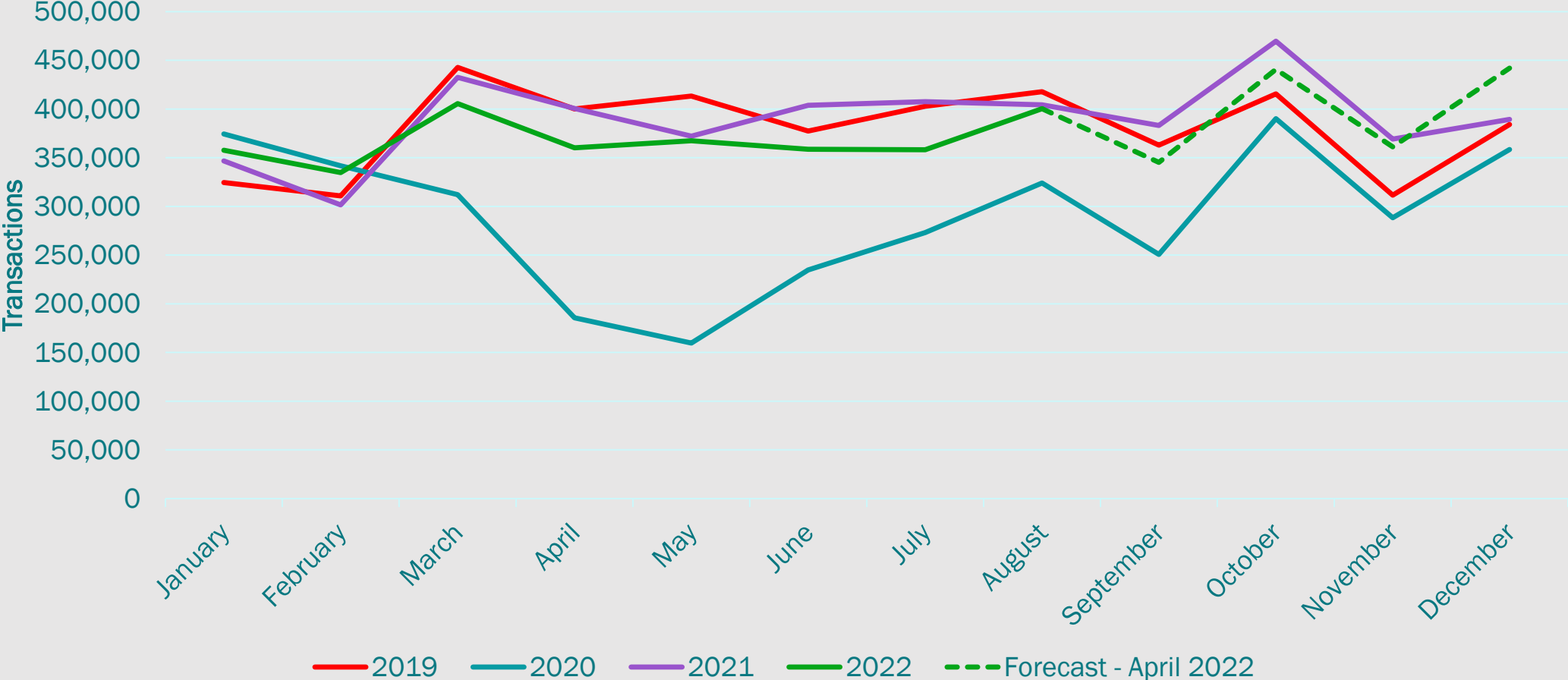
# DMV Successes and Challenges

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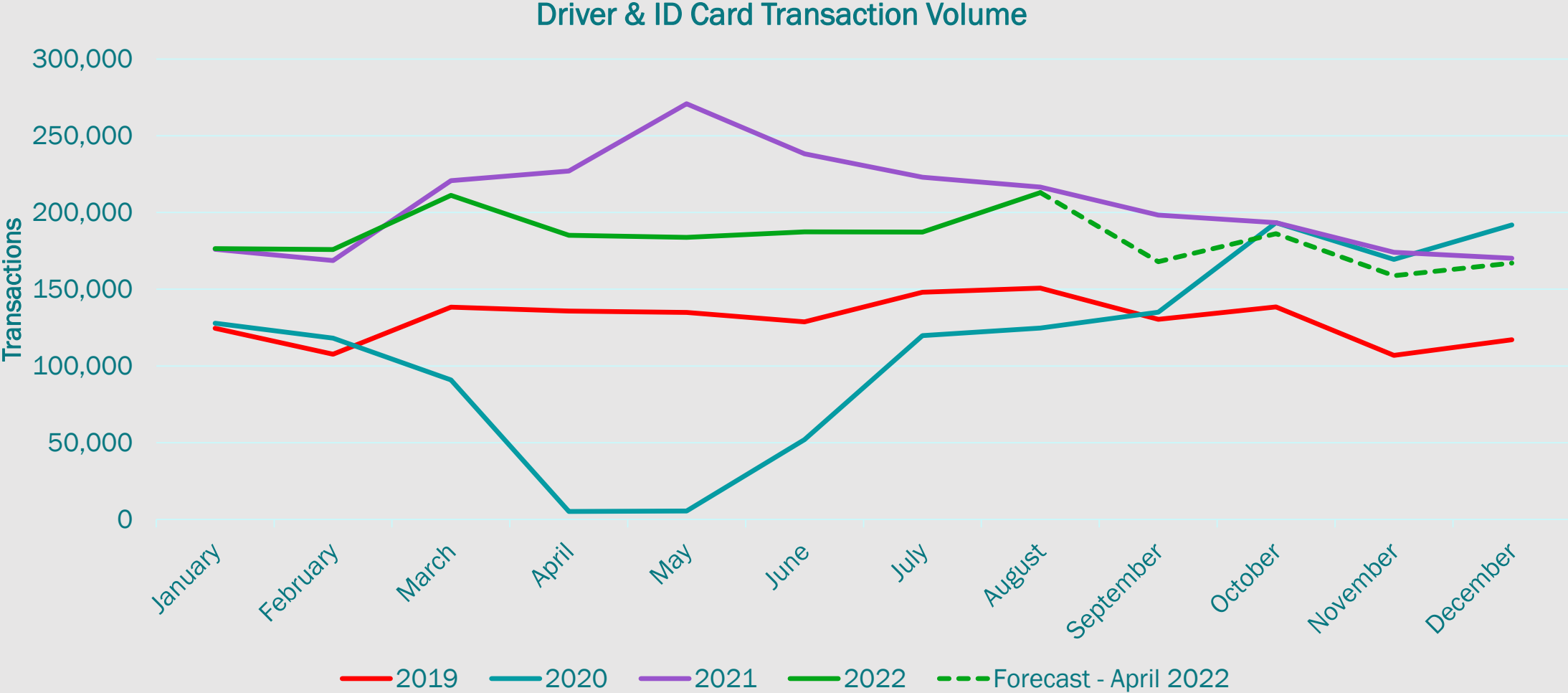
Amy Joyce, Division Administrator, DMV

# Transaction Volumes

Titles, Registrations, Plates, and Permits

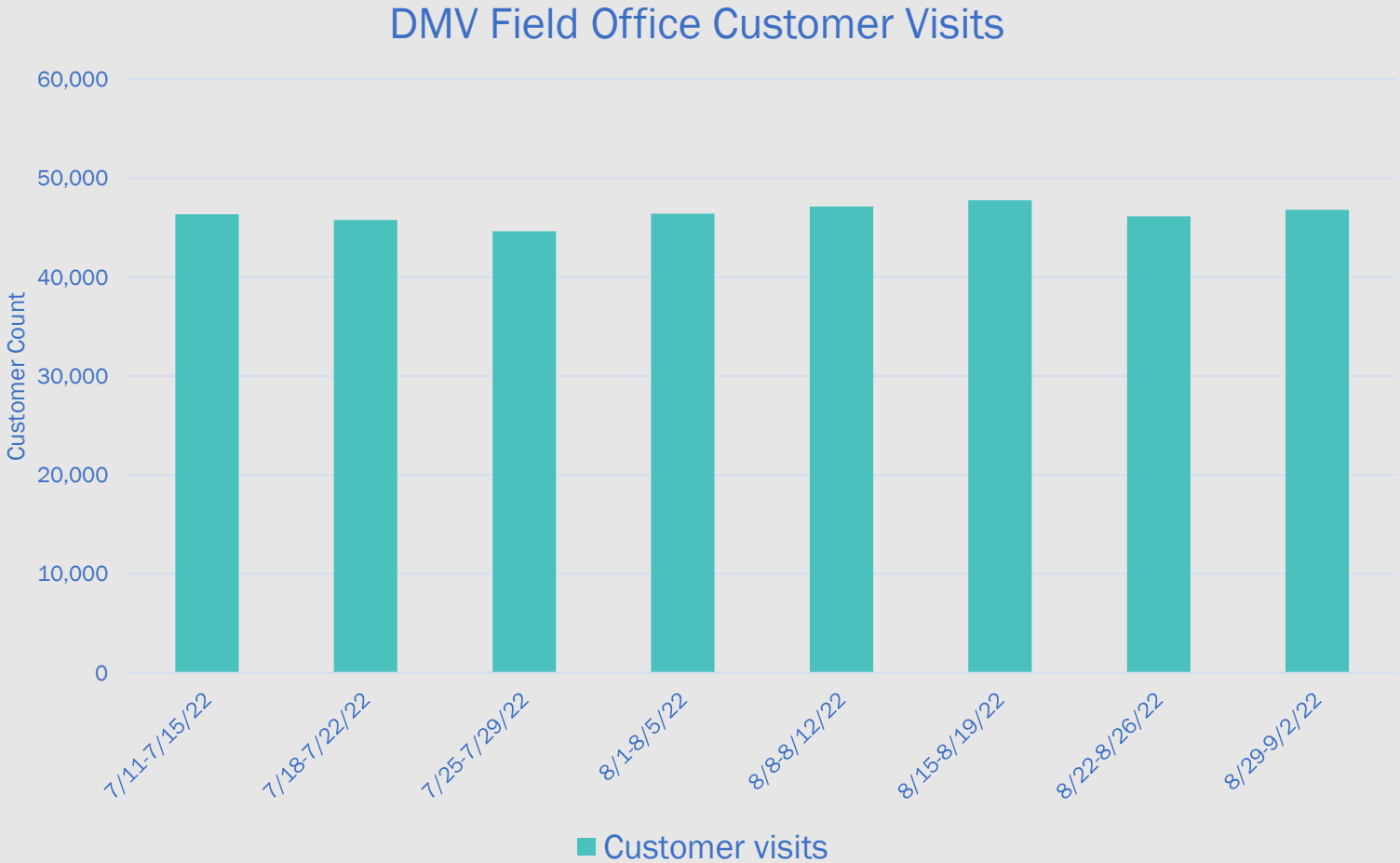


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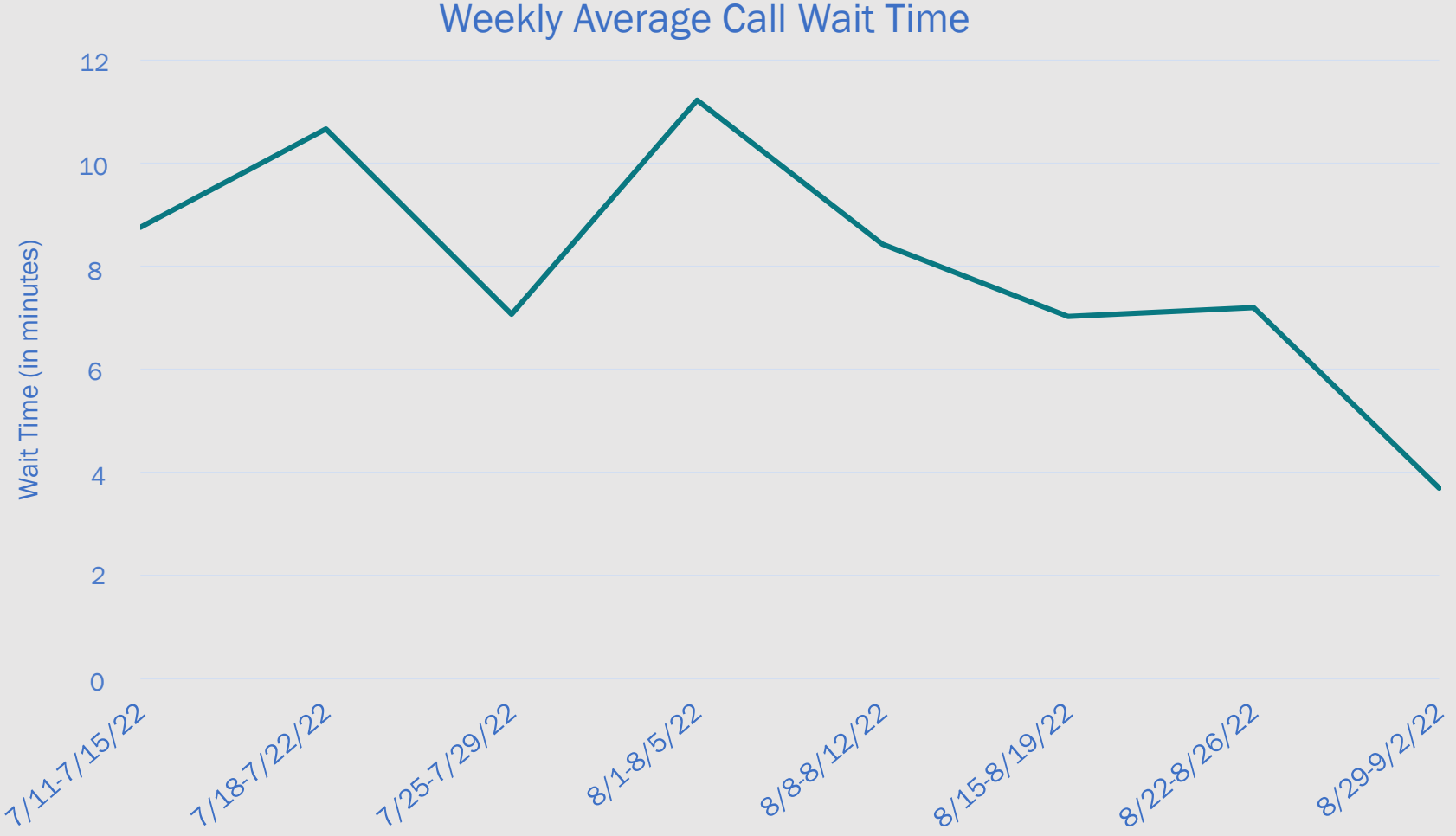




# Good news: Holding steady on some key service metrics

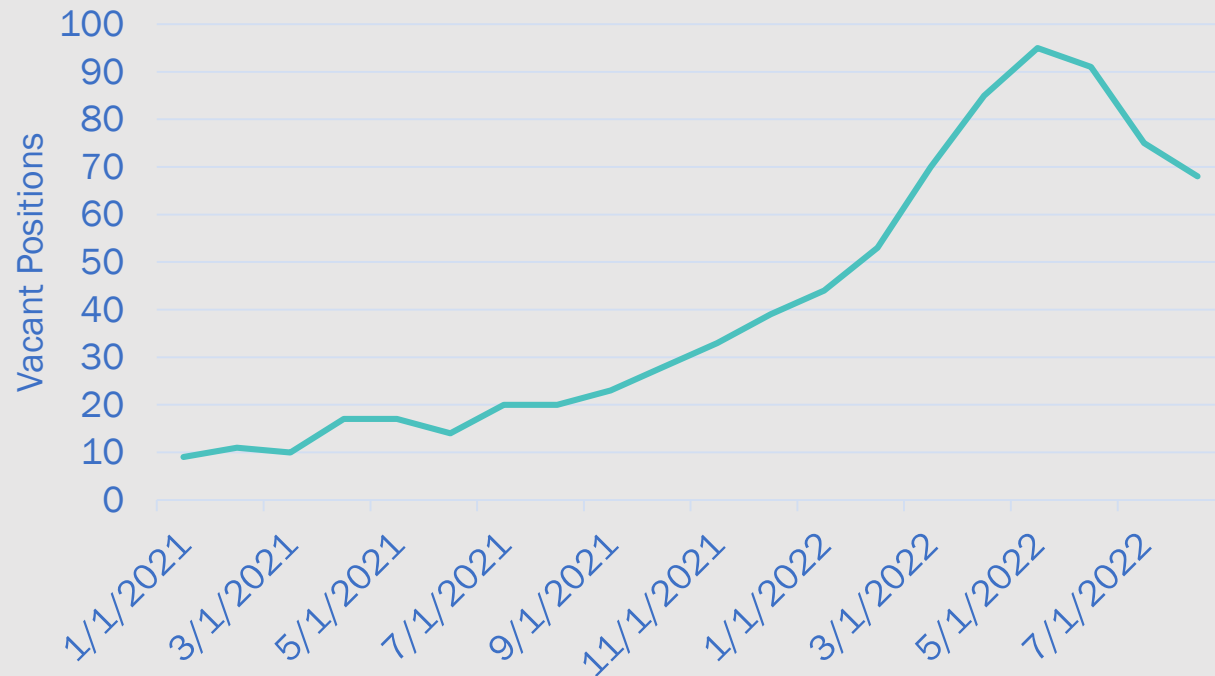


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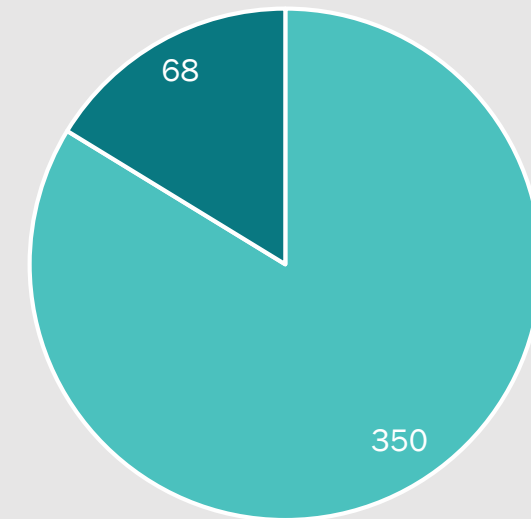


# Field Office Staff Shortages

Vacant Field Staff Positions by Month



Current Field Staff Filled Positions and Vacancies

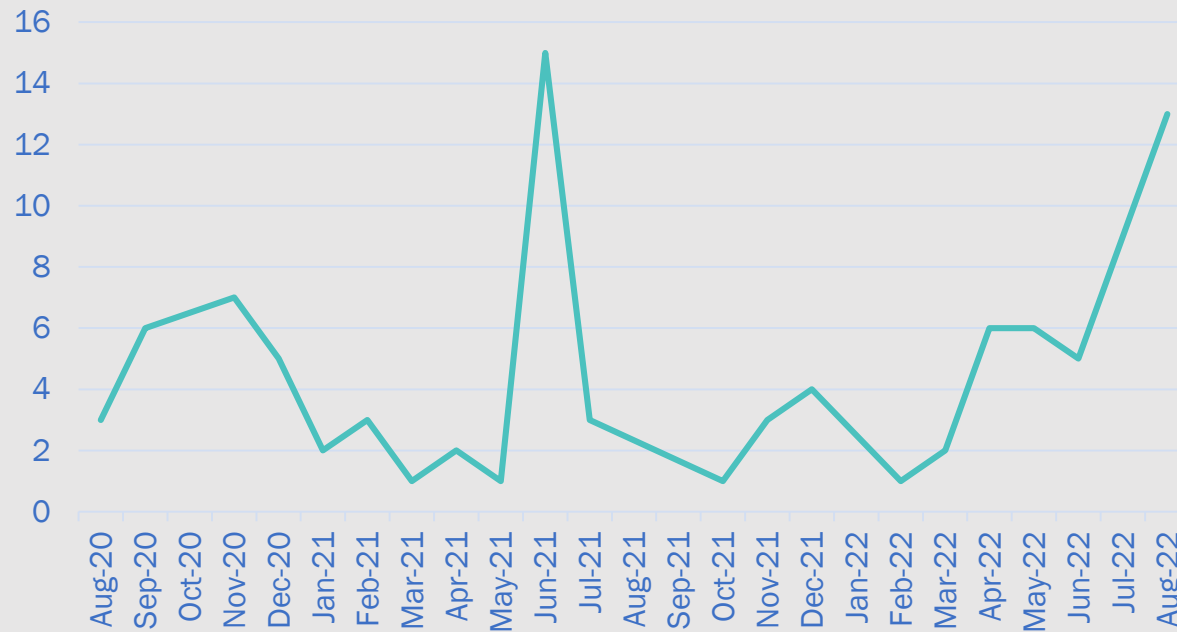


■ Front Line Field Staff ■ Vacancies



# Filling Vacancies, Recruitment Challenges

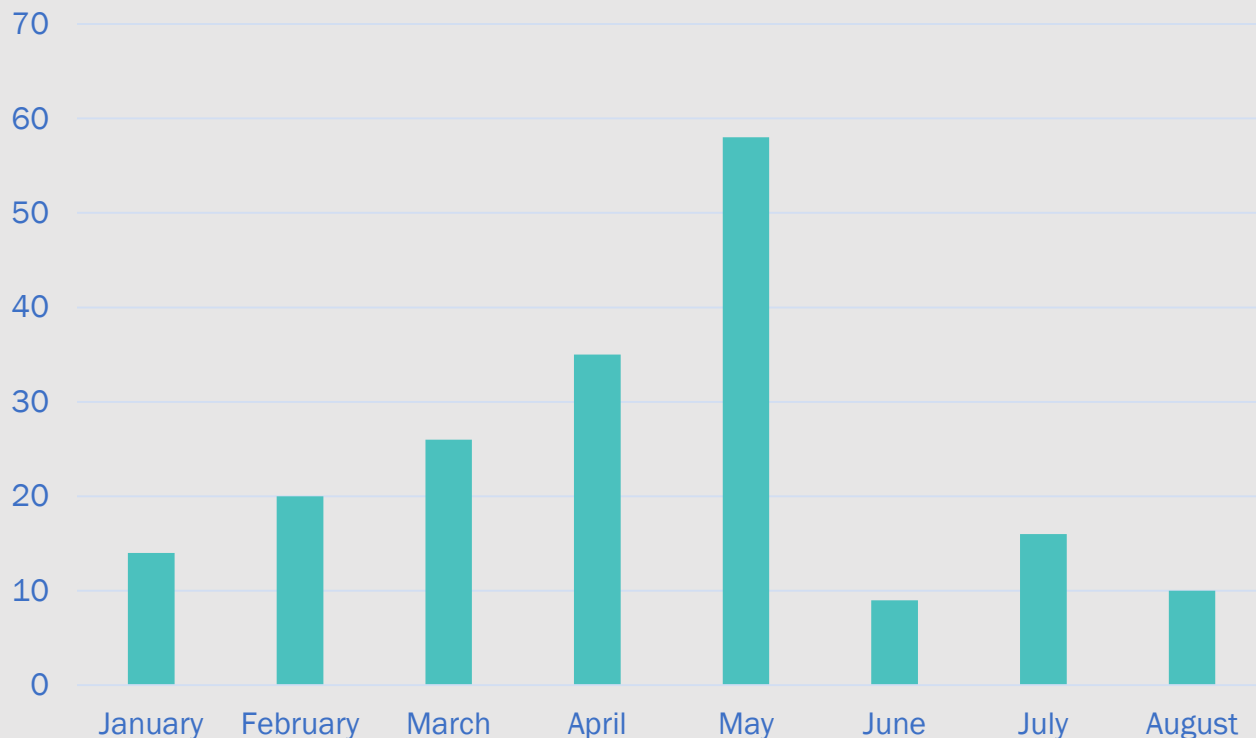
Employees Hired August 2020 - August 2022



- Tough job market for employers
- Limited duration positions expiring soon
- Bilingual recruitment
- Existing employees continue to promote, pursue other opportunities, or retire

# Unplanned Office Closures

Number of Closures Due to Staffing January - August 2022



- More offices returning to normal hours
- Canyonville – Returned to normal schedule 9/6
- The Dalles – Returned to normal schedule 9/12
- Astoria – Will return to normal schedule 10/31
- Lake Oswego, Downtown Portland, and Junction City – Likely to return to normal schedule by end of October
- Stayton – Likely to reopen on 11/7

# What Do We Do: Recruitment

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- Coordinated, region-wide recruitments, open until filled
- Streamlined agency hiring processes
- Two-day hiring events and job fairs
- Actively promote these good jobs within the community





# What Do We Do: Promote Online Services

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- Replace or renew Driver License (DL) or ID
- Pre-application for DL or ID
- Re-print temporary DL or ID
- Purchase driving record
- Apply for hardship permit
- Pay reinstatement fee
- Request a hearing
- Make, change, cancel appointment
- Renew vehicle registration
- Notify DMV that vehicle sold
- Purchase annual Sno-Park permit
- Pre-application for Title & Registration; Fee calculator
- Make supplemental payment for Title & Registration
- Custom (vanity) plate search
- Order a new license plate
- Registration card replacement

# What's Next

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- Online knowledge testing starting in summer 2023
- Self-serve kiosks
  - Simple online transactions
  - Cash and card acceptance
  - 24/7 DMV access
  - Starting in summer 2023
- Real ID Federal Enforcement
  - May 3, 2023
- 2023 Legislative Session



# Funding Oregon's Transportation System

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Kris Strickler, Director







# A Tale of Two Budgets



## Transportation Projects & Programs

Dedicated federal & state funds for:

- Construction projects
- Grant programs

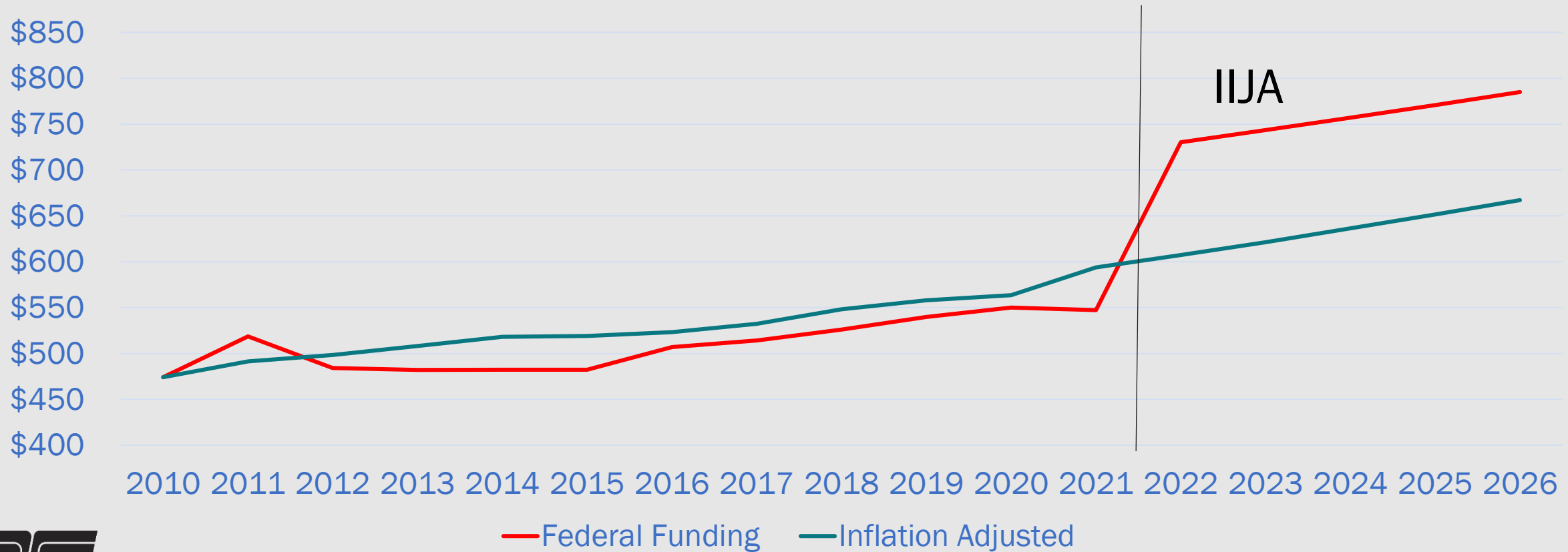


## Maintenance & Agency Operations

State Highway Fund dollars available to run the agency:

- System maintenance
- DMV & CCD
- Central services

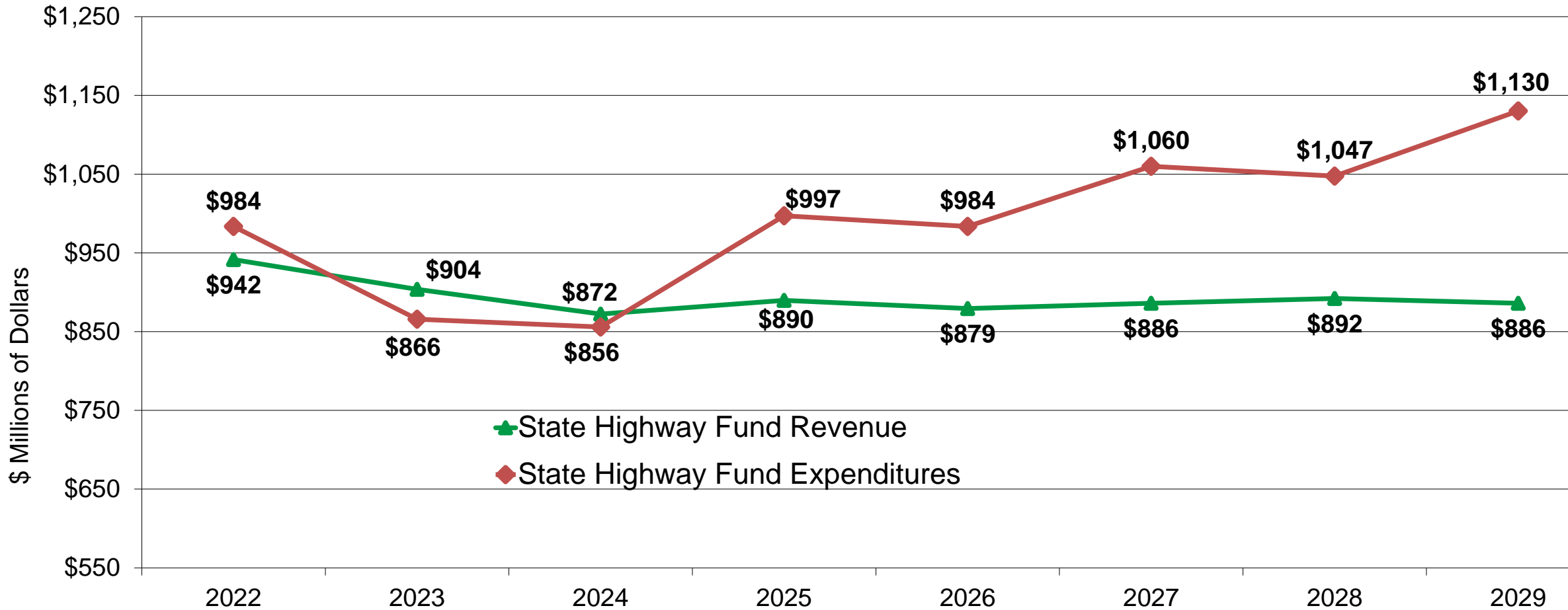
# Federal Highway Program Funding



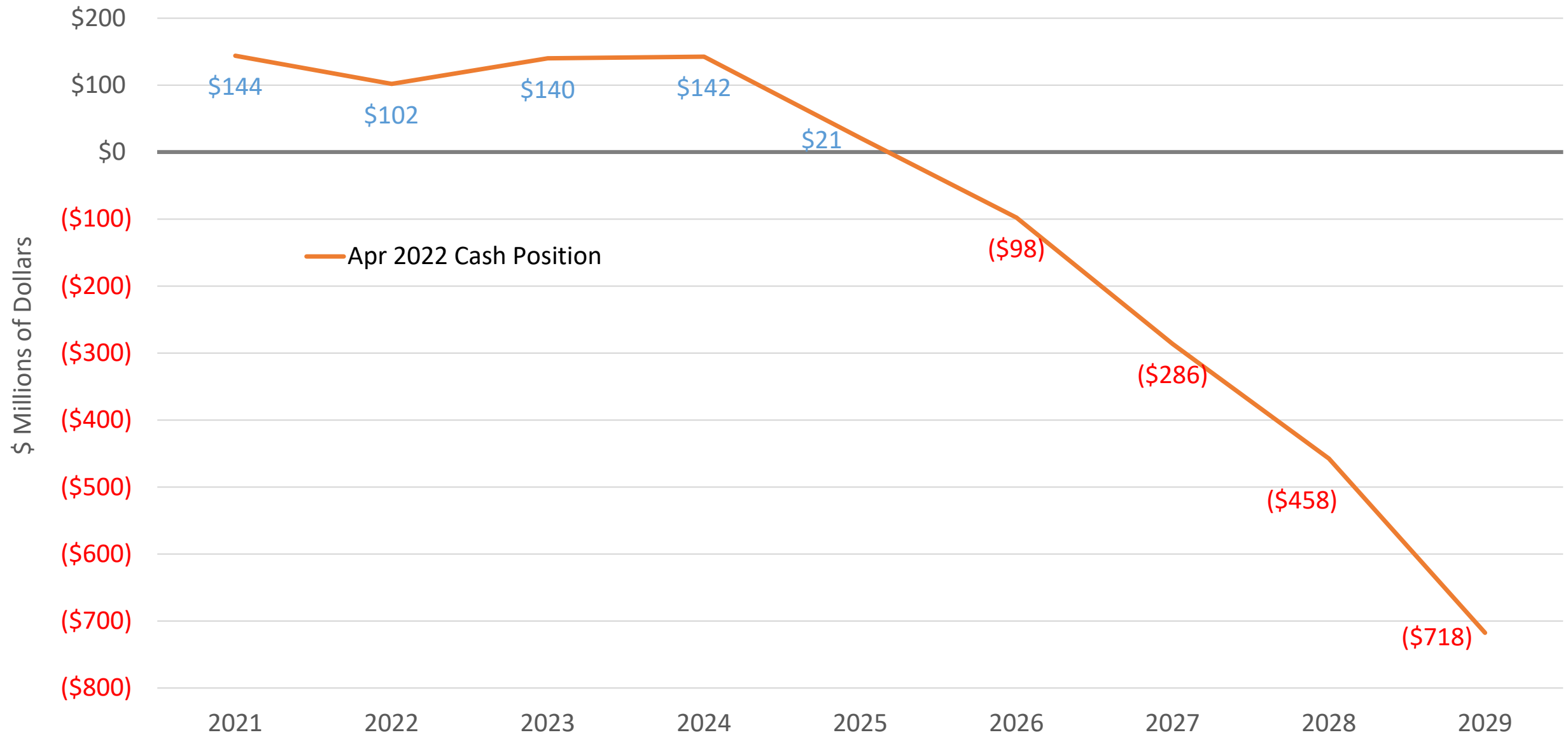


# State Highway Fund Revenue and Expenditures

## No POPs Included



# State Highway Fund Cash Balance





## Factors Contributing to State Highway Fund Decline

- Increased vehicle fuel efficiency (federal CAFE standards)
- Passenger fleet transition to EVs
  - Deployment of EV charging infrastructure
  - Federal/state EV purchase incentives
- Climate Protection Program
- Inflation



## What Do We Do?

Recognize these are important changes for Oregon's future – but may come at a price

To build and maintain a clean, resilient, and modern transportation system, we must:

- Increase efficiency, trim costs
- Diversify and increase revenue

Without action, system and services decline



# Strategies Implemented to Narrow the Gap

- Vacancy savings
- Initial maintenance and operations cuts
- Shifted costs from the State Highway Fund to other sources
- Reduced local government fund exchange







## Additional Fund-Shifting Strategies Being Implemented

- Further reduce O&M funding going to local governments under the Fund Exchange and State-Funded Local Programs
- Federalize maintenance and agency operations where possible
- Increase charging to project budgets
- Increase use of HB 2017 bridge, pavement and culvert funding to maintain these assets
- Pull back state O&M dollars used for federal match where we have existing programs to cover match



# Diversifying Oregon's Transportation Funding Streams



# Potential Future Solutions

- **Road Usage Charging.** Pay by the mile instead of by the gallon. Replaces gas tax for highly efficient and electric vehicles.
- **Roadway pricing.** Traditionally used for major bridge and capital improvements on high-volume facilities
- **Medium Duty Mileage Tax.** Similar to weight-mile tax for Heavy trucks, maintains revenue from growing fleet of medium duty trucks as they go electric.
- **Local/Regional Options.** Provide tools for local governments to raise money & supplement reliance on State Highway Fund
- **Multimodal Funding Sources.** Different sources (payroll tax, privilege tax, bike excise tax, etc.) for public and active transportation could be expanded or supplemented
- **Index some revenues** to keep pace with inflation



# Potential Immediate Solutions

- Increase DMV fees to cover cost of service and index to inflation
- Implement road usage charge for new efficient vehicles
- Adjust amount of HB 2017 funding going to maintenance
- Raise more revenue for O&M





# Thank you.

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