

Region 4 “ACT 101” Workshop - Terminology/Acronyms

Oregon Department of Transportation (ODOT): Each state has a department that is responsible for transportation planning, design, construction, operations and maintenance.*

Transportation System: The entire environment of transportation that moves people and goods, including the vehicles and equipment, the land, water and air routes those vehicles travel, and the operations schedules and other logistics.

Public Transportation: Any form of **transportation** that charge set fares, run fixed routes, and are available to the **public** such as buses, subways, ferries, and trains.

Oregon Transportation Commission (OTC): 5 member volunteer citizen board, Governor appoints members with the consent of the Oregon Senate, considers the geographic regions of the state, at least one member must live east of the Cascade Range, no more than three may belong to the same political party, members serve a four-year term and may be re-appointed.

Area Commission on Transportation (ACT):

- Advisory bodies chartered by the OTC.
- Offer key advice in developing the Statewide Transportation Improvement Program (STIP), Oregon’s ongoing transportation investment program.
- Serve the Transportation Commission in much the same way that local planning
- Serve cities and counties. Currently, there are 12 ACTs in Oregon.

National Environmental Policy Act (NEPA): Requires federal agencies to consider environmental impacts in decision-making, and to include the public in the decision-making process for all projects that may have significant impacts.

Americans with Disabilities Act (ADA): A civil rights law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

Public-Private Partnership (P3): A partnership between a government agency and one or more private sector companies to fund and operate a transportation project.

Intelligent Transportation Systems (ITS): Helps keep Oregon’s traffic moving efficiently and safely. Includes communication technology and other electronic equipment such as ramp meters, adaptive signal control, weather warning systems, and the TripCheck.com road condition and incident website. Information technologies, applications and platforms gather data. These technologies also monitor the way the transportation system is working, which allows agencies to manage and enhance performance.

Transit agencies: Provide public transportation services - which might include bus, rail and/or ferry - to a specific region. It might also be called a public transportation provider, transit district or transit authority. A transit agency may be an independent authority or might be related to the State DOT, the MPO, the county or the city.

Mode: A type or form of transportation - for example, surface transportation (which includes highway, transit and rail), air transportation (or aviation), pipelines (which move oil, gases, water) and water transportation. Each mode relies on specific technology, infrastructure, vehicles, operations and regulations.

Vehicle Miles Traveled (VMT): This is the number of miles traveled by motor vehicles within a specific geographic area for a specific time period. VMT is used to measure the amount of vehicle travel across places and time.

Airports: May be owned and operated by state, county or municipal government. In some cases they may be owned by integrated port authorities (which may also operate seaports, bridges, tunnels or other transportation facilities). Some airports are publicly owned but rely upon commercial entities to operate key facilities.

Federal Transportation Divisions

United States Department of Transportation (USDOT): established by Congress in 1966, to *“Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.”*

Federal Highway Administration (FHWA): FHWA provides financial and technical assistance/oversight to state and local agencies for the construction, maintenance and preservation of the Nation’s highways, bridges and tunnels. (www.fhwa.dot.gov)

Western Federal Lands Highway Division(WFLHD): FHWA Branch serves Oregon, Idaho, Montana, Wyoming and Alaska, and actively administers projects to *improve transportation to and within Federal and Tribal Lands, and by building accessible and scenic roads that ensure the many national treasures can be enjoyed by all.*

Federal Transit Administration (FTA): provides financial and technical assistance to local public transportation systems that run buses, light rail, heavy rail (subway), trolley and ferry service. FTA also oversees transit safety. (www.transit.dot.gov)

Federal Railroad Administration (FRA): supports passenger & freight railroads w/ financial and technical assistance to allow for safe, reliable and efficient movement of people and goods by train. FRA also oversees rail safety. (www.fra.dot.gov)

Federal Aviation Administration (FAA): oversees safety/efficiency of the National Airspace System, including non-military such as commercial airplanes. (www.faa.gov)

ODOT Divisions

Highway Division: ODOT's largest division, and further divided into five geographic regions, includes a variety of professionals in maintenance, capital construction project delivery, engineering, planning, other technical disciplines, support services and more.

Transportation Development Division (TDD): Leading a multimodal approach to Oregon's transportation system, provides planning services and analysis for all aspects and modes of the state's transportation system.

Public Transportation/Rail Division: Responsible for setting policy for both freight rail and for intercity and commuter passenger rail within their boundaries. They coordinate federal and state rail investments within the state. They also administer programs that support public transit agencies and activities around the state, enhancing urban and rural public transportation options; and are responsible for freight and passenger rail planning, operations and safety.

Motor Carrier Transportation Division: This division regulates the vibrant commercial trucking industry statewide through headquarters in Salem and enforcement offices at ports of entry and other locations around the state.

Transportation Safety Division: This division provides information, services, grants & contracts to partner organizations aimed at improving safety throughout the state.

Division of Motor Vehicles: Includes headquarters in Salem, 64 field offices located around the state that serve an average of 13,000 licensing customers every day.

Investment ACT's

FAST ACT (Federal): Fixing America's Surface Transportation (FAST) Act - provides funding certainty for planning and investment...\$305B 2016 - 2020, for highways, highway and motor vehicle safety, public transportation, hazardous materials safety, rail, research, and technology. Focus on safety, continued efforts to streamline project delivery, provides dedicated source of dollars for freight projects.

Jobs in Transportation Act (JTA): passed by 2011 State Legislature, putting Oregonians to work while making sustainable and strategic investments in all roads, bridges, mass transit, railroads, seaports and airports. Was largest, bi-partisan funding package ever passed in Oregon and raises \$300 million annually in new revenue dedicated to the state's system.

American Recovery and Reinvestment Act (ARRA): 2009 federal stimulus package for US economy in wake of the economic downturn, ~\$787B. Covered much more than transportation.

Oregon Transportation Investment Act (OTIA I, II, III): Investment Acts passed by the Oregon Legislature to invest in transportation infrastructure. OTIA III focused on repairing or replacing aging bridges statewide with an investment of \$1.3 billion.

Planning

Oregon Transportation Plan (OTP): 25-year transportation plan that comprehensively assesses state, regional and local and both public and private transportation facilities and services. *The goal: A safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality.* Emphasizes:

- Maintaining and maximizing the assets in place
- Optimizing the performance of the existing system through technology
- Integrating transportation, land use, economic development & environment
- Integrating transportation system across jurisdictions, ownerships and modes
- Creating sustainable funding
- Investing in strategic capacity enhancements

Oregon Modal/Topic Plans: The modal plans support the OTP and set policies and strategies for different modes and topics. The current modal plans:

- Oregon Highway Plan -1999 updated 2015
- Oregon Aviation Plan- 2007
- Oregon State Rail Plan- 2014
- Oregon Freight Plan- 2011 (currently being updated)
- Oregon Public Transportation Plan-1997 (Currently being updated)
- Oregon Transportation Options Plan-2015
- Oregon Bicycle and Pedestrian Plan- 2016
- Oregon Transportation Safety Options Plan- 2016

Transportation System Plan (TSP): The overall plan for all transportation modes for a given area (usually city, county or MPO) including an inventory of the existing system proposed improvement projects, and other elements required by the Oregon Transportation Planning Rule (OAR 660-012).

Facility Plan: State, regional or local plan for an individual facility such as a state airport master plan, corridor plan, transportation system plan that applies to specific areas or facilities, or refinement plan. Examples of specific area plans include interchange area management plans and highway segment management plans.

Refinement Plan: More in-depth planning effort applied to an area of a TSP, where more detail is determined to be needed. May be used to determine what type and location of a facility needed, determine what access points need to a facility need to be changed, or other issues requiring closer examination than that provided in a TSP. An ODOT refinement plan can be a facility plan, Interchange Area Management Plan, and access management plan, or corridor plan.

Metropolitan Planning Organization (MPO): This is an organization that makes long- and short-range plans for transportation in a particular region. MPO's are directed by boards that have several types of members, including representatives from local government and transportation authorities.

The STIP & Funding Sources

Statewide Transportation Improvement Program (STIP): State DOTs develop STIPs, which are short-range, four-year lists of priority transportation projects that are drawn from long-range transportation plans. State DOTs develop the STIP in cooperation with MPOs, and public transit providers. Must be fiscally constrained, using special management and financial tools. Includes all regionally significant transportation projects that receive funds and/or approval from FHWA or FTA.

The **State Highway Fund** is a shared revenue source. The net revenues from the taxes and fees listed above are distributed to the state highway system, counties and cities using several statutory formulas.

- State: 50 percent
- Counties: 30 percent, based on vehicle registrations
- Cities: 20 percent, based on population

The Oregon State Highway Trust Fund

The money raised by taxes and fees on the ownership, operation or use of motor vehicles or on the fuel they use is constitutionally dedicated in Oregon to the State Highway Fund. These funds, which come from the following sources must be used only on roads, bridges or rest areas and cannot be used for rail, public transit, light rail or other non-road projects.

- A. Driver license fees and fees relating to obtaining a driver license** (*covering the fixed costs of providing the highway system*)
 - Issuance, renewal or replacement of driver license or commercial driver license with endorsements
 - Instructional permits
 - Tests and special endorsements
- B. Registration and title fees** (*covering the fixed costs of providing the highway system*)
 - From cars and other light vehicles to heavy freight vehicles
- C. Fuel taxes** (*covering the travel-related costs of cars and other light vehicles*)
- D. Weight-mile taxes** (*covering the greater responsibility of trucks and other heavy vehicles – fees are based on weight and distance*)

Federal Funds: two major sources of federal road revenue:

- **The Federal Highway Trust Fund**, which is shared by the state, counties and cities.
- **Federal forest revenues**, which are distributed to counties and earmarked for road purposes.

Local Funds: City and county local road funds come from property tax levies, local fuel taxes, local improvement district assessments, traffic impact fees, bonds, general fund transfers, parking meters and fines, receipts from other local governments, and miscellaneous sources like fines, permit fees and private contributions.

ConnectOregon I-VI: In the last several full sessions, the Oregon Legislature has approved this lottery-backed bond initiative which focuses on **improving connections throughout the entire transportation system** by improving the flow of commerce and easing delays in travel with investments in marine/ports, rail, air, public transit, and bicycle/pedestrian systems. It is a “fast-track” program, aimed at getting funds into communities to **infuse the economy and build transportation options**. The funding allocation has ranged from \$40M to \$100M per biennium.

Oregon Transportation Infrastructure Bank (OTIB): The OTIB provides low cost loans to Oregon cities, counties, special districts and some private entities for a wide range of transportation projects.

Immediate Opportunity Fund Program (IOF): The IOF is designed to meet the following objectives:

- A. Provide needed street or road improvements to influence the location, relocation or retention of a firm in Oregon.
- B. Provide procedures and funds for the Oregon Transportation Commission (OTC) to respond quickly to economic development opportunities.
- C. Provide criteria and procedures for Business Oregon, other agencies, local governments and the private sector to work with the Oregon Department of Transportation (ODOT) in providing road improvements needed to ensure specific job development opportunities for Oregon or to revitalize business or industrial centers. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.

Federal Lands Access Program (FLAP): A WFLHD program, awards funds (with a 10.27% local match) to state, county, town, township, tribal, municipal, or local governments that submit a proposal to improve a public highway, road, bridge, trail or transit system that provides access to Federal lands (USFS, BLM, etc.). The project must be located within the jurisdiction of the non-federal proposer (i.e., Deschutes County) and the proposal must be submitted jointly with the Federal Land Management Agency (i.e., USFS) whose lands are accessed.