



Government-to-Government 2016 Activity Report

Oregon Department of Transportation

Introduction

In accordance with Oregon Revised Statute 182.166, the Oregon Department of Transportation (ODOT) submits this report to Governor Kate Brown and the Legislative Commission on Indian Services. This report identifies the ODOT divisions, regions, and individuals responsible for developing and implementing programs that affect the nine federally recognized tribal governments in Oregon. It reports the processes ODOT has established to identify programs that affect tribes. It also reports on the efforts ODOT has made to promote communication and government-to-government relations. The report identifies the training opportunities provided and the methods ODOT has established for notifying employees of legislative provisions regarding ODOT tribal relations. The information in this report was provided by each of the ODOT divisions and regions and was compiled by ODOT's Director's Office.

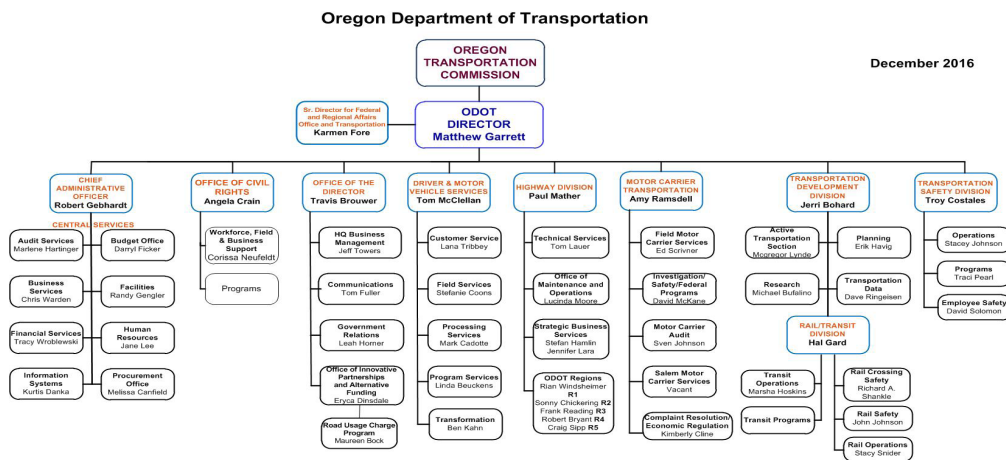
In accordance with Oregon Revised Statute 182.164, ODOT has adopted an official policy statement guiding the department's interactions with tribal governments.

ODOT Policy INT 13 was most recently revised on July 11, 2016. ODOT will work with the Legislative Commission on Indian Services in 2017 to examine whether and how to update this policy, which states:

It is the policy of the Department, pursuant to ORS 182.162 et. seq., to promote and enhance government-to-government relations between the Department and the federally-recognized American Indian Tribes in Oregon through programs that include tribes in the development and implementation of transportation projects and other activities which may affect tribal lands, resources, or interests.

ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. To accomplish this mission, ODOT is organized into nine divisions under the overall direction of agency Director Matthew Garrett. Each of these divisions has varying degrees of tribal interaction and involvement, which will be discussed individually in the proceeding report.

ORGANIZATION CHART



* Interim

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Director's Office**About**

ODOT Director Matthew Garrett and his staff oversee the management of the department from the headquarters office on the Oregon State Capitol Mall in Salem. Located within the Director's Office are the Government Relations Section, the Communications Section, the Ask ODOT Citizen's Representative Office, and the support staff for the Oregon Transportation Commission.

Government Relations

The majority of Director's Office tribal interactions occur through the Government Relations Section. This section works to guide ODOT's participation in state and federal legislative efforts and to build intergovernmental relationships with tribes to advance the agency's mission.

ODOT's tribal liaison function is housed in the agency's Government Relations Section and is administered by Trevor Sleeman (see contact info above). The tribal liaison serves as the central point of contact at ODOT for tribal governments looking to access ODOT's programs, services, and personnel. ODOT's tribal liaison works centrally to promote communication and positive government-to-government relationships with each of Oregon's tribes. The tribal liaison also works internally with ODOT staff statewide to ensure tribal governments are appropriately involved in the agency's business. While ODOT's regional staff frequently engage with tribes on local operational issues like winter maintenance or vegetation management, the tribal liaison interacts with tribal governments on broader policy matters. This can involve a number of issues ranging from tribal employment rights to changes to formal

consultation policy. In addition to this direct policy work with tribes, the tribal liaison also participates in meetings of the Legislative Commission on Indian Services clusters on cultural resources, natural resources, and economic development. The Tribal Liaison also disseminates to tribes information regarding state and federal grant programs and provides regular updates to agency management regarding issues of interest to tribal governments.

Government relations interactions with tribal governments in 2016:

February 29: ODOT Director, Tribal Liaison, and Civil Rights Manager met with representatives of the Confederated Tribes of Warm Springs to discuss a memorandum of understanding related to the tribes' Tribal Employment Rights Ordinance.

March 1: Tribal Liaison discussed federal transit funding with representatives of the Coquille Indian Tribe.

March 6: ODOT Director accepted a \$4 million check from the Confederated Tribes of Grand Ronde at a ceremony in Newberg to commemorate the tribes' financial contribution to the construction of the Newberg Dundee Bypass project.

March 15: Tribal Liaison moderated a panel discussion on tribal-state government relations at the ODOT hosted Northwest Transportation Conference in Corvallis.

March 22: ODOT Director, Tribal Liaison, and Civil Rights Manager met with the Tribal Council of the Confederated Tribes of Grand Ronde to discuss tribal employment rights and other issues.

April 5: Tribal Liaison and Civil Rights Manager participated in a state-tribal relations training entitled “Working in Indian Country.”

April 12: Tribal Liaison participated in the Legislative Commission on Indian Services’ Cultural Resources Cluster meeting. Tribal Liaison and other ODOT staff led a discussion of ODOT’s policy on contractor selection of construction staging and material disposal sites.

May 18: Tribal Liaison participated in cultural resources project coordination meeting with Coquille Indian Tribe staff.

May 18: Tribal Liaison participated in cultural resources project coordination meeting with staff from the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

May 18: Tribal Liaison testified at the Legislative Commission on Indian Services meeting regarding ODOT’s work to update agency policy on contractor selection of construction staging and disposal sites.

May 19: Tribal Liaison participated in the Legislative Commission on Indian Services Spring Gathering government-to-government training in Florence.

May 25: ODOT Director, Tribal Liaison, and Civil Rights Manager met with representatives of the Confederated Tribes of Warm Springs to discuss a memorandum of understanding related to the tribes’ Tribal Employment Rights Ordinance.

June 19-20: Tribal Liaison participated in the Legislative Commission on Indian Services Cultural Resources Cluster meeting in North Bend. Tribal Liaison and other ODOT staff led a discussion of ODOT’s policy on contractor selection of construction staging and disposal sites.

September 26: ODOT Director, Tribal Liaison,

and Civil Rights Manager met with the Tribal Council of the Confederated Tribes of Grand Ronde to discuss tribal employment rights and other issues.

October 18: Tribal Liaison attended in the Legislative Commission on Indian Services Cultural Resources Cluster meeting in Burns. Tribal Liaison and other ODOT staff led a discussion of ODOT’s policy on contractor selection of construction staging and disposal sites.

November 2: Tribal Liaison attended the Legislative Commission on Indian Services Natural Resources Work Group meeting in Salem.

December 7: Tribal Liaison attended the Legislative Commission on Indian Services annual government-to-government summit in Lincoln City.

Oregon Transportation Commission



**OREGON
TRANSPORTATION
COMMISSION**

The Oregon Transportation Commission, ODOT’s governor-appointed oversight body, is supported by staff in ODOT’s Director’s Office. In 1996, the Oregon Transportation Commission authorized the creation of regionally based transportation advisory commissions known as Area Commissions on Transportation to expand opportunities for local citizen involvement in ODOT’s decision-making. Area commissions address transportation issues broadly with primary focus on the state transportation system. Area commissions consider regional and local transportation issues that affect the state system, and they work with other local organizations dealing

with transportation related issues.

Area commissions play a key role in developing the State-wide Transportation Improvement Program, ODOT's four year transportation capital improvement plan. Through an in-depth public process, and following adopted project eligibility criteria, area commissions meet regularly to prioritize transportation problems and solutions and to recommend projects in their area for inclusion in the Statewide Transportation Improvement Program.

Area Commissions on Transportation

All areas of the state are represented by area commissions. All nine federally recognized tribes are voting members on at least one area commission.

Current listing of area commissions:

Northwest Oregon Area Commission on Transportation:

No current tribal representation

Mid-Willamette Valley Area Commission on Transportation:

Confederated Tribes of Grand Ronde

Cascades West Area Commission on Transportation:

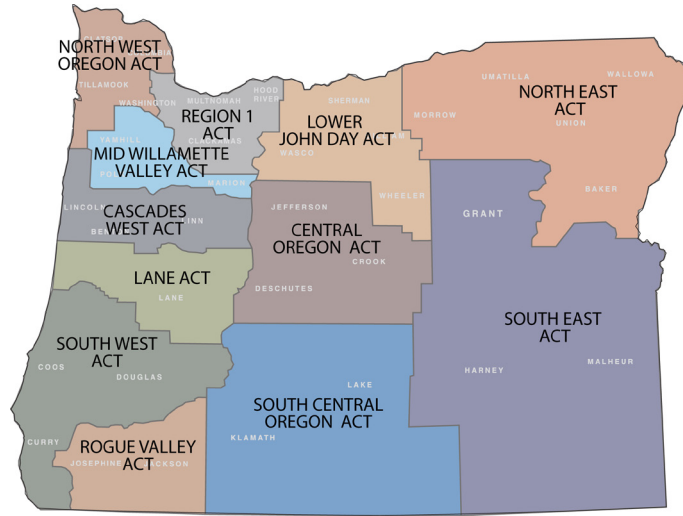
Confederated Tribes of Siletz Indians

South West Oregon Area Commission on Transportation:

Coquille Indian Tribe

Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians

Cow Creek Band of Umpqua Tribe of Indians



Rogue Valley Area Commission on Transportation:

No current tribal representation

Lower John Day Area Commission on Transportation

Confederated Tribes of Warm Springs

Central Oregon Area Commission on Transportation:

Confederated Tribes of Warm Springs

South Central Oregon Area Commission on Transportation:

The Klamath Tribes

North East Area Commission on Transportation:

Confederated Tribes of the Umatilla Indian Reservation

South East Area Commission on Transportation:

Burns Paiute Tribe

Lane Area Commission on Transportation:

Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians

Region 1 Area Commission on Transportation:

No current tribal representation

Office of Civil Rights

About

The Office of Civil Rights manages ODOT’s implementation of federal and state programs that provide equal access to services and economic opportunities for all. All five ODOT regions are required by the Federal Highway Administration to house an Office of Civil Rights Field Coordinator who works at the regional level to carry forward the Office of Civil Rights’ mission, values, and program information.

The Office of Civil Rights has several programs that affect the nine federally-recognized tribes, and individual tribe members in Oregon. These programs include:

Tribal Employment Rights Ordinance Memorandum of Understanding agreements

Workforce Development, Equal Employment Opportunity, On-The-Job Training Programs

Disadvantaged Business Enterprises Program

Emerging Small Business Program

Small Contracting Program

Title VI Program

Interactions with Tribes

Tribal Employment Rights

The most typical area of tribal interaction is through the implementation of the current memoranda of understanding ODOT has with the Confederated Tribes of the Umatilla Indian Reservation and the

Confederated Tribes of Grand Ronde to implement the “Indian hiring preference” provision in federal law.

The United States Code, Title 23, Section 140 (“Indian Employment and Contracting”) established preferential employment of Indians living on or near a reservation on federally funded construction projects and contracts on Indian reservation roads. This section of US Code also states that, “States may implement a preference for employment of Indians on projects carried out under this title near Indian reservations.”

ODOT’s Office of Civil Rights is identified as the State Liaison for the Tribal Employment Rights Office Memorandum of Understanding agreements with the Confederated Tribes of the Umatilla Indian Reservation and the Confederated Tribes of Grand Ronde. These signed agreements ensure that the Tribal Employment Rights Ordinance and the “Indian hiring Preference” provisions of United States Code are followed for all federally funded construction projects either on the reservation, or near the reservation. For each construction project subject to the agreement, hiring goals and compliance fees are coordinated between the Tribal Employment Rights Office and ODOT regional offices. Construction projects that are subject to Indian hiring preference provisions allow these tribes the ability to set hiring goals for a tribal workforce as well as to collect fees for working within their recognized boundaries.

Workforce Development Program

ODOT and the Oregon Bureau of Labor and Industries are committed to assisting construction contractors in the highway

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construction trades. ODOT's goal in creating the Workforce Development program was to find, train, and employ a diverse, skilled workforce that is prepared to meet upcoming construction demands. This program is designed to expand diversity in employment, increase apprenticeship participation, and increase training resources and opportunities for highway construction jobs throughout Oregon. This program provides pre-apprenticeship classes to help diverse applicants develop the skills and knowledge they need to become qualified apprentices.

The Workforce Development Program, Equal Employment Opportunity, and On-The-Job Training programs directly impact individual tribal members as tribal apprentices are utilized through On-the-Job Training opportunities on ODOT projects. This program also offers supportive services to diverse apprentices. Supportive services include: Transportation – Travel assistance, Lodging/Per-Diem (meals-incidentals), Child Care Support, Tools and Job Related Supplies and Retention Services. The purpose of these supportive services is to keep apprentices in their programs so they will finish their programs and journey out.

Equal Employment Opportunity

This program is a federally required affirmative action program that must be implemented by contractors and subcontractors with contracts and subcontracts of \$10,000 and more on all federally-funded construction projects. Under this program, all affected contractors are required to provide equal employment opportunities to presumed socially and economically disadvantaged groups. The program sets goals for minority and female participation, which are expressed in terms of the contractor's aggregate workforce in each trade on all construction work in a covered area.

Disadvantaged Business Program

A Disadvantaged Business Enterprise firm includes small businesses that are at least 51% owned by: Women, Minorities (African Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans and Subcontinent Asian Americans). Firms are required to be a certified Disadvantaged Business Enterprise to participate in the Disadvantaged Business Enterprise Program. The U.S. Department of Transportation establishes criteria for certification that applies to Disadvantaged Business Enterprise-eligible firms seeking contracts funded with federal transportation related money. ODOT's Regional Field Coordinators provide outreach to known Native American owned business to provide information on how to seek certification.

Emerging Small Business Program

The mission of the Emerging Small Business Program is to create new and innovative contracting opportunities for Oregon's small business community. The program also strives to assist emerging small businesses in overcoming barriers to participating in the state's extensive public contracting procurement programs. Regional Field Coordinators provide outreach to known Native American owned business to provide information on how to seek certification.

Small Contracting Program

The primary goal of the Small Contracting Program is to provide a contracting mechanism for outreach to business entities. The Small Contracting Program is a means for building effective working relationships with knowledge and experience working as a prime contractor on an ODOT project. In addition to this goal, ODOT staff provides a mentor relationship with these firms to help them develop the skills required to be successful in contracting. Regional Field

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Coordinators provide outreach to known Native American owned firms which can benefit from registering their business with the program.

Title VI Program

The Title VI Program was implemented to address nondiscrimination laws that impact transportation investment decision making. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, national origin, gender, age, and disability in the ODOT's programs, activities and services. The purpose of the Title VI is to ensure that public funds are not spent in a way that encourages, subsidizes, or results in discrimination. The Office of Civil Rights Intermodal Manager has regular contact with seven of the nine federally-recognized tribes to assist with the development and collection of transit related Title VI plans and semi-annual Disadvantaged Business Enterprise usage reports.

Specific Interactions in 2016

March 1: Office of Civil Rights Manager and staff participated in the annual meeting between ODOT and the Confederated Tribes of the Umatilla Indian Reservation to discuss federally funded projects that will be subject to Tribal Employment Rights Ordinance, workforce, apprenticeship and training. Held in Mission, Oregon.

April 25: Office of Civil Rights Manager and Office of Civil Rights regional staff from Region 1 and Region 2 participated in the annual meeting between ODOT and the Confederated Tribes of Grand Ronde to discuss federally funded construction projects subject to the Tribal Employment Rights Ordinance, workforce, apprenticeship, and training.

April 1: Office of Civil Rights staff provided pre-apprenticeship and apprenticeship outreach at the Confederated Tribes of Warm Springs Career Fair.

May 31: Office of Civil Rights Region 4 staff met with representatives from the Confederated Tribes of Warm Springs to discuss potential solutions for tribal member employment, including potential of establishing a Tribal Employment Rights Ordinance Memorandum of Understanding with ODOT.

May 19: Office of Civil Rights leadership participated in the 2016 Legislative Commission on Indian Services Spring Gathering and Training in Florence.

August 17: Office of Civil Rights Region 4 staff again met with representatives from the Confederated Tribes of Warm Springs to discuss potential solutions for tribal member employment, including potential of establishing a Tribal Employment Rights Ordinance Memorandum of Understanding with ODOT.

November 18: Office of Civil Rights Manager participated in the fall 2016 quarterly Tribal Employment Rights Office certification training held by the Confederated Tribes of the Umatilla Indian Reservation in Pendleton.

2016: Throughout the year, the Intermodal Civil Rights Manager had regular contact with the Confederated Tribes of Grand Ronde, the Confederated Tribes of Siletz Indians, the Cow Creek Band of Umpqua Tribe of Indians, the Coquille Indian Tribe, the Confederated Tribes of Warm Springs, the Klamath Tribes, and the Confederated Tribes of the Umatilla Indian Reservation to assist with the development and collection of public transportation related Title VI plans and semi-annual Disadvantaged Business Enterprise usage reports.

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Central Services Division

The Central Services Division is ODOT's administrative hub. Central Services provides support to all of ODOT's divisions and regions across the state. Central Services primarily performs an internal role for ODOT, so for the most part, this Division does not have frequent interactions with tribal governments. The two exceptions are the Fuels Tax Group and Human Resources.

Fuels Tax Group

ODOT's Fuels Tax Group administers the Fuels Tax Laws pursuant to Oregon Revised Statutes Chapter 319. The Fuels Tax Group is part of the Financial Services Branch of ODOT's Central Services Division.

The Fuels Tax Group administers the fuel tax refund program that allows tribes to obtain refunds of fuel taxes paid by tribal members for fuel used on reservation lands. Under that program, Fuels Tax Group administers an intergovernmental agreement with the Confederated Tribes of the Umatilla Indian Reservation. The tribe collects state taxes on fuel sold at the Arrowhead Travel Plaza and remits the taxes collected to the Fuels Tax Group. The Fuels Tax Group refunds a portion of the taxes collected to the tribe for tribal use. This agreement remains operative and has proven successful over the years.

During 2016, the Fuels Tax Group completed negotiations with the Confederated Tribes of Warm Springs and the Klamath Tribes, and executed intergovernmental agreements to administer fuels tax refund programs that allow the tribes to obtain refunds of fuel taxes paid by tribal members for fuel used on reservation lands.

Additionally, all federally recognized tribes are eligible to receive refunds of fuels tax paid for fuel used in tribal government vehicles when used for official business. Currently only the Confederated Tribes of the Umatilla Indian Reservation and the Confederated Tribes of Warm Springs apply for refunds. In 2017, the Fuels Tax Group will continue its outreach to inform tribes of the opportunities regarding fuels tax refunds.

Human Resources Branch

ODOT Human Resources is located within the Central Services Division. The Human Resources Branch provides recruitment, organizational and employee development, and other personnel related services to all of ODOT's divisions and regions. The Human Resources Branch's interactions with tribal governments and members occur primarily at job fairs and through other recruitment efforts.

Specific Tribal Interactions in 2016

April 1: ODOT Human Resources recruitment staff participated in a job fair hosted by the Confederated Tribes of Warm Springs at the Warm Springs Community Center.

April 19: ODOT Human Resources staff met with Director of Human Resources for the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

October 22: ODOT Human Resources recruitment staff participated in a job fair hosted by the Confederated Tribes of the Umatilla Indian Reservation at the Wild Horse Conference Center.

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Driver and Motor Vehicle Services Division (DMV)

About

ODOT’s Driver and Motor Vehicle Services Division issues driving privileges, identification cards, vehicle registrations, and vehicle titles to members of the nine federally recognized tribes in Oregon. These services can be accessed by tribal members by visiting any of the 60 DMV field offices across Oregon.

Driver and Motor Vehicle Services accepts tribal identification cards or tribal government-issued birth certificates from tribal members of all nine federally recognized tribes as proof of identity when applying for a driver license, driver permit, or identification card.

Driver and Motor Vehicle Services issues government-exempt vehicle registrations and license plates to all nine federally recognized tribes when tribal governments apply to register any government-owned vehicles. In addition, the department continues to title and register motor vehicles owned by tribal members which are operated outside of reservation boundaries.

Interactions with Tribes

Driver and Motor Vehicle Services makes contact with all tribal governments when implementing new or amended state and/or federal laws, administrative rules or DMV policies. Information is distributed via newsletters, bulletins, fact sheets and frequently asked

questions to each tribal government. This communication is distributed throughout the implementation process. Driver and Motor Vehicle Services requests feedback from tribal communities to better understand how a given change will impact communities.

Driver and Motor Vehicle Services will deliver false document recognition training to tribal government employees upon request. This type of training is most frequently used to help gaming employees detect altered or counterfeit identity documents.

When contacted by tribal representatives Driver and Motor Vehicle Services will provide training to volunteers. In addition, the department continues to work with tribal employment programs to place tribal members who are returning to work, transitioning into a new line of work, or who need additional work experience.

Driver and Motor Vehicle Services remains committed to reaching out to all tribal communities for participation on committees as appropriate.



DMV OFFICE

Highway Division

ODOT’s Highway Division is responsible for the maintenance, operations, preservation, and improvement of the state’s highway system. The Highway Division is responsible for delivering major construction programs like the 2009 Jobs and Transportation Act as well as federally funded projects included in the Statewide Transportation Improvement Program – ODOT’s four year capital improvement program. The Highway Division maintains nearly 2,700 bridges and more than 8,000 centerline miles of state highway. Typical maintenance work includes emergency road repairs, snow removal, vegetation management, patching potholes, and incident response. Several state highways provide access to, or run directly through, tribal lands. The Highway Division’s maintenance forces and construction staff frequently interact with tribal governments in this capacity.

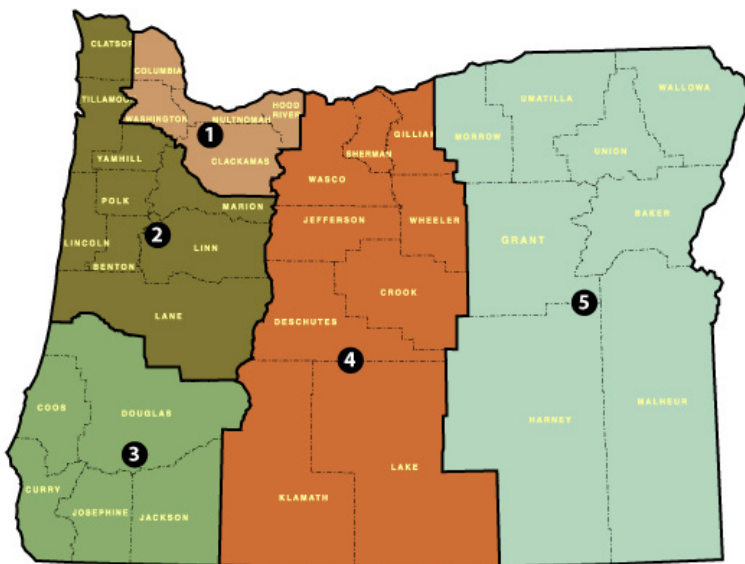
Regions

Much of the Highway Division’s work is accomplished through ODOT’s five geographic regions. Each region is responsible for the construction, maintenance, and operations of the state highway system within its boundaries. ODOT’s regions serve as the primary liaisons to local governments and other stakeholders, including the Area Commissions on Transportation. ODOT staff members from regional offices participate in local government transportation planning and oversee the delivery of federally funded local projects.

Each region conducts project development and construction activities. Within the regions, these construction activities are divided geographically by Area. The Area offices typically take the lead in developing environmental documents to address the National Environmental Policy Act in advance of preliminary and final design work. Coordination with tribal governments takes place whenever tribal resources may be impacted.

Once regulatory approvals have been granted, Region staff goes through a process of preliminary and final design for ODOT projects with their Areas. Area staff coordinates with tribal governments, as appropriate, based on possible impacts identified during the environmental documentation process.

After completion of preliminary and final design, Area offices manage the construction process. Tribal interests, resources, and concerns, as identified through the environmental documentation process and through preliminary and final design, are



TRANSPORTATION REGIONS

managed during the construction process.

Region staff funds and conducts a variety of long-range planning activities, in coordination with local governments, stakeholders, and the general public. These efforts establish public support for system management and improvement priorities and set the stage for subsequent project development and implementation when funding is available.

Each region conducts maintenance activities on the state highway system. Within

the regions, these maintenance activities are divided geographically by District. District offices routinely coordinate maintenance activities with tribal governments including, traffic control during events, highway closures and other emergency activities, snow removal and other winter maintenance, lane closures, construction delays, severe weather events, and other restrictions.

Region staff member have some of the most frequent face-to-face interactions with tribes because of their local focus.

Highway Division: Region 1

About

ODOT Region 1 encompasses Clackamas, Hood River, Multnomah, and Washington counties. The Region 1 headquarters office is located in Portland. Construction Project Managers offices in west Portland, east Portland, and Troutdale administer construction contracts which may have tribal involvement. Offices in Clackamas and Troutdale house District maintenance functions. There are no tribal governments headquartered in Region 1.

Interactions with Tribes

Area Commissions on Transportation

The Region 1 Area Commission on Transportation covers Clackamas, Hood River, Multnomah, and Washington counties and does not currently have a tribal government representative as a voting member.

Tribal Employment Rights

ODOT has a signed memorandum of understanding with the Tribal Employment Rights Office of the Confederated Tribes of Grand Ronde. This memorandum establishes policies and procedures for ODOT and the tribes to follow in order to ensure the Tribal Employment Rights Office Code

and the “Indian Preference” provisions of federal law are met. Region 1 staff frequently provides project information to the Confederated Tribes of Grand Ronde to determine Tribal Employment Rights Ordinance participation on construction projects. Per the terms of the agreement, Region 1 staff participates in an annual project selection meeting in advance of the construction season with staff from the Confederated Tribes of Grand Ronde Tribal Employment Rights Office. This year, the project selection meeting occurred on April 25, 2016 in Salem.

Planning

The Confederated Tribes of Grand Ronde have been involved in the Wood Village Town Center and Transportation System Plan update process, which is being funded by ODOT’s Transportation Growth Management grant program. The Confederated Tribes of Grand Ronde are a large landowner in the Wood Village Town Center, and as such, the tribes have been involved throughout the Wood Village Town Center project as members of the Technical Advisory Committee as well as the Community Advisory Committee for the Wood Vil-

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lage Master Plan. In 2016, there were three Technical Advisory Committee/Community Advisory Committee meetings, and one property owner meeting. Additionally, representatives from the tribes have also attended both project open houses.

This project is expected to conclude by spring of 2017, and the Confederated Tribes of Grand Ronde will continue to be involved throughout the project. The tribes will have an opportunity to provide comment on the revised Town Center Master Plan and Transportation System Plan, and will also have an opportunity to partici-

pate at the adoption hearings at the Wood Village Planning Commission and City Council.

Historic Columbia River Highway State Trail

ODOT held a number of events throughout 2016 to celebrate the centennial of the construction of the Historic Columbia River Highway. The Confederated Tribes of Warm Springs participated in the rededication ceremony for the highway on June 7. Tribal governments were also invited to participate in the opening of the newest segment of the State Trail on September 24.

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Highway Division: Region 2

About

ODOT Region 2 encompasses Benton, Clatsop, Columbia, Lane, Linn, Marion, Polk, Tillamook, and Yamhill counties. The Region 2 headquarters office is in Salem. Offices in Salem, Astoria, Corvallis, and Springfield house local maintenance and construction functions. The government offices of The Confederated Tribes of Grand Ronde and the Confederated Tribes of Siletz Indians are within Region 2.

Area Commissions on Transportation

Region 2 includes four area commissions on transportation. The Mid-Willamette Valley Area Commission on transportation covers Marion, Polk, and Yamhill counties. The Confederated Tribes of Grand Ronde participate as full voting members on this area commission. The Cascades West Area Commission on Transportation covers Linn, Benton, and Lincoln counties. The Confederated Tribes of Siletz Indians participate as full voting members on this area commission. The Lane Area Commission on Transportation covers Lane County. The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians participate as

full voting members on this area commission. The Northwest Oregon Area Commission on Transportation covers Clatsop, Tillamook, Columbia, and rural western Washington counties; no tribal government is represented on this area commission.

Interactions with Tribes

Tribal Employment Rights

ODOT has a signed memorandum of understanding with the Tribal Employment Rights Office of the Confederated Tribes of Grand Ronde. This memorandum establishes policies and procedures for ODOT and the tribes to follow in order to ensure the Tribal Employment Rights Ordinance and the “Indian Preference” provisions of federal law are met. Per the terms of the agreement, Region 2 staff participates in an annual project selection meeting in advance of the construction season with staff from the Confederated Tribes of Grand Ronde Tribal Employment Rights Office. This year, the project selection meeting occurred on April 25 in Salem.

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Region 2 Maintenance

Highway maintenance activities in Region 2 are conducted through district offices in Salem, Astoria, Corvallis, and Springfield. Region 2’s district offices routinely coordinate maintenance activities with tribal governments. Typical activities include traffic control during events, highway closures and other emergency activities, lane closures, construction delays, severe weather events, and other restrictions.

Region 2 maintenance continues to maintain an agreement with the Confederated Tribes of Grand Ronde regarding the interchange at the Spirit Mountain Casino. Furthermore, discussions have taken place over the course of the past year regarding possible alternative alignments and design configurations for the intersection or potential future interchange at OR 18 and OR 22.

Region 2 Construction and Project Delivery

Newberg Dundee Bypass

Region 2 continues to coordinate with the Confederated Tribes of Grand Ronde in the development and construction of the Newberg Dundee Bypass project. Region 2 staff is currently working to revise the financial partnering agreement with the Confederated Tribes of Grand Ronde to enable some of the Tribes’ financial contribution to the project to be used beyond phase one of the bypass process. Furthermore, Region 2 staff is currently working with the Confederated Tribes of Grand Ronde regarding naming rights on one of the Newberg Dundee Bypass bridges.

Region 2 Traffic and Planning staff is currently in discussion with the Confederated Tribes of Grand Ronde regarding the possibility of developing an improved pedestrian crossing at the OR 18/ Grand Ronde Road intersection.

US 20: Pioneer Mountain – Eddyville

After nearly a decade, the new alignment of US 20 was opened to traffic in October of 2016. Prior to the opening, a busy construction season with a number of full highway closures was necessary. On June 17, 2016, prior to US 20 road closures, the ODOT Area Manager and Project Leader attended a Tribal Council meeting of the Confederated Tribes of Siletz Indians to share information about the construction needs for road closures and to obtain input from the Tribes.

During the summer of 2016, Region 2 construction staff and the Confederated Tribes of Siletz Indians met to reopen negotiations for the transfer to the Tribes of property currently located within the PME project. Negotiations have been intermittent since the early stages of the project; however they were resumed as the project redesign and construction impacts were confirmed. The area now under consideration includes over ten acres of land. There are still a number of issues to work through in the negotiations; however, a recent meeting did not reveal insurmountable issues. Further negotiations are underway, and a final agreement and executed land transfer are expected by the end of 2017.

Region 2 Planning

Region 2 funds and conducts a variety of long-range planning activities, in coordination with local governments, stakeholders, and the general public. These efforts establish public support for system management and improvement priorities and set the stage for subsequent project development and implementation when funding is available.

Region 2 provides funding for and participates in a variety of local Transportation System Plan (TSP) development and update processes. ODOT works with local governments to include tribal participants to serve on stakeholder groups or as points of contact in areas where tribal interests are

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affected, including the following currently active projects.

- Columbia County TSP
- Depoe Bay TSP
- Lebanon TSP
- Linn County TSP
- Lane County TSP

Region 2 Planning occasionally takes the lead in developing environmental documents to address the National Environmental Policy Act (NEPA) for its own facilities as part of the project planning process.

Region 2 tribal coordination is continuing as part of the Salem River Crossing Environmental Impact Statement work. Coordination efforts with the Confederated Tribes of Grand Ronde on additional sub-surface testing for archaeological resources on McLane Island were resolved in early 2016.

Consultations began in December 2010 when tribal representatives and the State Historic Preservation Office asked for additional testing on the island before completing the final Environmental Impact Statement. Final agreement between ODOT, the Confederated Tribes of Grand Ronde, and affected resource agencies was achieved and a plan to complete the work was developed. Through the summer of 2015, the testing could not be completed due to low water level in the river making it impossible to get necessary equipment to the island.

In January 2016, ODOT completed a Programmatic Agreement with the Confederated Tribes of Grand Ronde and resource agencies that will allow delaying subsurface testing on the island until prior to construction.

Highway Division: Region 3

About

ODOT Region 3 encompasses Coos, Curry, Douglas, Jackson, and Josephine Counties. The Region 3 headquarters office is in Roseburg. Offices in Roseburg, White City and Coquille house local maintenance and construction functions. The government offices of the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, are within Region 3.

Area Commissions on Transportation

Region 3 has two area commissions on transportation. The Rogue Valley Area Commission on Transportation covers Jackson and Josephine counties, and the Southwest Oregon Area Commission on

Transportation covers Coos, Curry, and Douglas counties. The Southwest Oregon Area Commission on Transportation includes representation from the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

Interactions with Tribes

Region 3 Maintenance

Modification and maintenance of state highways can potentially have impacts on abutting properties. A number of federally-recognized tribes own property, both in fee and in trust, throughout Southwestern Oregon; some of that property abuts state highways. Maintenance managers and staff

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regularly contact tribal governments whose properties or interests might be impacted by maintenance activities.

ODOT Maintenance generates approximately 20 projects a year within Region 3. Examples of typical projects include culvert repairs or replacements, scour repairs, and minor drainage improvements. ODOT Maintenance is also charged with maintaining the ODOT right-of-way. In general, the Region 3 Archaeologist consults with the tribes that have cultural resources ties to the project location.

Region 2 Construction and Project Delivery

Similar to Region 3 maintenance, Region 3 construction staff work with tribal governments whose properties or interests might be impacted by construction activities. This work is primarily done by the Region 3 Archaeologist and ODOT’s Cultural Resources Program. Region 3 construction staff is charged with implementing the Statewide Transportation Improvement Program – ODOT’s four year capital improvement program. A number of projects in this program generated tribal coordination in 2016.

Oregon 62: Rogue River Dr-Cleveland St Streetscape

This is a safety and transportation enhancement project located in the City of Shady Cove in Jackson County. The project required the removal of a large walnut tree to construct a water treatment swale required by state and federal environmental law. The project development team learned the tree was a Hinds Walnut Tree.

ODOT’s Region 3 Archaeologist informed the project team that Hinds Walnut Trees are culturally significant to the Confederated Tribes of Siletz Indians. As a result, the project team explored several measures to avoid removing the tree; however, each alternative resulted in significant project costs increases and delays in project com-

pletion. The team concluded that ODOT representatives should meet with the tribe to determine what steps could be taken to mitigate the impacts of removing the tree.

ODOT representatives attended the annual ODOT cultural resources consultation meeting with the Confederated Tribes of Siletz Indians meeting in April of 2016. During this meeting, Robert Kentta, Cultural Resource Director of the tribes expressed an interest in partnering with ODOT, Bureau of Land Management, and the US Forest Service to reestablish Hinds Walnut and Grey Pine trees, which are both culturally significant to the tribe.

Habitat for these trees is within the areas of Jackson and Josephine counties known as the Rogue Valley. Mr. Kentta envisioned a joint program to plant the trees within the Rogue Valley with the hopes that future generations could utilize them as a tribal cultural resource.

The project team concluded it would be useful to discuss with Mr. Kentta the steps ODOT could take to not only mitigate the removal of the Hinds Walnut Tree resulting from the project, but also to open dialog about ODOT’s involvement in the reestablishment program he envisioned.

U.S. 101: North Bend-Coos Bay

On this project, Region 3 Right of Way staff worked with the Coquille Indian Tribe to obtain permanent and temporary easements on two tribally owned properties.

Hwy 138 Corridor Solutions

On this project in Roseburg, ODOT Region 3’s construction manager maintained regular communication with staff from the Cow Creek Band of Umpqua Tribe of Indians regarding the nature of construction adjacent to tribal property in Roseburg.

On this same project, Region 3 Right of Way staff worked with the Cow Creek Band of Umpqua Tribe of Indians to obtain

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permanent and temporary easements and a right of entry on four tribally-owned properties.

Region 3 Planning

Region 3 planning manages the development of state and federally required transportation planning documents. These documents can include plans for future transportation projects to improve the transportation system, to improve safety, and relieve congestion. Plans can also include policies designed to reduce the impact of property development on the transportation system. Planning staff regularly interact with tribes when tribal interests or property might be affected by decisions made in transportation plans. Planning staff regularly interact with tribes regarding grant programs and other funding available to the tribes.

Planning staff conduct outreach to tribes whose properties and other areas of interest coincide with the study area of a given planning effort. Tribes are invited to participate on review committees for planning

efforts. Planning staff annually interact with tribal government staff regarding planning grant programs like the Transportation and Growth Management Program (see Transportation Development Division section of this report for more on this grant program).

Other Interactions

One tribe has expressed concern for an archaeological site located on ODOT right of way. This site is vulnerable to vandalism. At the request of the tribe, ODOT will be looking at site protection measures in the coming months.

In late 2015 and 2016, ODOT Region 3 Environmental worked with one of Oregon’s tribes to examine ODOT’s herbicide program and the potential for impacts to traditional gathering areas.

ODOT staff met with one of Oregon’s tribes to discuss a fish passage and lamprey improvement project and opportunities for collaboration.

Highway Division: Region 4

About

ODOT Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Morrow, Sherman, Wasco, and Wheeler counties. The Region 4 headquarters office is in Bend. Offices in Bend, The Dalles and Klamath Falls house local maintenance and construction functions. ODOT Region 4 primarily interacts with tribal governments in the areas of highway maintenance, construction project delivery, planning, and traffic. The government offices of the Klamath Tribes and the Confederated Tribes of Warm Springs are within Region 4.

Area Commissions on Transportation

Region 4 includes three area commissions on transportation with tribal representation. The Lower John Day Area Commission on Transportation covers Gilliam, Sherman, Wheeler, and Wasco counties. The Confederated Tribes of Warm Springs participate as full voting members on this area commission. The Central Oregon Area Commission on Transportation covers Crook, Deschutes, and Jefferson counties. The Confederated Tribes of Warm Spring also participate as full voting members on this commission. The South Central Oregon Area Commission on Transportation

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covers Klamath and Lake counties. The Klamath Tribes participate as full voting members on this commission.

Interactions with Tribes

Maintenance

Region 4 is covered by three ODOT highway maintenance districts. Typical highway maintenance activities include emergency response, snow plowing and winter maintenance, and other routine activities to maintain safe operations on state highways for the traveling public. Maintenance District 9, which covers the northern portions of Region 4, works with the Confederated Tribes of Warm Springs on matters related to the ongoing operations of the state highway system. Maintenance District 10, which covers the central part of Region 4, also works with the Confederated Tribes of Warm Springs. Maintenance District 11, which covers the southern portion of Region 4 works with the Klamath Tribes on highway maintenance and operations related issues. ODOT Region 4 maintains U.S. 26 and U.S. 97, both of which are routed through and provide access to tribal lands.

The routing of US 26 through the Warm Springs Reservation requires close partnership between ODOT and the Confederated Tribes of Warm Springs. This close partnership has resulted in a number of formal agreements and informal coordination meetings. Region 4 maintenance has bi-annual partnering sessions with the Confederated Tribes of Warm Springs to help facilitate ongoing operational coordination on US 26. This operational coordination includes ODOT’s regular attendance at the Confederated Tribes of Warm Springs monthly transportation meetings, ongoing agreements for performing routine maintenance activities within environmentally sensitive areas on the reservation, and an annual winter maintenance coordination meeting. This also includes an interagency agreement that allows ODOT and the

Confederated Tribes of Warm Springs personnel to communicate between radio systems during emergencies. During such emergencies, Region 4 maintenance forces frequently cooperate with the Confederated Tribes of Warm Springs public safety officers on highway incidents and wildfires. Region 4 maintenance continually works with the Confederated Tribes of Warm Springs to address hazard tree removal, drainage issues, rock fall hazards, and steep shoulder areas on US 26.

Region 4 maintenance is also working to include the construction enterprise of the Confederated Tribes of Warm Springs on more ODOT work in the future. This includes a potential inter-agency agreement for the construction enterprise to provide traffic control services on ODOT projects. Similarly, Region 4 maintenance hopes to finalize an inter-agency agreement with the construction enterprise to share resources for performing highway pavement preservation work within the reservation in trade for winter sanding material.

In the coming year, Region 4 maintenance expects to work closely with the tribes on a rock scaling project on US 26 in Warm Springs as well as on the removal of hazard trees alongside US 26.

Construction and Project Delivery

Through the Lower John Day and Central Oregon area commissions on transportation and through regular coordination, Region 4 construction staff continues to collaborate with the Confederated Tribes of Warm Springs on seeking funding opportunities for priority transportation needs. In addition to the bi-annual partnering sessions discussed in the maintenance section, Region 4 participates in the tribes’ monthly transportation coordination meetings. Region 4 also includes staff from the Confederated Tribes of Warm Springs Technical and Emergency Services in the development of construction projects for the Statewide Transportation Improvement

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Program.

Specific interactions in 2016 included:

Region 4 staff provided technical support to Confederated Tribes of Warm Springs staff on development of proposals for the 2018-21 Statewide Transportation Improvement Program's Enhance Non-Highway program.

Collaboration and support on a forthcoming \$7.5 million safety and pavement preservation project on US 26 in Warm Springs.

Collaboration and support on a forthcoming \$1.5 million rock fall repair project on US 26 in Warm Springs.

Region 4 staff also participated in partnering sessions with ODOT's Office of Civil Rights Staff and the Confederated Tribes of Warm Springs representatives to discuss employment issues affecting tribal members. Key discussions centered on working together to share information and opportunities between ODOT's construction business line and the tribe's employment office, TERO office, and other relevant groups. Through the South Central Oregon Area Commission on Transportation, the Klamath Tribes participate in the selection and development of construction projects for the Statewide Transportation Improvement Program. The South Central Oregon Area Manager participates in regular meetings with the Klamath Tribes Cultural Resources staff and ODOT archaeologists to discuss projects in development and construction.

Region 4 staff invited the Klamath Tribes to join other members of the South Central Area Commission on Transportation in a discussion with the Oregon Transportation Commission.

Region 4 staff invited the Klamath Tribes receive acknowledgement of the tribes'

close cooperation on the Oregon 140: Ritter Rd to Deer Run Road (Bly Mtn.) project.

Traffic

Region 4 Traffic Roadway is a technical group that provides expertise on traffic engineering, roadway engineering, and traffic standards. In 2016, Region 4 Traffic Roadway group worked extensively with the Confederated Tribes of Warm Springs to conduct traffic and speed studies, to install signage, and to improve the safety of the US 26 corridor through Warm Springs. Specific interactions included:

Coordinated with Confederated Tribes of Warm Springs staff and casino staff on developing a scope of work for an assessment of the traffic impacts of the Indian Head Casino and the proposed truck stop on trust land in Madras.

Completed two multi-day traffic counts at ODOT expense use in the traffic impact assessment.

Worked with the Confederated Tribes of Warm Springs staff and Warm Springs Enterprise staff on implementing the Warm Spring Memorial Highway signing. ODOT designed the signs and confirmed locations with tribal staff.

Completed a speed zone investigation on US 26 on the Confederated Tribes of Warm Springs reservation. Recommended no change in existing speed limits.

Region 4 Traffic Roadway is currently in the process of installing two driver feedback signs (Your Speed Is __ MPH) in order to reduce operating speeds on US 26 through the Warm Springs Reservation.

Began working with various ODOT staff as well as Confederated Tribes of Warm Springs staff and Tribal Council on identifying priorities for the \$1.5 million in safety funding provided by the Oregon State

Legislature in 2015.

Region 4 Planning

The Region 4 Planning unit works to develop long-range plans for meeting future transportation needs as well as short-term planning activities for ODOT’s construction work. In addition to these planning activities, Region 4 Planning staff works with tribal governments, local jurisdictions, developers, and others to better coordinate land development and transportation. As a part of this coordination, Region 4 Planning staff often works with tribal governments in reviewing land use and development applications. Planning staff also works with tribal governments through the Transportation Growth Management grant program and ODOT’s Statewide Planning Research fund to support education, outreach, code-assistance, planning studies, and long-range planning. Specific interactions in 2016 included:

The Confederated Tribes of Warm Springs was recently awarded funding through the Region 4 Statewide Planning and Research program to develop and adopt a traffic safety plan. Region 4 Planning staff is com-

mitted to collaborating in this planning process, and to helping elevate the Tribes’ safety planning efforts into a more comprehensive safety plan for Warm Springs.

ODOT has partnered with the Confederated Tribes of Warm Springs to fund and scope the Warm Springs Commercial Corridor Safety Plan. This plan is currently in process, with expected adoption by the Tribal Council early 2017. Outcomes from the plan will directly inform project(s) associated with the \$1.5 million in safety funding provided by the Oregon State Legislature to the Confederated Tribes of Warm Springs during the 2015 legislative session. This partnership presents an important opportunity for ODOT and the Tribes to strengthening a close working relationship.

ODOT, the Klamath Tribes and the City of Chiloquin have secured a Transportation & Growth Management Program grant to prepare a bicycle and pedestrian plan for the City of Chiloquin and The Klamath Tribes. The project is currently in the consultant procurement process.

Highway Division: Region 5

About

ODOT Region 5 encompasses Morrow, Umatilla, Union, Wallowa, Grant, Baker, Harney and Malheur counties. The Region 5 headquarters office is in La Grande. Offices in La Grande, Ontario and Pendleton house local maintenance and construction functions. The government offices of the Confederated Tribes of the Umatilla Indian Reservation and the Burns Paiute Tribe are within Region 5.

Area Commissions on Transportation

Region 5 includes two area commissions on transportation. The Northeast Area Commission on Transportation covers Morrow, Baker, Union, and Wallowa counties. The Confederated Tribes of the Umatilla Indian Reservation are voting members of this commission. The Southeast Area Commission on Transportation covers Grant, Harney and Malheur counties. The Burns Paiute Tribe is a voting member.

Tribal Employment Rights

ODOT has a signed memorandum of un-

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derstanding with the Tribal Employment Rights Office of the Confederated Tribes of the Umatilla Indian Reservation. This memorandum establishes policies and procedures for ODOT and the tribes to follow in order to ensure the Tribal Employment Rights Office Code and the “Indian Preference” provisions of federal law are met. Per the terms of the agreement, Region 5 staff participates in an annual project selection meeting in advance of the construction season with staff from the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office. This year, the project selection meeting occurred on March 1, 2016 at the Nixyaawii Tribal Governance Center on the Umatilla Indian Reservation. The Tribal Employment Rights Office is also invited to every pre-construction meeting that is subject to TERO. And per the memorandum of understanding, these pre-construction meetings take place either on or near the reservation.

The construction office staff and Region 5 management will continue to meet annually and as needed with the Tribal Employment Rights Office regarding eligible projects that are TERO eligible. Planning will continue to work with both sovereigns regarding transit coordinated planning, grant applications and funding opportunities.

On April 8th, Region 5 management and Office of Civil Rights Management met with the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office staff, executive director and legal staff to identify new language and terms for a revised memorandum of understanding.

Maintenance

Region 5 includes three separate ODOT maintenance districts. District 12 encompasses much of the Confederated Tribes of the Umatilla Indian Reservation and the various state highways that provide access to the Reservation. District 12 and 13 also

fall within the negotiated 60 mile boundary as identified in the Tribal Employment Rights Ordinance memorandum of understanding. District 14 includes the Burns Paiute Reservation.

Region 5’s Maintenance District 12 maintains multiple state highways that run through the Umatilla Indian Reservation. The district works with the tribes in multiple ways throughout the year. For example, when maintenance forces are performing work within the reservation boundary, the district office reaches out to alert the Tribal Employment Rights Office that ODOT is performing state funded work within ODOT right of way. When ODOT crews are unable to perform the necessary maintenance work, ODOT will open up a given project to a competitive bidding process. If the work is within the reservation boundary, then the Tribal Employment Rights Office is eligible to assign a hiring goal and to collect a compliance fee for working on the reservation.

District 12 also works with the Confederated Tribes of the Umatilla Indian Reservation during I-84 road closure events at exit 216 for coordination of truck parking at businesses operated on tribal lands. There is also coordination with the Tribal Hazmat Team on reportable hazmat releases that occur on highways with the Reservation boundary. The district also works in conjunction with tribes in issuing chain up permits each winter. The tribes provide 5 permits to tribal members to assist commercial trucks chaining up on tribal lands. ODOT provides 5 permits to individuals to assist commercial trucks chaining up on I-84.

The District 12 maintenance office will continue to engage the Confederated Tribes of the Umatilla Indian Reservation on land use actions located in proximity to state highways within the Reservation boundary. Similarly, the district will continue efforts to work with the tribes on safety improve-

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ment projects and other projects that will benefit the public on state highways within the Reservation boundary.

ODOT District 14 Maintenance in Burns has involved the Burns Paiute Tribe prior to the cleanup of truck crashes over the last year. Harney County has several sensitive areas, and when these events occur, ODOT District Maintenance staff works with the Burns Paiute Tribe to ensure that no culturally sensitive areas have been disturbed. District 14 also consulted with the Burns Paiute Tribe to co-locate radio equipment on an existing ODOT Radio Tower in the Devine Canyon area. After a review, it was determined that the existing tower could not support the tribe's equipment.

Construction and Project Delivery

Through the area commissions on transportation, the Burns Paiute Tribe and the Confederated Tribes of the Umatilla Indian Reservation participate in the selection and development of construction projects for ODOT's Statewide Transportation Improvement Program.

ODOT's Region 5 construction office staff has regular contact with the tribes' Tribal Employment Rights Office through the implementation of the tribal employment rights memorandum of understanding. This memorandum allows the tribes to assign Indian Hiring Preference goals on federally funded construction projects on or near the Umatilla Indian Reservation.

Region 5 project development staff has been developing a bicycle and pedestrian path project on OR 351: Joseph-Wallowa Lake over the last several years. Due to its location and proximity to tribal ceded lands, project development staff held several on-site project meetings with local

tribes. As a result, this project has been extensively redesigned based on comments ODOT received from consulting tribes.

Planning

Region 5 Planning staff consults with both the Burns Paiute Tribe and the Confederated Tribes of the Umatilla Indian Reservation to deliver strategic intermodal planning projects and policies. This includes discussion, consultation, and planning for all transportation modes that meet the needs of the customer and stakeholders.

Planning efforts are underway in 2016 to develop the Regional Transit Strategy in partnership with the ODOT, Confederated Tribes of the Umatilla Indian Reservation, and Morrow and Umatilla counties. This effort calls for a travel shed analysis to identify opportunities and constraints to improve integration of rural transit services operated by the counties and the tribes.

Region 5 planning continues to reach out to both the Confederated Tribes of the Umatilla Indian Reservation and Burns Paiute Tribe regarding applicable grants, invitations, and planning-related initiatives. In fact, the Confederated Tribes of the Umatilla Indian Reservation were awarded a Transportation and Growth Management Program Grant to assist with the update of the Mission Community Plan that will concentrate on developing a multi-modal community that fosters economic development, cultural connectedness and good health, and well-being. The plan is being developed in partnership with ODOT.

Training

On May 19, Region 5 management and project leaders attended the Legislative Commission on Indian Services 2016 Spring Gathering and Training for State Agencies in Florence.

Highway Division: Geo-Environmental Section

About

ODOT's Geo-Environmental Section supports environmental regulatory compliance and best engineering practices for state transportation projects and programs. The section is responsible for development of statewide standards of practice, guidance and manuals, training, and asset management for geology, hydrology, and environmental disciplines within ODOT.

Geo-Environmental staff serves as stewards of the public interest for a variety of natural and cultural resources and for safe transportation infrastructure. Most of the Geo-Environmental Section's interactions with tribes occur through three program areas: Wildlife Crossings Program, Fish Passage Program, and Cultural Resources Program. In addition, ODOT's Cultural Resources Program Coordinator holds a seat on the Legislative Commission on Indian Services' Cultural Resources Cluster, and ODOT's Environmental Unit Manager holds a seat on the Natural Resources Work Group. Wildlife Crossings Program

The ODOT wildlife passage program is working to identify and build wildlife passage structures to reduce animal-vehicle collisions on state highways. The goals of the program are to reduce animal-vehicle collisions on Oregon highways; identify where wildlife requires movement across state highways to improve wildlife connectivity; and inform and educate the public on wildlife corridors and how they can reduce animal-vehicle collisions. ODOT is working to establish a group of wildlife passage interest groups, including local, state, and federal agencies as well as tribal and non-profit partners to address the issue of wildlife passage.

In 2016, ODOT's Wildlife Crossing Coordinator started conversations with representatives from the Burns Paiute Tribe to identify areas of concerns for wildlife crossing. Furthermore, the Wildlife Crossing Coordinator will present program information at a Legislative Committee on Indian Services Cultural Resources Cluster meeting in 2017.

Fish Passage Program

ODOT's fish passage program supports the Oregon Plan for Salmon and Watersheds. The purpose of the program is to benefit native migratory fish by replacing or retrofitting culverts for improved fish passage on the state highway system in the most cost effective and efficient means possible. Working with the Oregon Department of Fish and Wildlife and regional stakeholders, Fish Passage Program staff works to assess high priority fish passage barriers when selecting improvement projects across the state. In addition this program participates in ODOT's Culvert Repair Program ensuring that culverts identified for repair projects provide improvements in fish passage conditions. Fish Passage Program staff had the following interactions with tribal governments in 2016:

ODOT staff met on November 30 with The Confederated Tribes of Grand Ronde to discuss the fish passage program and ODOT's culvert repair agreement.

ODOT's Statewide Aquatic Biologist met with representatives from the Confederated Tribes of Coos, Lower Umpqua, Siuslaw Indians regarding lamprey passage on a project in Lakeside, Oregon.

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Cultural Resources

ODOT’s Cultural Resources Program seeks to balance transportation projects with cultural resources across the state. This program works with ODOT regional offices, tribal governments, local governments, and others to identify cultural resources and potential concerns early in project delivery and throughout the project lifecycle. In addition, the Federal Highway Administration has delegated tribal coordination responsibilities to ODOT archaeologists for all transportation projects subject to Section 106 of the National Historic Preservation Act. ODOT’s Cultural Resources team provides statewide training on cultural resources as well as tribal awareness and government-to-government training.

Cultural Resources Cluster

ODOT Cultural Resources staff and the Environmental Unit Manager participate regularly in the Legislative Commission on Indian Services workgroups and cluster meetings as an avenue to engage and update tribes and others on new and developing programs and engagement opportunities. For instance, this past year ODOT provided several updates regarding some in-construction policy/program changes with regards to cultural resources and tribal consultation.

Culturally Significant Plants

In addition, Cultural Resources staff members are coordinating with tribes to better understand tribal concerns regarding culturally significant plants. Cultural Resources staff are working to more consistently handle requests from tribes to record cultural plants on ODOT or ODOT-funded projects, or to avoid impacts to tribal gathering areas. Additionally, Cultural Resources staff hopes to better understand what impacts ODOT’s highway system may have on culturally significant plants from a tribal perspective. The outcome of this effort may lead to recommendations for enhancing roadside ecology and for incorporating tribal interests into project planning

(e.g. wetland mitigation, landscape design, restoration efforts).

Cultural Resources

Monitoring Agreements

ODOT’s Cultural Program administers intergovernmental agreements with the following five tribes to support cultural resources project work:

- The Klamath Tribes
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of Warm Springs
- Confederated Tribes of Grand Ronde
- Coquille Indian Tribe

ODOT Cultural resources team is also in the process of developing agreements with the Burns Paiute Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

Specific Interactions in 2016

ODOT archaeologists and cultural resources program representatives met face-to-face with tribes throughout the year regarding ODOT’s transportation projects and other special initiatives. The following meetings have taken place over the course of 2016:

April 12: ODOT’s Cultural Resources Program Manager also attended the Legislative Committee on Indian Services Cultural Resources Cluster Meeting.

April 19: ODOT Cultural staff attended a meeting with the Confederated Tribes of the Umatilla Indian Reservation to discuss ODOT projects in areas of interest as well as program initiatives.

April 25: ODOT Cultural staff attended a meeting with the Confederated Tribes of Siletz Indians to discuss ODOT projects in tribes’ areas of interest.

May 12: ODOT Cultural staff attended a meeting with the Confederated Tribes of Grand Ronde to discuss ODOT projects in tribes' areas of interest.

May 18: ODOT's Cultural Resources Program Manager and Environmental Unit Manager attended meetings with the Confederated Tribes of Coos, Lower Umpqua, Siuslaw Indians and the Coquille Indian Tribe to discuss ODOT projects in tribes' areas of interest as well as concerns expressed around staging and disposal.

August: ODOT Archaeologist met with representatives from the Confederated Tribes of Siletz Indians regarding the U.S. 20: Pioneer Mountain-Eddyville Project. Two meetings were held over the course of the month.

September 14: ODOT's Cultural Resources Program Manger attended a meeting with ODOT Region staff and representatives from the Confederated Tribes of Siletz Indians to discuss culturally sensitive plant issues in southwestern Oregon.

October 18: ODOT's Cultural Resources Program Manager attended the Legislative Committee on Indian Services Cultural Resources Cluster Meeting.

November 2: ODOT's Environmental Unit Manager attended the Legislative Committee on Indian Services Natural Resources Workgroup Meeting.

Motor Carrier Transportation Division

About

The mission of the Motor Carrier Transportation Division is to promote a safe, efficient, and responsible commercial transportation industry in Oregon. The division maintains a size and weight enforcement program to ensure trucks meet legal weight and size requirements put in place to protect safety and infrastructure. Each year, the Motor Carrier Transportation Division and its partner agencies inspect thousands of commercial trucks and buses to ensure vehicles are properly equipped and that drivers meet all safety requirements. The division also issues oversize, overweight, and other special variance permits for commercial motor vehicles. Motor Carrier Transportation Division operations are statewide.

GreenLight Weigh-in-Motion Program

GreenLight is a preclearance system that weighs trucks while they are in motion

on the state's highway system. For trucks equipped with the appropriate transponder, the GreenLight program allows them to be weighed on route without being required to stop at an Oregon weigh station. In addition to the in-vehicle transponders, ODOT also maintains physical infrastructure in and along the state's highways to make this possible. Two of these facilities are located on the Umatilla Indian Reservation, and as a result, Motor Carrier Division staff interacts with tribal staff from the Confederated Tribes of the Umatilla Indian Reservation in the course of maintaining the technology infrastructure at these sites.

Over Dimension Loads

Trucks moving loads that require over-dimension variance permits are issued single trip and annual permits. Permit routing covers state and federal highways. Permits can also cover county roads with county road authority approval. In 2014, ODOT

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collaborated with tribal governments on the issue of “megaload” movements across Oregon through tribal lands. The result of the work was a web portal and an automated notification process which would allow any person (including tribal interests) to voluntarily subscribe and request notice whenever ODOT receives an application for or actually issues an over dimension permit for any load that has a proposed trip length of over 50 miles in Oregon or crosses three or more city or county jurisdictions and exceeds the following dimensions:

- 24 feet in width on interstate & multi-lane highways
- 22 feet in width on a 2-lane state highways
- 19 feet in height on any highway
- 250 feet in overall length on any highway

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Rail and Public Transit Division

ODOT’s Rail and Public Transit Division is made up of two sections: The Rail Section and the Public Transit Section. The Public Transit Section is responsible for providing statewide technical assistance and grant administration to public transportation providers and communities, including the nine federally recognized tribal governments in Oregon. Public Transit Section staff administer grant programs that provide financial assistance for transit operations as well as

for capital purchases of vans, buses, facilities and other equipment. The Rail Section is the focal point for ODOT’s freight and passenger rail programs. These programs address the safety of railroads operating in the state, the safety of public road-railroad crossings, the safety of rail transit operations, the conditions of the railroad industry, and the development of passenger and freight rail transportation opportunities.

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Rail and Public Transit Division: Public Transit Section

About

The Public Transit Section has three groups that interact with the tribes: Policy, Operations and Region. The Policy group is primarily concerned with developing programs and associated policies and compliance activities. The Operations group manages day-to-day interactions related to intergovernmental agreements and payments. The Region group is primarily associated with program implementation in

the field. The Region group has five transit coordinators as single points of contact for tribes within described geographic areas of the state, corresponding to ODOT Highway Region boundaries. Regional Transit Coordinators are available to assist tribes with public transportation program development, grants and payments, technical assistance and training, transit program questions and oversight of transit projects. Regional Transit Coordinators frequently

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interact with tribal transit personnel via phone, email and in person meetings.

Special Transportation Fund

The state Special Transportation Fund Program provides state funds to local transit agencies, including the nine federally recognized tribes. These funds support transportation services benefiting older adults and people with disabilities, and is divided into a formula and discretionary program. Distribution of the formula funds is based on a population formula. The Special Transportation Fund agencies with small populations (a situation affecting the tribes and low population counties) receive a minimum annual allocation which was raised from \$40,000 per year to \$80,000 per year in 2014. In the 2017-2019 biennium, reductions in General Funds directed to Special Transportation will reduce the minimum annual allocation to \$67,000. All nine federally recognized tribes currently participate in this program.

Federal Grants

The Public Transit Section administers several US Department of Transportation Federal Transit Administration programs that are available to the nine tribes:

Enhanced Mobility of Seniors and Individuals with Disabilities Program \$5310

This program provides funds for capital purchases and operations that will benefit seniors and people individuals with disabilities. The funds are largely distributed through a formula based on population and needs. Tribes may use the funds for vehicle purchases or other capital needs, as well as transit operations such as purchased service and maintenance projects. Seven of the nine tribes currently participate in this program; not participating in the biennium were the Burns Paiute Tribe and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians.

Formula Grants for Rural Areas Program \$5311

This program provides grant assistance to entities that deliver transportation services to the public in communities of fewer than 50,000 people. Funds may be used for planning, administration, operations, and capital purchases. The majority of funds are distributed through a formula program. Tribes are eligible to apply to ODOT for Rural Program funds. The Confederated Tribes of the Umatilla Indian Reservation, the Klamath Tribes, and the Confederated Tribes of Grand Ronde are currently participating in this program.

The Transit Network and Intercity Program \$5311/\$5311(f)

This program provides funding to strengthen the state transit network. The funds are distributed through a discretionary grant program; tribes with transportation services that fit program guidelines are eligible to participate. The Confederated Tribes of the Umatilla Indian Reservation participates in this program.

The Bus and Bus Facilities Program \$5339

This program supports the purchase and preventive maintenance of buses and transit facilities. The funds are distributed through a discretionary grant program; tribes that offer general public services are eligible to participate in the program. The Confederated Tribes of the Umatilla Indian Reservation participates in this program.

Federal Grants Compliance Monitoring Program

As part of the Rail and Public Transit Division’s federal grant management program, the division administers a Compliance Monitoring Program for entities receiving FTA and state grants. Reviews are conducted on a three to five year cycle. As grantees, the nine tribes are participants in the program. In 2016 the Klamath Tribes received such a review. The Confederated Tribes of Grand Ronde is scheduled to be reviewed in 2017 which will complete the first round of reviews of all nine tribes in Oregon. At

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The Region 5 Transit
Coordinator position is
currently vacant. Contact
Joni Bramlett (above) with
Region 5 questions.

least three other tribes will also be reviewed for the second time in 2017.

Other Federal Transit Funds

Additionally, tribes are eligible to participate as direct recipients of Federal Transit Administration Tribal Transit funds if they meet §5311 Rural Program requirements. The Klamath Tribes, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of Warm Springs and the Confederated Tribes of Grand Ronde are eligible to participate in this program. Both the Coquille Indian Tribe and the Cow Creek Band of Umpqua Tribe of Indians are interested in participating in §5311 programs and are working with Rail and Public Transit Division staff to explore obtaining eligibility.

Transit Maintenance Council

The Public Transit Section worked in 2016 to establish a new transit maintenance council. The transit maintenance council offers a forum for public transit peers in Oregon to exchange information, procedures and ideas, as well as ideas for improving safety, reliability, efficiency and effectiveness of bus operations. The council will provide an opportunity for the maintenance community to establish standards of maintenance and safety, which will allow the Public Transit Section to develop the best policies and procedures for maintaining transit fleets in a state of good repair. There are currently three tribes registered to participate in the new transit maintenance council: the Klamath Tribes, the Confederated Tribes of the Umatilla Indian Reservation, and the Confederated Tribes of Siletz Indians.

Public Transportation Advisory Committee

The Public Transportation Advisory Committee provides a forum for public and special needs transportation providers within Oregon. The committee also provides input regarding significant transportation issues to the Oregon Transportation Commission and the Rail and Public Transit Division.

The Committee endeavors to hold one or more of its bi-monthly meetings in rural areas. A regional leadership panel presents at these meetings and typically includes representatives from the local tribes. In July, 2016, the Public Transportation Advisory Committee and the Oregon Transit Association held a two-day workshop in Pendleton, Oregon. The Confederated Tribes of the Umatilla Indian Reservation coordinated an informational tour of the Kayak Transit Maintenance Facility to attendees and members. There is a designated seat on the Public Transit Advisory Committee for a tribal representative that is currently vacant. In 2017, the Public Transit Section will reach out to all nine tribes in an effort to fill this vacant position.

Training Opportunities

In 2016, the Public Transit Section offered five training events open to all transit agencies. The topics included Remix software training, drug and alcohol program compliance, passenger assistance and defensive driving, grant management training, vehicle procurement, and also supported a number of out-of-state attendees. Representatives from four of the nine tribes attended one or more of these events: The Confederated Tribes of the Umatilla Indian Reservation, the Klamath Tribes, the Coquille Indian Tribe, and the Confederated Tribes of Siletz Indians.

Specific Interactions in 2016:

While all Public Transit Section staff has occasional interactions with tribal governments, the Regional Transit Coordinators are the primary points of interaction with Oregon's nine federally-recognized tribes. These coordinators, stationed in each of ODOT's five regional offices, continue to work with the tribes to develop transit programs by providing technical assistance as requested. The majority of technical assistance topics have been related to service design and development, Special Transportation Fund program management, vehicle procurement, and planning. The following

are specific interactions between the Transit Section’s regional transit coordinators and tribes in 2016.

Region 2, Northwest Oregon:

Throughout 2016, Region 2 Transit Coordinators Jamey Dempster and Arla Miller worked with the Confederated Tribes of Grand Ronde on Coastal Connector service enhancement planning (Tillamook County Transportation District led the project), as well as work to update the Transportation Human Services Coordinated plans for surrounding areas.

The Region 2 Transit Coordinators also assisted the Confederated Tribes of Siletz Indians with updates to the Transportation Human Services Coordinated Plan for the surrounding areas, and with planning efforts to provide connecting services in the Florence-Yachats area.

In the summer 2016, the Confederated Tribes of Siletz Indians completed its first Title VI plan (transit compliance) with Public Transit Section technical assistance.

In the summer 2016, Rail and Public Transit awarded Special Transportation Fund Discretionary funds to Confederated Tribes of Grand Ronde for a long range transit plan, in coordination with an ODOT/ Transportation Growth Management-funded Transportation System Plan.

The Public Transit Section also awarded Special Transportation Fund Discretionary funds to the Confederated Tribes of Siletz Indians for the purchase of a transit vehicle in summer 2016.

Region 3, Southwestern Oregon:

The Region 3 Transit Coordinator, Alison Wiley, and Division Training Coordinator, Casandra Mance, gave a special training to the Coquille Indian Tribe Special Transportation Fund Advisory Committee in spring 2016 on the duties and functions of a Special Transportation Fund Advisory

Committee. Representatives from the Coquille Indian Tribe were provided with specific training in Salem in August 2016 on the mechanized grant system for Rail and Public Transit agreements, reports and reimbursements.

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and the Coquille Indian Tribe participated in a South Coast Coordinated Transit Summit on September 22, 2016 along with other transit agencies on the South Coast.

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians purchased a vehicle with state funds and resumed rides after a long hiatus. Public Transit Section staff provided technical assistance on the purchase.

The Cow Creek Band of Umpqua Tribe of Indians received a Special Transportation Fund Discretionary award of \$210,175 for the Outlying Life Line Project. The tribe is teaming with long-time partner local Umpqua Transit on the project.

The Coquille Indian Tribe was able to receive federal funding through the Federal Transit Administration’s Enhanced Mobility of Seniors and Individuals with Disabilities Program (section 5310) for the first time. Technical assistance was provided by Public Transit Section staff. These funds enabled the tribe to hire a dedicated mobility manager, who is already networking with local transit managers and participating in region-wide transit meetings. The tribe is also nearing completion on its Transportation Human Services Coordinated Plan.

Region 4, Central Oregon:

Ongoing in 2016, Region 4 Transit Coordinator Joni Bramlett is providing technical assistance as The Confederated Tribes of Warm Springs continues to contract with Central Oregon Intergovernmental Council/Cascades East Transit to provide ser-

vice, and is renewing its purchased service agreement at this time. The Confederated Tribes of Warm Springs are also participating in the Transportation Human Services Coordinated Plan update with Central Oregon Intergovernmental Council for Jefferson, Deschutes, and Crook counties, the final report should be released shortly.

The Klamath Tribes are participating with Basin Transit for a joint tribal-county update to the Transportation Human Services Coordinated Plan.

In May 2016, the Klamath Tribes became the second tribal agency in Oregon to participate in the Public Transit Section's General Transit Feed Specifications project. This ongoing project enables public transit services to be represented in popular trip planning applications such as Google Maps.

In summer 2016, the Klamath Tribes was awarded a \$130,000 Special Transportation Fund grant to purchase an accessible van. The tribes also received additional operating funds for diverting to Bonanza to provide service one day a week to an isolated community.

Region 5, Eastern Oregon:

Region 5 Transit Coordinators Laura Slater and Joni Bramlett (Laura accepted another position in Region 5 in September 2016) provide ongoing technical assistance to the Burns Paiute Tribe. Tribal Planner Kenton Dick participated in the Region 5 grant solicitation training on Oct. 27.

The Burns Paiute Tribe is in the process of updating its Transportation Human Services Coordinated Plan.

The Transit Manager for the Confederated Tribes of the Umatilla Indian Reservation attended the Region 5 grant solicitation training on Oct. 27. Region 5 Transit Coordinators will continue to work closely with the tribes as Kayak Public Transit's service continues to expand.

The Confederated Tribes of the Umatilla Indian Reservation were awarded Special Transportation Fund Discretionary awards for transit service to Umatilla, and for Spanish interpretation and translation services.

Staff Training

The Region 5 Transit Coordinator attended the 2016 Legislative Commission on Indian Services Spring Gathering & Training in Florence in May 2016.

Rail and Public Transit Division: Rail Section

About

The Rail Section provides the leadership to carry out Oregon's rail regulatory and operations programs as required by state and federal laws. The section represents and advocates for customers of railroads, both passenger and freight, to ensure a safe, efficient and reliable rail transportation system. The section includes the Rail Safety Unit, the Crossing Safety Unit, and the Operations and Policy Unit.

Crossing Safety Unit

This Unit has regulatory authority over all public Highway-Railroad crossings within the state. Through this authority, the Rail Section helps to ensure the safety of the traveling public at these locations.

In June of 2016, the Rail Section's Crossing Compliance Specialist was contacted by Tracy DePew, Director of Emergency Management with the Cow Creek Band of

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Umpqua Tribe of Indians. Mr. DePew was concerned with work the Central Oregon and Pacific Railroad had performed on a crossing near tribal lands south of Roseburg (A Rail Section staff member was able to determine it was a private crossing). Rail Section staff were able to get Mr. DePew in contact with Central Oregon and Pacific Railroad and the issue was resolved.

Rail Safety Section

The Rail Safety Section enforces federal regulations on the transport of hazardous materials by railroad. Currently the transportation of crude oil by the railroads is a concern for tribal governments, a number of which participated in an Oil Spill Task Force discussion with many federal and state agencies. The following are specific interactions Rail Safety Section staff had with tribal governments in 2016:

The Rail Section’s Hazardous Materials Inspector attended a tribal listening session on April 20, 2016 on crude oil transport at Maryhill Museum in Washington. It was attended by the Confederated Tribes of the Umatilla Reservation and the Confederated Tribes of Warm Springs.

The Rail Section’s Rail Safety Manager managed the Rail and Public Transit Division’s response to the Mosier oil train derailment in June 2016. The derailment indirectly impacted tribal land.

The Rail Section’s Safety Manager communicated with representatives of the Confederated Tribes of the Umatilla Indian Reservation regarding the Rail Section’s safety oversight role and answered questions about railroad activity in the Columbia River Gorge.

Transportation Development Division

About

The Transportation Development Division plans and develops Oregon’s transportation future. It focuses on providing Oregonians with a balanced, well-connected transportation system. The Transportation Development Division is the part of the Oregon Department of Transportation that:

- Helps Oregonians do long and short-term transportation planning.
- Keeps statistics about transportation.
- Considers transportation policy.
- Does research to help engineers, planners and project designers.
- Helps local governments with transportation through a variety of programs and services.

The division is responsible for produc-

ing the Oregon Transportation Plan, the Oregon Highway Plan as well as individual plans for specific highway corridors.

The Transportation Development Division is also the home of interagency partnerships that are helping to shape the future, such as the Transportation and Growth Management Program and Oregon’s Community Solutions Teams.

The Transportation Development Division has helped Oregon take a leading role nationwide in many fields such as transportation and land use modeling and smart development.

Statewide Transportation Improvement Program

The State Transportation Improvement Program is a multi-year prioritized list of transportation projects that are proposed

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to be funded in Oregon. The Statewide Transportation Improvement Program is developed with tribal and public involvement through the Area Commissions on Transportation. Specific tribal representatives have been identified to participate in area commission in all ODOT regions. These individuals serve as the Transportation Development Division's first regional contacts.

Enhance Program

The Enhance Program is a component of the Statewide Transportations Improvement Program and it funds projects that enhance, expand or improve the transportation system. Projects are selected using input from the Area Commissions on Transportation. As voting members on the area commissions, tribal governments were notified of the process for developing the Enhance Program.

Research Program

The Research Program oversees the state's federally funded research and the Technology Transfer Program. Research focuses on safety, infrastructure repair and preservation, maintenance practices, innovative contracting and project delivery, sustainable environmental practices and the land use, transportation connection. The Technology Transfer Program is a part of TDD's Research Section, offers training, technical assistance and technology transfer to local transportation agencies, which includes cities, counties, tribal governments, and others. The T2 Center markets services to tribal governments.

On March 15, 2016, the Technology Transfer program delivered a tribal coordination training session at the Northwest Transportation Conference. This panel included Karen Quigley of the Legislative Commission on Indian Services, Kyle Kitchel of the Federal Highway Administration, and Greg Azure of the Confederated Tribes of Grand Ronde Tribal Employment Rights Office.

Statewide Planning Program

Transportation Development Division planners develop strategies for operating, managing, maintaining, and funding the state's transportation system to achieve Oregon's long term transportation goals and vision. Transportation policy guides ODOT's decision making move towards implementation of a planned transportation system. The Oregon Transportation Plan directs ODOT to include tribal government in the public involvement that is crucial to the development of long range planning documents. To further promote public involvement, the Transportation Development Division Planning Section utilizes it inclusive public involvement intranet site. This site is a tool that assists planners to better understand inclusive public involvement and government to government communication. In the past year, the Transportation Development Division has expanded the site to include tools for planners in metropolitan planning organizations and local governments to assist them in understanding government to government relationships and to better expose them to tools that state planners utilize when working with tribes.

Tribes are involved in the development statewide transportation plans through personal contact, email and hard copy communication of information with a solicitation of comments.

Transportation and Growth Management Program

This program provides planning assistance to Oregon communities to create vibrant, livable places where people can walk, bike, take transit or drive where they want to go. The Transportation Growth Management program continues to serve as one of the primary funding sources for local governments to plan for well-designed communities with a balanced, interconnected transportation network. With over 1,100 planning projects supported and completed since 1993, Oregon's TGM Program continues to provide value to Oregonians by

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helping communities plan for land use and transportation in concert with community objectives. Tribes are eligible and have received many TGM grants.

The Transportation and Growth Management Program protocols require that grant managers make contact with each federally recognized tribe by phone or in person to provide information on the four grant programs offered each annual cycle. These programs include:

Planning Grants offer grants to communities to improve transportation system plans or build integrated land use and transportation plans.

Education and Outreach provides free community workshops, speakers and publications on current planning topics.

Code Assistance helps communities with planning code language to expand transportation choices for people.

Quick Response work helps with imminent development projects to ensure they serve a community's goals for efficient transportation and quality development.

Transportation System Plan Assessments look at community TSPs and provide suggestions for improvements.

Publications help communities in Oregon address a variety of transportation and growth management challenges.

During the pre-application process, Transportation and Growth Management regional planners communicate directly with delegate from the tribes to inform tribes of available services and discuss ways in which the program could be of assistance to tribal planning needs.

Transportation Growth Management Grants to Tribes in 2016

Coos Head Area Master Plan

ODOT provided a grant of \$149,880 to the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians for the Coos Head Area Master Plan. The master plan will detail an integrated land use, auto, bicycle and pedestrian network that facilitates safe and efficient transportation and use with the Coos Head area.

Coquille Indian Tribe Comprehensive Plan

ODOT provided a grant of \$126,950 to the Coquille Indian Tribe for a comprehensive planning project. The purpose of this project is to produce a comprehensive plan for Coquille Indian Tribe properties, focusing on multimodal transportation, planning, and redevelopment opportunities for properties in trust or in fee. The comprehensive plan will guide and inform the transportation infrastructure development and land use designations. The project will include public outreach and involvement, interagency coordination, and a land use inventory. The project will consider how to connect land uses to the property core, as well as to access roads outside the property. The transportation network will be planned to assure multimodal access, including access for people traveling on foot and by bicycle.

Confederated Tribes of the Umatilla Indian Reservation Mission Community Master Plan

ODOT provided a grant of \$207,500 to the Confederated Tribes of the Umatilla Indian Reservation for this master planning effort. The purpose of the Mission Community Master Plan is to assist the tribes in the planning for and coordination of development of a vibrant multi-modal community

that fosters economic vitality, cultural connectedness, health, and well-being. The project will focus on integrating pedestrian-scale development patterns to create a more walkable community that accommodates bicycle and horse transportation as well as supports the existing tribal Kayak Transit System.

The Klamath Tribes Pedestrian and Bicycle Transportation System Plan

ODOT provided a grant of \$110,000 to the Klamath Tribes for this planning effort. The

Transportation and Growth Management Program grant with the Klamath Tribes to improve the safety, access and convenience of pedestrian and bicycle transportation with the Chiloquin Community for both local residents and visitors. The project will result in the development of a pedestrian and bicycle transportation system plan for the Chiloquin community that will be adopted and implemented by both the Klamath Tribes and the City of Chiloquin to meet their common local transportation needs.

Transportation Safety Division

About

ODOT’s Transportation Safety Division is responsible for promoting activities that reduce the instance and severity of transportation related crashes in Oregon. This is primarily accomplished through the division’s community programs and through its strategic and long range planning efforts.

Community Program

The Community Program is designed to assist local governments, non-profits and volunteers in initiating and conducting ongoing safety programs and activities within their jurisdiction or area of interest. Through this program, the Transportation Safety Division also seeks to work with community representatives to direct them toward relevant grants to improve the safety of the traveling public. Tribal governments are eligible to, and do, access the materials and resources of the division’s community programs.

Strategic and Long Range Planning

The Strategic Long Range Planning program is designed to routinely develop and update the state’s Transportation Safety Action Plan to guide transportation safety efforts across agencies statewide. This plan

also serves as the state’s Strategic Highway Safety Plan which guides investments in traffic safety improvements. Involving a wide range of stakeholders, including tribes, is critical to the plan’s support and success. Tribes are specifically invited to participate in the development of these safety planning efforts, and some tribes have elected to participate in the process.

The Transportation Safety Division recently completed development of a new five/ twenty year plan for transportation safety in Oregon. As part of the public input process, the division conducted a series of public input sessions, and used a Policy Advisory Committee to guide the plan’s development. All nine tribal governments were invited by the division to engage in the public input sessions. The Public Advisory Committee includes a representative from the planning unit of the Confederated Tribes of Siletz Indians. Two of the public input sessions in 2015 were held in tribal government facilities – one at the Klamath Tribes’ Tribal Health offices and one at the Coquille Indian Tribe’s plank house.

Through this process, the division hopes to continue work with several tribes to

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develop plans for improving safety on reservation lands and among tribal memberships in the coming year. The final plan was routed to key stakeholders as well as tribal governments in 2016 and adopted by the Oregon Transportation Commission in October of 2016.

As a result of the input sessions held in tribal facilities, good conversations led to requests for further partnership, including the distribution of information and materials. A grant was awarded in 2016 to the Klamath Tribal Health and Family Services agency to run a community based child passenger safety program.

The division plans to continue distributing materials to the tribes, and to intensify efforts to engage them in planning for safety progress. In addition, an effort was under-

taken in conjunction with ODOT Region 4 to provide for a safety planning effort in the Warm Springs business district.

Specific Interactions in 2016:

January 27: The Transportation Safety Division provided scholarship awards to the Confederated Tribes of the Umatilla Indian Reservation tribal officers to attend a Police Traffic Conference in Bend.

August 5: The Transportation Safety Division, through Harney County Safe Communities, provided a bicycle safety rodeo for Burns Paiute families.

August 10: The Transportation Safety Division provided regional law enforcement training regarding DUII using the Burns Paiute gathering center.