

Government-to-Government 2019 Activity Report

Oregon Department of Transportation

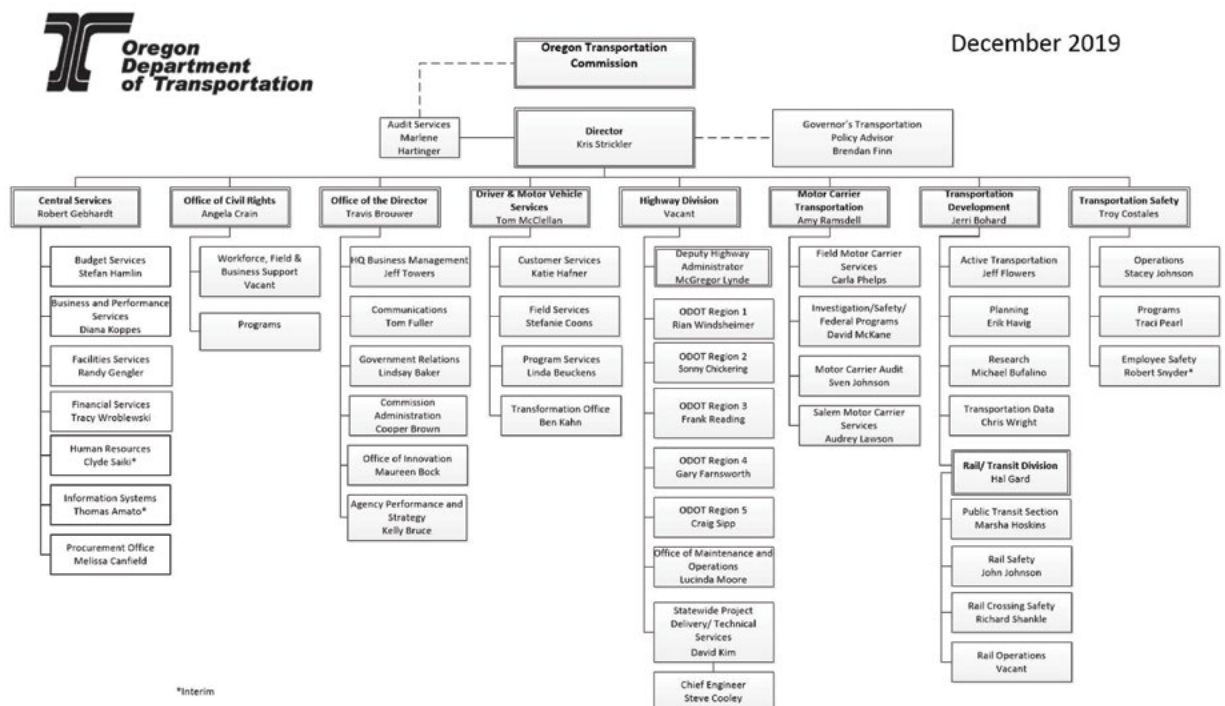
Introduction

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. The information in this report was provided by each of the ODOT divisions and regions and was compiled by the ODOT Director's Office.

In accordance with Oregon Revised Statute 182.164, ODOT adopted an official policy statement guiding the department's interactions with tribal governments. ODOT Policy INT 13 was most recently revised on July 31, 2019. This policy 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 Kristopher Strickler. Each of these divisions has varying degrees of tribal interaction and involvement, which will be discussed individually in the proceeding report.



*Interim

Table of Contents

Director’s Office 3

Office of Civil Rights 6

Fuels Tax Group 10

Driver and Motor Vehicle Services Division (DMV) 10

Highway Division 12

Highway Division: Region 1 13

Highway Division: Region 2 14

Highway Division: Region 3 16

Highway Division: Region 4 20

Highway Division: Region 5 22

Highway Division: Geo-Environmental Section 26

Motor Carrier Transportation Division 28

Rail and Public Transit Division 29

Rail Section 29

Public Transit Section 29

Transportation Development Division (TDD) 2019 Report 37

Transportation Safety Division 41

Director's Office

About

Kristopher Strickler was confirmed by the Oregon Senate as ODOT's new Director on November 20th, 2019. Director Strickler replaces former Director Matthew Garrett after his service of nearly 14 years. Director Strickler 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 broader statewide policy initiatives. In addition, 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 disseminates to tribes information regarding state and federal grant programs and provides regular updates to agency management regarding issues of interest to tribal governments.

Tribal Coordination in Planning

In 2018, the Federal Highway Administration asked ODOT to strengthen its tribal involvement processes and policies for long range planning and for capital improvement plan development. In 2019, ODOT's tribal liaison, along with ODOT planning staff, participated in several face-to-face meetings with tribal government officials to develop unique consultation processes and policies for each of the federally recognized tribes in Oregon. Having worked jointly with tribes to develop these new processes, ODOT expects to begin implementation in 2020.

Task Force on Native American Cultural Items

ODOT's previous Director, interim Director, and current Director all provided executive level support to the ODOT staff charged with producing the inventory of cultural items in ODOT's possession. ODOT's tribal liaison assisted in compiling and producing the final report.

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Specific government relations interactions with tribal governments in 2019:

- **February 1:** Tribal liaison and ODOT planning staff traveled to Roseburg to discuss tribal consultation for long range planning and capital improvement planning with officials from the Cow Creek Band of Umpqua Tribe of Indians.
- **February 5:** Tribal liaison attended the Natural Resources Work Group meeting in Salem.
- **February 8:** Tribal liaison and ODOT planning staff traveled to Pendleton to discuss tribal consultation from long range planning and capital improvement planning with officials from the Confederated Tribes of the Umatilla Indian Reservation.
- **February 13:** Tribal liaison traveled to Canyonville to participate in the History and Culture Summit of the Cow Creek Band of Umpqua Tribe of Indians.
- **April 9:** Tribal liaison and ODOT planning staff traveled to Grand Ronde to discuss tribal consultation for long range planning and capital improvement planning with officials from the Confederated Tribes of Grand Ronde.
- **April 22:** Tribal liaison and ODOT planning staff traveled to Coos Bay to discuss tribal consultation for long range planning and capital improvement planning with officials from the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.
- **April 25:** Tribal liaison joined ODOT region and Cultural Resources staff in Chiloquin for a cultural resources coordination meeting with the Klamath Tribes.
- **May 6:** Tribal liaison and ODOT planning staff traveled to Chiloquin to discuss tribal consultation for long range planning and capital improvement planning with officials from the Klamath Tribes.
- **June 27:** Tribal liaison and ODOT planning staff traveled to Siletz to discuss tribal consultation for long range planning and capital improvement planning with officials from the Confederated Tribes of Siletz Indians.
- **December 3:** Tribal liaison attended the 2019 State-Tribal Summit hosted by the Confederated Tribes of the Umatilla Indian Reservation.
- **December 13:** Tribal liaison joined ODOT region and Cultural Resources staff in Grand Ronde for a cultural resources consultation meeting with the Confederated Tribes of Grand Ronde.

Oregon Transportation Commission

The Oregon Transportation Commission, ODOT's governor-appointed oversight body, is supported by staff in ODOT's Director's Office. The Oregon Transportation Commission establishes state transportation policy. The commission also guides the planning, development and management of a statewide integrated transportation network, and, among other things, hiring the ODOT Director. During the 2019 hiring process for the ODOT Director position, the Oregon Transportation Commission sought input from council chairs from all nine federally recognized tribes in Oregon. Later in the process, the Commission also invited tribal leaders to participate in candidate interviews during the final stages of the hiring process. The Commission ultimately selected Kristopher Strickler as the new ODOT Director. Mr. Strickler was formally confirmed as Director in November.

On November 21 and 22, the Oregon Transportation Commission held its monthly business meeting. The meeting was generously hosted by the Confederated Tribes of Grand Ronde at the Spirit Mountain Conference and Event Center.

AREA COMMISSIONS ON TRANSPORTATION

Area Commissions on Transportation

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. Tribal leaders are important participants on area commissions across the state. 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 Statewide 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.

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

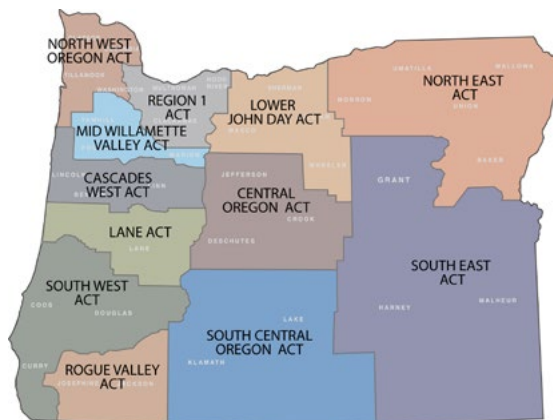
Current listing of area commissions:

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

Southwest 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
- Southeast 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 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 tribal 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, the Confederated Tribes of Grand Ronde and the Confederated Tribes of Warm Springs 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, the Confederated Tribes of Grand Ronde, and the Confederated Tribes of Warm Springs. 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 or near the reservation. For each construction project subject to the agreement, hiring goals and compliance fees are coordinated between the tribal employment rights offices and ODOT regional offices. Construction projects that are subject to Indian hiring preference provisions allow 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 construction trades. ODOT’s goal in creating the Workforce Development program is 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.

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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 Enterprise Program

A Disadvantaged Business Enterprise firm includes small businesses that are at least 51% owned by: women, minorities (Native Americans, African Americans, Hispanic 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 businesses to provide information on how to seek certification.

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 ODOT’s programs, activities and services. The purpose of 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 2019

- **January to October 2019:** Region 3 Field Coordinator regularly reported to the Cow Creek Band of Umpqua Tribe of Indians CEO the progress, status and a final report of the Southern Oregon Trade Careers Expo.
- The Cow Creek Band of Umpqua Tribe of Indians sponsored \$2,500 for the use of their Seven Feathers Convention Center and Resort for

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- the Southern Oregon Trade Careers Expo held on September 26, 2019 in Canyonville.
- The Cow Creek Band of Umpqua Tribe of Indians CEO, Chairpersons and Board Members, Communications Coordinator, Public Affairs, etc. were invited to attend the Southern Oregon Trade Careers Expo VIP Tour in Canyonville. Multiple representatives from the Tribe confirmed their attendance and participated in the expo.
 - **January 23:** Confederated Tribes of the Grand Ronde TERO staff met with Office of Civil Rights Field Coordinators from Regions 1 & 2, Office of Civil Rights Manager, and other ODOT staff for annual tribal employment rights project review meeting.
 - **January 29:** Region 5 Management, Civil Rights Field Coordinator and Office of Civil Rights Manager met with the Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office in Mission for the 2019 annual review and selection of upcoming 2019 construction projects.
 - **January 31:** Office of Civil Rights and Region 4 staff met with the Confederated Tribes of Warm Springs for 2019 project selection.
 - **February 7:** Region 5 Field Coordinator attended the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office Contractor Certification Training in Mission.
 - **February 19:** Region 2 Field Coordinator and Confederated Tribes of Grand Ronde staff co-presented a training on Tribal Employment Rights at the annual Construction Project Civil Rights and Labor Compliance training offered to ODOT project delivery personnel, local agency staff, and prime/sub-contractors.
 - **February 22:** Region 5 Field Coordinator attended the Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office Career and Trades Fair in Mission.
 - **February 28:** Region 5 ODOT Office of Civil Rights and Labor Compliance hosted training. The Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office staff attended the training and presented on tribal employment rights to attendees in La Grande.
 - **February 28:** Region 1 ODOT Office of Civil Rights and Labor Compliance hosted training. The Confederated Tribes of Grand Ronde, Tribal Employment Rights Office staff attended the training and presented on tribal employment rights to attendees in Milwaukie.
 - **March 21:** Region 2 Field Coordinator and Office of Civil Rights Emerging Small Business Program Manager promoted the TERO program at the Governors Marketplace Roadshow, a private sector business outreach event in Salem.
 - **April 2:** Region 1 Field Coordinator and Office of Civil Rights staff provided tribal employment rights program overview during the Labor Compliance Training in Bend.
 - **May 9:** Region 5 Field Coordinator attended the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office Contractor Certification Training in Mission.
 - **May 29:** Office of Civil Rights staff participated in a quarterly Tribal Employment Rights Office certification training held by the Confederated Tribes of Warm Springs.
 - **August 8:** Region 5 Field Coordinator attended the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office Contractor Certification Training in Mission.
 - **August 13:** Region 1 Field Coordinator and the Confederated Tribes of Warm Springs attended pre-bid meeting and presented on the tribal employment rights program and requirements to prime contractors and subcontractors in Troutdale.

- **August 28:** Office of Civil Rights Manager participated in a quarterly Tribal Employment Rights Office certification training held by the Confederated Tribes of Warm Springs.
- **October 3:** Region 1 Field Coordinator attended the Oregon Native American Chamber (ONAC) 15th Annual Gathering event, “Guide·Gather·Grow,” in Portland. The Annual Gathering is a unique opportunity for members, partners, and the Native business community to network, celebrate, and support the work of ONAC and its scholarship program.
- **October 29:** Confederated Tribes of the Grand Ronde tribal employment staff meet with Civil Rights Field Coordinators from Regions 1 and 2, Office of Civil Rights Manager, and other ODOT staff for tribal employment rights project and process review meeting.
- **October 30:** Region 1 Field Coordinator and Office of Civil Rights staff presented on the tribal employment rights program and requirements up to bid for the statewide Project Delivery Boot Camp Training in Keizer.
- **November 7:** Region 5 Field Coordinator attended the Confederated Tribes of the Umatilla Indian Reservation Tribal Employment Rights Office Contractor Certification Training in Mission.
- **November 8:** Region 1 Field Coordinator worked with the Confederated Tribes of Grand Ronde staff to showcase a project and the tribal employment rights workforce on the project in Portland.
- **November 30:** Office of Civil Rights staff participated in a quarterly Tribal Employment Rights Office certification training held by the Confederated Tribes of Warm Springs.
- **December 12:** Office of Civil Rights attended the Confederated Tribes of the Grand Ronde 4th Quarter Contractor’s Certification Training.
- **Throughout 2019:** Region 1 & 2 Field Coordinators provided tribal employment rights overview of all federally recognized tribes at the ODOT General Inspector Certification Trainings (*Multiple Dates*).
- **2019 (Ongoing):** Office of Civil Rights provide tribal partners with monthly tribal employment rights project employment status reports.
- **2019 (Ongoing):** Region 1 Field Coordinator attends the bi-monthly networking meetings of the Oregon Native American Chamber (ONAC). This event provides a unique opportunity to meet, network, and build relationships with business and community leaders (Native and non-native) from across Oregon and SW Washington.
- **2019 (Ongoing):** OCR Field Coordinators attend pre-construction conferences with tribal partners to provide a process review for projects including tribal employment rights goals.

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, for fuel sold on the reservation, allows tribes to obtain refunds of fuel taxes paid by tribal members for fuel used on reservation lands. Under that program, the Fuels Tax Group administers the following intergovernmental agreements:

- **Confederated Tribes of the Umatilla Indian Reservation:** The tribes, and their fuel suppliers, collect state taxes on fuel sold at the Arrowhead Travel Plaza and remit 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 is operating successfully.
- **Confederated Tribes of Warm Springs:** The tribes, their fuel suppliers, and the operators of two fueling stations on the Warm Springs Reservation, collect state taxes on fuel sold on the reservation and remit the taxes collected to the Fuels

Tax Group. The Fuels Tax Group then refunds a portion of the taxes collected to the tribes for tribal use. In December 2017, the tribes and ODOT executed an amendment to their existing agreement in anticipation of the tribes opening the Plateau Travel Plaza. In March 2018, the Plateau Travel Plaza began operations. This agreement is operating successfully.

- **The Klamath Tribes:** The tribes, and their fuel suppliers, collect state taxes on fuel sold at the Crater Lake Junction Travel Center and remit the taxes collected to the Fuels Tax Group. The Fuels Tax Group refunds a portion of the taxes collected to the tribes for tribal use. This agreement is operating successfully.

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. The Fuels Tax Group will continue its outreach to inform tribes of the opportunities regarding fuels tax refunds.

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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, going online through OregonDMV.com, and via mail at DMV Headquarters.

Tribal identification cards and tribal government-issued birth certificates from members of all nine federally recognized tribes are accepted as proof of identity when applying for a driver license, driver permit, or identification card.

Government-exempt vehicle registrations and license plates are issued to all nine federally recognized tribes when tribal governments apply to register any

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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 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.

False document recognition training is delivered to tribal government employees upon request. This type of training is most frequently used to help gaming employees detect altered or counterfeit identity documents.

Driver and Motor Vehicle Services provides photographs, vehicle registered owner information and other records directly to tribal law enforcement agencies. These records are used to aid with ongoing tribal law enforcement investigations.

When contacted by tribal representatives, Driver and Motor Vehicle Services will provide training to volunteers and attend outreach events to provide information to attendees. Driver and Motor Vehicle

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

Federal REAL ID Act of 2005

Beginning July 6, 2020, Oregon DMV will begin offering optional federal REAL ID Act compliant driver licenses and identification cards. REAL ID compliant identification credentials or other federally acceptable credentials (like passports) will be required for most travelers wishing to board domestic commercial flights after October 1, 2020. DMV will not be able to issue REAL ID compliant credentials to all travelers who need them before the October 1, 2020 deadline, so DMV will be continuing the implementation of a robust communications plan in 2020 to encourage Oregonians to use or obtain a passport for boarding domestic commercial flights. Tribal members should note, however, that the [Transportation Security Administration currently states](#) it will continue to accept federally recognized, tribal-issued photo ID to board domestic commercial aircraft after October 1, 2020. Tribal identification cards will remain acceptable proof of identity and legal presence documentation for a standard Oregon driver license and identification card as well.

The ODOT and DMV Real ID Communication Plan identifies tribal governments as one of the focuses of the outreach effort. Relevant information will be provided directly to tribal government contacts throughout the REAL ID implementation process in 2020.

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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 large transportation investment package passed by the Oregon State Legislature in 2017 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



**TRANSPORTATION
REGIONS**

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. Region staff coordinates with tribal governments, as appropriate, based on possible impacts identified during the environmental documentation process.

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

Earthquake Ready Burnside Bridge Feasibility Project

ODOT and the Federal Highway Administration are coordinating with Multnomah County to continue consultation with federally recognized tribes with connections to the Burnside Bridge project area. The purpose of the proposed project is to create a resilient lifeline crossing over the Willamette River that will withstand a major earthquake. The Federal Highway Administration is the lead federal agency for compliance with the National Environmental Policy Act. In September 2018, the Federal Highway Administration invited the following tribes to become a

Participating Agency in the development of an environmental impact statement: Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of Warm Springs, and Confederated Tribes of the Umatilla Indian Reservation. In 2019, the same tribes were recognized as consulting parties under Section 106 of the National Historic Preservation Act and results of the cultural resources baseline report were shared with each of the consulting tribes.

The Hood River Bridge Replacement Project

ODOT and the Federal Highway Administration are coordinating with the Port of Hood River to consult with federally recognized tribes with a connection to the project area. The primary purpose of this project is to improve multi-modal transportation of people and goods across the Columbia River between the Hood River and White Salmon/Bingen communities by replacing the existing Hood River-White Salmon Bridge. The Federal Highway Administration is the lead federal agency for compliance with the National Environmental Policy Act. In April 2019, the Federal Highway Administration invited the following tribes to become a Participating Agency in the development of an environmental impact statement: Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of Warm Springs, and Confederated Tribes of the Umatilla Indian Reservation. These same tribes were

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recognized as consulting parties under Section 106 of the National Historic Preservation Act and results of the cultural resources baseline report were shared with each of the consulting tribes. In addition, the Confederated Tribes of Warm Springs and the Confederated Tribes of the Umatilla Indian Reservation were invited to prepare an ethnographic and/or oral history report of the project area. Both tribes have reserved fishing rights along the Columbia River, as stipulated in their respective treaties with the United States Government.

Highway Division: Region 2

About

ODOT Region 2 encompasses Benton, Clatsop, Columbia, Lane, Linn, Marion, Polk, Tillamook, and Yamhill counties, and a portion of western Washington County. The Region 2 headquarters office is in Salem. Offices in Salem, Astoria, Corvallis, and Springfield house local maintenance, planning, project delivery, 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,

Specific Interactions in 2019

- **June 12:** ODOT met with the Confederated Tribes of Grand Ronde to discuss Region 1 construction projects, and will be meeting again on December 16, 2019.
- **July 16:** ODOT met with the Confederated Tribes of the Umatilla Indian Reservation and discussed Region 1 projects of interest.
- **September 26:** ODOT met with the Confederated Tribes of Warm Springs to discuss Region 1 projects of interest.

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

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.

In 2019, ODOT's District 3 office (Marion, Polk, and Yamhill Counties) worked with a Siletz tribal representative to address management of milkweed patches on OR22W. Region 2 environmental staff harvested seeds from these patches in 2019 and will plant them in areas that will be useful to the tribe and not cause issues

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for maintenance. ODOT’s District 4 office (Linn Benton, and Lincoln Counties) is also working with the Siletz Tribe to negotiate an intergovernmental agreement to allow the tribal members to collect camas bulbs at two specific locations. The agreement is currently being reviewed by the Department of Justice.

Region 2 Construction and Project Delivery

ODOT’s Area 5 office (Lane County) has been working with the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians to discuss the Tribe’s interest in the Waite Ranch Wetlands Restoration Project located east of Cushman on OR126W.

Newberg Dundee Bypass

The Newberg Dundee Bypass was opened to traffic in late 2017. This project was made possible in part because of a generous contribution of \$4 million from the Confederated Tribes of Grand Ronde. The Confederated Tribes of Grand Ronde indicated an interest in naming the bridge over Chehalem Creek between Newberg and Dundee in 2018. Region 2’s Area 3 project delivery staff outlined the process for naming the bridge which does involve tribal representatives filling out and submitting a formal request to name the bridge. The Area 3 staff will work with tribal representatives when such a request is formally submitted.

US 20: Pioneer Mountain – Eddyville

Region 2 construction staff and the Confederated Tribes of Siletz Indians met in the summer of 2016 to restart negotiations for the transfer to the tribe of surplus ODOT property that is currently within the US 20 Pioneer Mountain – Eddyville project area. These negotiations have been ongoing, appraisals are complete, and conservation easement and property transfer agreements are currently being reviewed by the Department of Justice. This process is now expected to conclude in early 2020.

Pilot Transit Service, Eugene to Florence

In 2017, the Oregon State Legislature passed HB 2017, Keep Oregon Moving. This historic investment in Oregon’s multimodal transportation system included significant new funding for public transportation services around the state. In 2019, some of this new funding was allocated to begin Eugene to Florence transit service in January 2020. This new service is expected to provide access to the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians’ Three Rivers Casino in Florence. Additionally, the Yachats to Florence transit route which was a pilot service in 2018 was fully funded in 2019 to serve the transit needs of the greater community.

Area 5 Coordination

On November 7, the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians hosted a “Sharing Our Path” training in which the ODOT Area 5 Manager attended. Tribal government officials, elders, and technical staff presented the tribes’ story and efforts to protect resources and maintain cultural resilience. Presentation were tailored for government employees and educators.

Region 2 Planning and Development Review

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 development and update processes. ODOT works with local governments to include tribal participants to serve in advisory roles or as points of contact in areas where tribal interests are affected, including the following Transportation

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System Plan projects which were completed in 2019.

- Lebanon
- Creswell
- Veneta
- Warrenton

New long-range projects that began in 2019 or which will begin in 2020 include:

- Newport Transportation System Plan
- Willamina Transportation System Plan
- A joint Transportation System Plan for Wheeler, Nehalem, and Manzanita
- An Interchange Area Management Plan for Brooklake
- A Facility Plan for OR99W in South Corvallis
- A Facility Plan for US 101 in Gearhart
- A study of the US 101 Bike Route

Region 2 Planning occasionally takes the lead in developing environmental documents to address the National Environmental Policy Act as part of the project planning process. In 2019, tribal coordination is continuing for three planning projects: The Interstate 5 Aurora-Donald Interchange improvement project, possible improvements to Oregon Highway 18 and

Oregon Highway 22 near Spirit Mountain Casino, and an environmental assessment of Oregon Highway 126 between Eugene and Veneta.

ODOT Planning and Development Review also provided comments to Siletz Tribal representatives regarding possible impacts to US 101 in Lincoln City resulting from a minor expansion of tribal housing in northern Lincoln City. ODOT commented that the small increase in traffic was not significant and that the agency has no traffic-related concerns with the proposal.

ODOT’s Region 2 Manager, Planning and Development Review Manager, and Area 3 and 4 Managers participated in meetings organized by ODOT’s Transportation Development Division to discuss new processes for consulting with the Confederated Tribes of Siletz Indians and the Confederated Tribes of Grand Ronde during the development of long range plans and capital improvement plans. These discussions focused on expectations, roles, responsibilities, and key decision-making points during statewide planning and programming process where consultation will take place.

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 Rogue Valley Area Commission on Transportation includes representation from the Cow Creek Band of Umpqua Tribe of Indians. The Southwest Oregon Area Commission on

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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. The Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and the Klamath Tribes requested to participate as ex officio members and receive notifications.

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 that abuts state highways. ODOT maintenance managers and staff regularly contact tribal governments whose properties or interests might be impacted by maintenance activities.

ODOT maintenance generates approximately 30 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 ODOT right-of-way. In general, the Region 3 archaeologist/tribal liaison consults with the tribes that have ancestral ties to the project location.

Rivers West Property

Region 3 maintenance staff and other ODOT staff have been working with the Cow Creek Band of Umpqua Tribe of Indians on a property ownership transfer/sale requested by the tribe.

Salt Usage on I-5

Region 3 Maintenance concluded conversations with the Cow Creek Band of Umpqua Tribe of Indians regarding ODOT's [Winter Maintenance Strategy](#), the anticipated benefits, and best management practices for addressing environmental concerns. The program has been implemented over the past year.

Region 3 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 coordination is facilitated by the Region 3 archaeologist/tribal liaison. Region 3 construction staff is charged with implementing the Statewide Transportation Improvement Program – ODOT's four year capital improvement program. All projects in this program generated tribal coordination in 2019. Coordination happens early in the design phase, throughout project development, and if requested through the construction phase.

Region 3 Environmental

In addition to the above, Region 3 environmental staff interacts regularly with designated tribal staff to discuss the Statewide Transportation Improvement Program, Local Agency Program, and maintenance projects. Discussions typically involve the identification of archaeological sites and culturally significant vegetation. Opportunities for collaboration as well as avoidance measures or protections for cultural sites are also discussed.

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 conduct outreach to tribes whose properties and other areas of interest coincide with the study area of a given

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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 program).

Planning staff conduct reviews of potential land use changes and developments. Planning staff worked with the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians on tribal property developments to ensure that tribal interests and the state transportation system are both accommodated.

Planning staff have worked, or are currently working, on the following long-range plans with tribal governments:

City of Roseburg Transportation System Plan Update

ODOT planning staff is working with the City of Roseburg to update the city’s Transportation System Plan. The Cow Creek Band of Umpqua Tribe of Indians has received monthly email updates on project process.

City of Sutherlin Transportation System Plan Update

ODOT planning staff is working with the City of Sutherlin to update the city’s Transportation System Plan. The Cow Creek Band of Umpqua Tribe of Indians has received monthly email updates on project process.

Douglas County Transit Master Plan

ODOT planning staff is working with the newly formed Umpqua Transit District to develop Douglas County’s first transit master plan. The project is funded through ODOT’s Transportation Growth Management program and will identify transit improvements eligible for state funding. The Cow Creek Band of Umpqua Tribe of Indians will be invited to participate.

Coos County Transit Master Plan

ODOT planning staff is working with Coos County Area Transit to develop Coos County’s first transit master plan. The project is funded through ODOT’s Transportation Growth Management program and will identify transit improvements eligible for state funding. The Coquille Indian Tribe and Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians were included in focus groups to determine efficiencies in transit service and service to tribal members.

I-5 Bottleneck Corridor Plan

ODOT planning staff is developing the I-5 Bottleneck Corridor Plan. The Cow Creek Band of Umpqua Tribe of Indians has received monthly email updates on project process.

OR138E Design Concept Plan

ODOT planning staff is developing a Statement of Work for the OR 138E Design Concept Plan. The plan will identify roadway, bicycle and pedestrian improvements for OR 138E from Stephens Street east to Roseburg city limits. The Cow Creek Band of Umpqua Tribe of Indians will be invited to participate.

US 199 Corridor Plan

ODOT planning staff is developing a Statement of Work for the US 199 Corridor Plan. The plan will identify roadway, bicycle and pedestrian improvements for US 199 from the Applegate River west to the California border. The Confederate Tribes of Siletz Indians and the Confederated Tribes of Grande Ronde will be invited to participate.

I-5 Exit 27 Interchange Area Management Plan Update

ODOT planning staff is developing a Statement of Work for the Interstate 5 Exit 27 Interchange Area Management Plan update. This plan update will identify roadway, bike and pedestrian safety and operations improvements within the interchange influence area, and an Alternative Mobility

Target for the South Medford Interchange. The Confederated Tribes of Siletz Indians and the Confederated Tribes of Grande Ronde will be invited to participate.

I-5 Exit 124/125 Interchange Area Management Plan Update

ODOT planning staff is developing a Statement of Work for the I-5 Exit 124/125 Interchange Area Management Plan update. The plan update will identify roadway, bike and pedestrian improvements within the interchange influence area. The Confederated Tribes of Siletz Indians and the Confederated Tribes of Grande Ronde will be invited to participate.

Other Interactions:

The Region 3 District, Planning, and Area Management teams, in coordination with ODOT headquarters, have worked with the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians to discuss and develop a tribal consultation process to review planning, district, maintenance, and construction contracts. The discussions include development of preferred methods of communication, appropriate contacts, consultation opportunities, documentation, and process evaluation.

The Confederated Tribes of Siletz Indians have identified a portion of ODOT right of way that the tribes would like ODOT to manage for archaeological and botanical importance. In January, ODOT contracted with the Oregon Department of Forestry to conduct a controlled burn in an effort to deter homeless camps near the sensitive cultural resource as well as to enhance the growth of native botanical species. The Region 3 archaeologist and ODOT Maintenance facilitated this work.

ODOT Region 3 has participated in multi-agency coordination with a number of tribes and state agencies on the Jordan Cove Pacific Connector Pipeline project. The discussions around the gas pipeline have included the Confederated Tribes of the Grand Ronde, the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

ODOT Region 3 is implementing a Staging and Disposal pilot program intended to facilitate coordination with tribes regarding contractor designated staging areas.

ODOT Region 3 attended an outreach meeting tailored for government employees called “Xintmiis txain’ Sharing our Path” in Florence hosted by the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.

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 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 US 26, US 97, and OR 216, all of which are routed through and provide access to tribal lands.

The routing of US 26 and OR 216 through the Warm Springs Reservation requires close partnership between ODOT and the Confederated Tribes of Warm Springs and has resulted in a number of formal agreements and informal coordination meetings. Region 4 maintenance had bi-annual partnering sessions with the Confederated Tribes of Warm Springs to help facilitate ongoing operational coordination on US 26. This operational coordination included ODOT's regular attendance at the Confederated Tribes of Warm Springs transportation meetings, ongoing agreements for performing routine maintenance activities within environmentally sensitive areas on the reservation, and an annual winter maintenance coordination meeting. These standing agreements remain in effect for 2019-2020. Region 4 maintenance 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 and OR 216.

Region 4 Maintenance is working to include the Construction Enterprise of the Confederated Tribes of Warm Springs on future ODOT work. Contact was made at the September 2017 Transportation Coordination meeting with the Construction

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Manager for Warm Springs Construction Enterprise, however, after the tribes' transportation coordinator left in late 2017, no meetings were held in 2018 or 2019. Contact continues to be made with the tribes to continue this endeavor. District 9 continues communication with the tribes' construction coordinator. The Warm Springs Construction Enterprise continues to help Region 4 with traffic control, and the Enterprise has trained 40 people to date. District 9 partnered with this Construction Enterprise in late 2018. Continued potential follow-up includes drafting an inter-agency agreement for the construction enterprise to provide traffic control services on ODOT projects.

Other partnership opportunities have been communicated to the Confederated Tribes of Warm Springs when applicable. District 10 is attempting to schedule a meeting with the tribes to explore the possibility of involving tribes in the permitting process.

Significant events during 2019 included Region 4's work with the tribes on rock scaling projects on US 26 in Warm Springs as well as on the removal of hazard trees alongside US 26. Region 4's Warm Springs Junction maintenance crew worked with the tribes' forestry section in early 2019 and helped provide traffic control and removal of downed trees while tribal tree fallers cut down many hazard trees along US 26. This arrangement allowed for the safe and efficient removal of dozens of hazard trees. Region 4 and the tribes are expecting to make use of this same arrangement for hazard tree removal on an ongoing basis.

The District 11 maintenance office in Klamath Falls is working to build stronger relationships with the Klamath Tribes. District staff continue to meet twice annually with tribal staff to explore potential collaboration opportunities. District 11 staff began forwarding to the Klamath Tribes copies of utility permits as an informational tool per the request of the tribes. This work is expected to continue in 2020.

Construction and Project Delivery

Through the Lower John Day and Central Oregon Area Commissions on Transportation and through regular coordination, Region 4 Project Delivery staff continues to collaborate with Confederated Tribes of Warm Springs staff to seek funding opportunities for priority transportation needs. 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 Program. Region 4 will participate in the tribes' transportation coordination meetings (when they reconvene), where project delivery is a recurring topic.

Specific interactions in 2019 included:

- Continued collaboration and partnering on a forthcoming \$7.5+ million safety and pavement preservation project on US 26 in Warm Springs, targeted for 2020 construction.
- Coordination and construction completion of a \$1.5 million rock fall repair project on US 26 in Warm Springs.
- Region 4 staff continued participating in partnering sessions with ODOT's Office of Civil Rights Staff and Confederated Tribes of Warm Springs representatives to discuss employment issues affecting tribal members, including implementation of the tribal employment rights agreement.

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 continues to invite the Klamath Tribes to join other members

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of the South Central Area Commission on Transportation in discussions with the Oregon Transportation Commission.

- Region 4 participated in meetings with Klamath Tribes and Western Federal Lands in project development for the OR 140/Klamath County boat marina to Lakeshore drive project.
- Senior staff across several ODOT business lines met with representatives from the Klamath Tribes to review and update consultation preferences for long range planning and for capital improvement planning.

Traffic

Region 4 Traffic is a technical group that provides expertise on traffic engineering, roadway engineering, and traffic standards. In 2019, Region 4 Traffic group worked with the Confederated Tribes of Warm Springs to improve the safety of the US 26 Corridor through Warm Springs through the development of the US 26 Warm Springs Safety Corridor Project. The traffic safety items included in scope of the project are:

- Enhanced Pedestrian Crossings (Rectangular Rapid Flashing Beacons) at the intersection of US 26 and Paiute Avenue and US 26 at Indian Head Casino.

- Removal of the school speed zone (no longer a school) in favor of the enhanced pedestrian crossings.
- Channelization improvements at the intersection of US 26 and Hollywood Blvd.
- Updated and improved permanent signing.

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 (See the Transportation Development Division report for more details on this program) and ODOT’s Statewide Planning Research fund to support education, outreach, code-assistance, planning studies, and long-range planning.

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

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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 understanding 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 tribes’ Tribal Employment Rights Office. This year, the project selection meeting occurred on January 29 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 the tribal employment rights memorandum. Per the memorandum of understanding, these pre-construction meetings take place either on or near the reservation. Tribal Employment Rights Office compliance officers are encouraged to attend scheduled project weekly/bi-weekly meetings to receive the most recent updates on project progress, project issues, and project staffing.

Region 5 Maintenance

Region 5 includes three ODOT maintenance districts. District 12 encompasses much of the Umatilla Indian Reservation and the various state highways that provide access to the Reservation. The District 12 offices are in Pendleton. District 12 and 13 also fall within the negotiated boundary as identified in the Tribal Employment Rights Ordinance memorandum of understanding. District 14, which is headquartered in Ontario, includes the Burns Paiute Reservation.

District 12 works with the Confederated Tribes of the Umatilla Indian Reservation in multiple ways throughout the year. For example, when maintenance forces are performing work within the reservation boundary, the district office alerts 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 opens 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 from contractors for working on the reservation.

District 12 has been working closely with the Confederated Tribes of the Umatilla Indian Reservation on an Immediate Opportunity Fund project. This project add an additional turn lane along OR 331 as well as address the overall function of OR 331 and the heavily used exit at mile point 216. With new tribal developments in the vicinity, District 12 is engaged with the tribes to develop strategies to help this highway function more safely and efficiently.

District 12 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 coordination with the tribes’ Hazmat Team on reportable hazmat releases that occur on highways with the Reservation boundary. The district works in conjunction with tribes in issuing chain up permits each winter. The tribes provide five permits to tribal members to assist commercial trucks chaining up on tribal lands. ODOT provides additional permits to individuals to assist commercial trucks chaining up on I-84.

District 12 will continue to engage the Confederated Tribes of the Umatilla Indian Reservation on land use actions in

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proximity to state highways within the Reservation boundary. Similarly, the district will continue efforts to work with the tribes on safety improvement projects and other projects that benefit the public on state highways within the Reservation boundary. With the addition of the use of salt, District 12 staff continues communication with Confederated Tribes of the Umatilla Indian Reservation Water Quality staff regarding tribes' concerns with the use of salt.

District 13 has coordinated with tribes on several stream bank restoration projects adjacent to state highways. ODOT continues to offer hazard trees that are within the right-of-way to be used as stream features during these conservation projects.

District 14 coordinated with the Burns Paiute Tribe to have a representative on site during a hazmat clean up from a truck crash in the Jordan Valley section.

Region 5 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. In addition to the presentation of the draft 2021-2024 Statewide Transportation Improvement Plan at the area commission on transportation meetings, direct outreach to the Confederated Tribes of the Umatilla Indian Reservation and Burns Paiute Tribe for input on the list of potential construction projects was made by the Region 5 Area Manager in August 2018. The desired outcome was to determine if any of the proposed projects were in areas of concern and to provide earlier advance notice of projects that ODOT is considering.

Throughout 2019, Region 5 staff attend all quarterly Tribal Employment Rights Office Contractor Certification training sessions

by the Confederated Tribes of the Umatilla Indian Reservation and give a presentation to share experiences of successful projects with tribal employment rights hiring goals.

- **January 29:** Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office, annual review and selection of upcoming 2019 construction projects, Mission.
- **February 7:** Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office, Contractor Certification Training, Mission.
- **February 28:** Labor Compliance training. Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office staff attended the training and presented on TERO to attendees, La Grande.
- **May 9:** Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office, Contractor Certification Training, Mission.
- **August 8:** Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office, Contractor Certification Training, Mission.
- **November 7:** Confederated Tribes of the Umatilla Indian Reservation, Tribal Employment Rights Office, Contractor Certification Training, Mission.

Tribal consultation meetings and discussion for Region 5 project development and construction actions are coordinated and directed by ODOT's Cultural Resources Program staff (See the Geo-Environmental Section of this report for more). To complement the work of the Cultural Resources Program, Region 5's environmental staff and Area Manager provided support and attended meetings with cultural resources divisions of the Confederated Tribes of the Umatilla Indian Reservation and the Burns Paiute Tribe.

The Region 5 archaeologist coordinates tribal consultation on all Statewide Transportation Improvement Program projects,

state funded projects within reservation boundaries, and specific Maintenance projects:

- **May 30:** Attended special Confederated Tribes of the Umatilla Indian Reservation field visit with Catherine Dickson at Whiskey Creek Culvert project
- **June 4:** Attended informal Confederated Tribes of the Umatilla Indian Reservation meeting with Carey Miller and Catherine Dickson to discuss various STIP, federal nexus, state level, and maintenance projects
- **July 16:** Attended biannual Confederated Tribes of the Umatilla Indian Reservation meeting with Carey Miller to discuss various STIP, federal nexus, state level, and maintenance projects
- **September 26:** Attended biannual Confederated Tribes Warm Springs Reservation of Oregon meeting with Christian Nauer to discuss various STIP, federal nexus, state level, and maintenance projects

Region 5 Planning

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.

Planning efforts to develop the Regional

Transit Strategy in partnership with ODOT, the Confederated Tribes of the Umatilla Indian Reservation, and Morrow and Umatilla counties were completed in 2018. This effort called for a travel shed analysis to identify opportunities and constraints to improve integration of rural transit services operated by the counties and the tribes. The Confederated Tribes of the Umatilla Indian Reservation were an active contributor to this analysis and participated in a panel discussion with ODOT at the 2019 National Rural Transit Assistance Program Conference held in Portland in September.

Region 5 planning continues to reach out to both the Confederated Tribes of the Umatilla Indian Reservation and the Burns Paiute Tribe regarding applicable grants, invitations, and planning-related initiatives. The Confederated Tribes of the Umatilla Indian Reservation were awarded a Transportation and Growth Management Program (see the Transportation Development Division section of this report for more on this 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 was developed in partnership with ODOT and approved by the Board of Trustees in 2018, and the ODOT Procurement Office formally concluded the Consultant Evaluation earlier in 2019.

Highway Division: Geo-Environmental Section

About

ODOT's Geo-Environmental Section (GES) 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 serve as stewards of the public interest for a variety of natural and cultural resources and for safe transportation infrastructure. The majority of GES'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 manager holds a seat on the Legislative Commission on Indian Services' Cultural Resources Cluster, and ODOT's environmental unit manager participated in the Natural Resources Workgroup meetings.

Wildlife Crossings Program

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

In 2018, ODOT's Wildlife Crossing Coordinator met with representatives from the

Burns Paiute Tribe to explore the potential for a wildlife crossing feasibility study near tribal property east of Juntura. In 2019, the Tribe successfully received grant funding and ODOT is part of the committee to help develop solutions.

Also in 2019, ODOT's Wildlife Crossing Coordinator and ODOT Environmental Management met with the Klamath Tribes to discuss historic migratory routes for mule deer and upcoming research by the tribes on wildlife movement.

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 manner possible. Working with the Oregon Department of Fish and Wildlife and regional stakeholders, Fish Passage Program staff work to assess high-priority fish passage barriers when selecting improvement projects across the state. In addition, this program is integrated with ODOT's Culvert Repair Program to help ensure that culvert repairs and replacements are designed to improve fish passage conditions. ODOT continues to update tribes on our fish passage program through the Legislative Commission on Indian Services Natural Resources Workgroup meetings.

NEPA Program

ODOT's NEPA Program provides support and input to, and represents ODOT on, the Governor's Natural Resources Office inter-governmental state agency review of federal actions contained in Environmental Impact Statements. For 2019, ODOT's NEPA Program Coordinator participated in state agency meetings with members/representatives of all nine federally recognized

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tribes to discuss how tribes can be coordinated with for state agency permitting and environmental review of the proposed Jordan Cove natural gas terminal and pipeline projects. Regular meetings between the tribes and Oregon state agencies were established in January 2018. For 2019, state agency and tribal meetings were held in March, April, June, and September. Discussions revolved around how tribes can help provide information and input into the state permitting process for the proposed terminal and pipeline, state agency permitting (of the Jordan Cove projects) status, and tribal updates.

Cultural Resources Program

ODOT’s Cultural Resources Program seeks to support transportation projects while protecting 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 transportation projects subject to Section 106 of the National Historic Preservation Act. ODOT’s Cultural Resources team provides statewide training to ODOT staff on cultural resources, tribal awareness and government-to-government training.

Cultural Resources Work Agreements

ODOT maintains intergovernmental agreements with tribes to support cultural resources compliance and protection work. Agreements are maintained with the following:

- The Klamath Tribes
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of Warm Springs
- Confederated Tribes of Grand Ronde (currently being renegotiated)
- Coquille Indian Tribe

- Burns Paiute Tribe
- Cow Creek Band of Umpqua Tribe of Indians (currently being negotiated)

The Cultural Resources team is also in discussions with the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians on a similar agreement, as well as with the Confederated Tribes of Siletz Indians.

Cultural Items Task Force Initiative Participation

ODOT’s Cultural Resources Program Team Lead, Carolyn Holthoff, is also the Cultural Items Liaison for the Governor’s Task Force Initiative, and has participated in all face-to-face trainings and several of brown bag check-ins. ODOT’s cultural items initiative final report was submitted to the Task Force and recommended tribes on November 12, 2019.

Additional Interactions in 2019

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 and trainings. The following meetings have taken place in 2019:

- **January 18:** ODOT cultural staff and Region staff met with the Klamath Tribes Cultural Resources Program to discuss projects within the tribes’ area of interest.
- **March 1:** ODOT cultural staff met with staff from the Coquille Indian Tribe to discuss ODOT projects in tribes’ areas of interest.
- **April 25:** ODOT cultural staff attended a meeting with the Klamath Tribes to discuss ODOT projects in tribes’ areas of interest.
- **June 12:** ODOT cultural staff attended a meeting with the Confederated Tribes of Grand Ronde to discuss ODOT projects in tribes’ areas of interest.
- **September 5:** ODOT Staff and the Department of Justice met with representatives from the Cow Creek Band of

Umpqua Tribe of Indians to negotiate a new Cultural Resources Services inter-governmental agreement.

- **June 20:** ODOT Environmental and Cultural staff toured the Confederated Tribe of Grand Ronde native plant nursery.
- **September 30:** ODOT cultural staff attended a meeting with the Coquille Indian Tribe to discuss ODOT projects in tribes' areas of interest.
- **September 30:** ODOT cultural staff attended a meeting with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians to discuss ODOT projects in tribes' areas of interest.
- **November 7:** ODOT cultural staff attended the Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians Cultural and History Summit.

- **December 3:** ODOT Cultural Resources Program Team Lead and Environmental Section Manager attended the Legislative Commission on Indian Services Tribal Summit.
- **December 13:** ODOT will meet with the Confederated Tribes of Grand Ronde to discuss ODOT projects in tribes' areas of interest.
- **December 19:** ODOT will meet with the Confederated Tribes of Siletz Indians to discuss ODOT projects in tribes' areas of interest.
- ODOT Archaeologists and Environmental staff have been meeting with various tribes to discuss third-party Utility Permits and current coordination practices. This is an ongoing discussion.

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 registers and collects taxes and fees related to commercial vehicles. 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.

Specific Interactions in 2019

- Continued work with the Confederated Tribes of Grand Ronde to address weight mile tax issues for tribal government owned vehicles. It was determined that when a tribe is operating a commercial vehicle for tribal government purposes, the operations of that vehicle are exempt from Oregon's weight mile tax for commercial vehicles. This is similar to the exemption for trucks operated by other governmental agencies. An exemption letter to accompany registration was created.
- Reconstruction of our Emigrant Hill scale site occurred and the division coordinated with the Confederated Tribes of the Umatilla Indian Reservation to obtain permits for construction and tribal employment rights requirements.

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Rail and Public Transit Division

Rail Section

About

The Rail Section Crossing Safety Unit has regulatory authority over all highway-railroad crossings within the state. Through this authority, the Division helps ensure the safety of the traveling public at these locations.

The Rail Safety Unit enforces federal regulations on the transport of hazardous materials by railroad. Currently the transportation of crude oil by the railroads is a concern for Tribes and they participated in an Oil Spill Task Force discussion with many federal and state agencies. In the event of an oil spill, tribes may be affected as the railroads operate through tribal lands.

The Rail Operations Unit works with advisory groups, the rail industry, private sector transportation partners, and federal, state and local agencies to help develop freight and passenger rail plans and manage railroad improvement projects for

both freight and passenger rail operations. This unit provides technical expertise to communities interested in developing rail opportunities and participates in federal proceedings related to railroad mergers and line abandonments. Rail Operations collaborates with the Washington State Department of Transportation to administer the state-supported Amtrak Cascades intercity passenger rail service.

Specific Interactions in 2019:

In March, Crossing Safety staff met with the Cow Creek Band of Umpqua Tribe of Indians to discuss converting a private crossing to a public crossing. The crossing is at Railroad Milepost 555.67 on the Central Oregon Pacific Railroad, 4.5 miles south of Winston. After discussing needed improvements to the crossing, and the lack of funding available to bring the crossing up to public standard, the Cow Creek Band of Umpqua Tribe of Indians decided the crossing would remain private

Public Transit Section

About

The Public Transit Section has three units that interact with tribal governments: Policy, Operations, and Regional. The Policy Unit develops programs and associated policies and compliance activities. The Operations Unit manages day-to-day interactions related to grant agreements and payments. The Regional Unit implements programs in the field. The Regional Unit has six regional transit coordinators as single points of contact for tribes within described geographic areas of the state, corresponding to ODOT region boundaries. Regional transit coordinators are available to assist tribes with public transportation program development, grants and

payments, technical support and training, transit program questions and oversight of transit projects. Regional transit coordinators frequently interact with tribal transit personnel via phone, email and in-person meetings.

Programs

State 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 seniors and individuals with disabilities, and are allocated into both a formula and a discretionary programs. Distribution of the

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formula funds is based on a population formula. All nine federally recognized tribes currently participate in this program.

Statewide Transportation Improvement Fund

Section 122 of [Keep Oregon Moving](#) (HB 2017) established the Statewide Transportation Improvement Fund, an ongoing source of funding for expanding public transportation service in Oregon.

The Statewide Transportation Improvement Fund is allocated to four funding programs:

- **Formula Fund:** 90 percent of funding is distributed to qualified entities, including tribes, based on employee payroll taxes collected within their geographic area, with a minimum amount of \$100,000 per year to each qualified entity.
- **Discretionary Fund:** Five percent of funding is awarded to eligible public transportation service providers based on a statewide competitive grant process.
- **Intercommunity Discretionary Fund:** Four percent of funding is awarded to public transportation service providers to improve public transportation between two or more communities based on a statewide competitive grant process.
- **Public transportation technical resource center:** ODOT uses one percent of the funding for its statewide technical resource center to assist transit providers in rural areas with training, planning and information technology, and to fund ODOT administration of the Statewide Transportation Improvement Fund

2019-2021 Statewide Transportation Improvement Fund Formula

All nine tribes are qualified entities and eligible to receive formula funds from the

Statewide Transportation Improvement Fund. No tribe generates enough taxable payroll in its area of responsibility to receive more than the minimum \$100,000 per year. During the first formula funding period, seven of the nine tribes submitted plans for funding for the 2019-21 biennium. Tribes approved for funding by the Oregon Transportation Commission include Burns Paiute Tribe; Coquille Indian Tribe; Cow Creek Band of Umpqua Tribe of Indians; Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians; Confederated Tribes of Grande Ronde; Confederated Tribes of Warm Springs; and Confederated Tribes of the Umatilla Indian Reservation. Two tribes—Confederated Tribes of Siletz Indians and the Klamath Tribes—notified ODOT that they will defer their plan submittal for formula funds to next biennium. ODOT will hold their funds from the 2019-21 biennium and roll them into the 2021-23 biennium.

2019-2021 Statewide Transportation Improvement Fund Discretionary and Intercommunity

All nine federally-recognized tribes in Oregon are eligible to apply for Discretionary and Intercommunity Discretionary funds where they are providers of public transportation services. During the 2019-21 solicitation period, the Confederated Tribes of the Umatilla Indian Reservation applied. In July 2019, the Confederated Tribes of the Umatilla Indian Reservation were approved for an Intercommunity Discretionary award of \$1,035,268, which will be used to support and expand operations for four intercity bus services that serve a multi-county area in northeastern Oregon and southeastern Washington. Before funding recommendations were made to the Public Transportation Advisory Committee, the Qualified Entity Advisory Committees for the tribes were asked to provide “fund” or “do not fund” recommendations for submitted projects that concerned their areas of responsibility. Five of these Qualified

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Entity Advisory Committees provided funding recommendations and/or comments for submitted discretionary projects. All such recommendations and comments were shared with Public Transportation Advisory Committee and the Oregon Transportation Commission.

Special Transportation Fund/Statewide Transportation Improvement Fund Consolidation

During the 2019 legislative session, the Oregon Legislature directed ODOT to consolidate these two state-funded public transportation programs into a single public transportation program. ODOT established a Consolidation Advisory Committee to develop a recommended set of concepts to inform statutory changes necessary to consolidate these two distinct programs. J.D. Tovey III, of the Confederated Tribes of the Umatilla Indian Reservation, was a member of this committee. Should the 2020 Oregon Legislature enact the statutory changes to these programs, ODOT will consult with all nine federally recognized tribes as part of the administrative rule making process.

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 Section 5310

This program provides funds for capital purchases and operations that benefit seniors and individuals with disabilities. The funds are largely distributed through a formula based on population and need, with approximately six percent of funds distributed through a discretionary grant program each biennium. Tribes may use the funds for vehicle purchases or other capital needs, as well as transit operations such as purchased service and maintenance

projects. All nine tribes received Section 5310 funding in 2019-21. The Section 5310 sub-recipient agreement with the Confederated Tribes of Siletz Indians is still pending execution, awaiting adoption of the Coordinated Public Transportation Human Services Plan by Tribal Council.

Formula Grants for Rural Areas Program Section 5311

This program provides grant assistance to entities that deliver general public transportation services to 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 these funds. The Confederated Tribes of the Umatilla Indian Reservation, the Klamath Tribes, and the Confederated Tribes of Grand Ronde currently participate in this program.

Intercity Program Section 5311(f)

This program provides funding to strengthen the statewide transit network. The funds are distributed through a discretionary grant program; tribes with transportation services that fit program guidelines are eligible to participate. No tribes currently participate in this program.

Bus and Bus Facilities Program Section 5339

This program supports the purchase of buses and transit facilities. The funds are distributed through a discretionary grant program; tribes that offer general public services are eligible to participate. The Confederated Tribes of the Umatilla Indian Reservation has a Section 5339 agreement in this biennium.

Other Federal Transit Funds

Additionally, federally recognized tribes are eligible to participate as direct recipients of Federal Transit Administration Tribal Transit funds if they meet Section 5311 Rural Program requirements. The

Klamath Tribes, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of Warm Springs, the Confederated Tribes of Grand Ronde, and the Confederated Tribes of Siletz Indians are eligible to participate in the formula portion of the Tribal Transit program. Both the Coquille Indian Tribe and the Cow Creek Band of Umpqua Tribe of Indians are working with Public Transit Section staff to explore obtaining formula eligibility. The Coquille Indian Tribe partnered with Coos County Area Transit, and was successfully awarded a discretionary competitive Tribal Transit grant in 2017 to expand services. The Coquille Indian Tribe finalized all required documents to receive funding in 2019, and are working with Coos County Area Transit to start the service. In February, it was announced that the Confederated Tribes of Grand Ronde were awarded \$250,000 discretionary competitive Tribal Transit funding to initiate a new transit route.

Compliance Monitoring Program

As part of its federal grant management program, ODOT’s Public Transit Section administers a compliance monitoring program for entities receiving federal and state public transportation grant funds. Reviews are conducted at least every five years. As grantees, all nine tribes participate in the program. In 2019, the Confederated Tribes of Grand Ronde, the Confederated Tribes of Siletz Indians, and the Confederated Tribes of Warm Springs received an on-site compliance review. The Klamath Tribes are tentatively scheduled for an on-site review in June 2020. Beginning in 2020, on-site reviews will be expanded to include a review of compliance with the new State Transportation Improvement Fund program requirements.

ODOT’s Public Transit Section also administers a Drug and Alcohol Compliance Program for all entities receiving Federal Transit Administration (FTA) 5311 funds

who employ “safety sensitive” employees as defined by FTA. Three of the nine tribes participate in this program. The Confederated Tribes of Grand Ronde and the Confederated Tribes of the Umatilla Indian Reservation are both tentatively scheduled for an on-site review specific to FTA Drug and Alcohol Program requirements in 2020.

Public Transportation Advisory Committee

The Public Transportation Advisory Committee provides a statewide 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 continues to hold one or more of its bi-monthly meetings in rural areas. In June of 2019, the committee meeting was held at the Gathering Center on the Burns Paiute Tribe reservation in Burns.

There is a designated seat on the Public Transportation Advisory Committee for a tribal representative that is currently filled by a member of the Coquille Indian Tribe. Tribal members have also participated on subcommittees of the Public Transportation Advisory Committee to assist in making formula funding decisions.

Training Program

In 2019, the Public Transit Section awarded over \$1,000 in scholarships which assisted tribal members from the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians and the Burns Paiute Tribe to attend training and technical assistance offerings throughout the state. Tribal members from all nine tribes attended trainings covering a variety of topics including transit management, passenger assistance and defensive driving, grant management training, and a transportation camp.

In October, the Public Transit Section held the annual Oregon Transit Association Public Transportation Conference in Seaside. Over \$7,500 in scholarships were awarded to tribal members to assist with travel expenses to attend. The attending tribes were the Burns Paiute Tribe; Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians; The Confederated Tribes of Siletz Indians; Confederated Tribes of the Umatilla Indian Reservation; the Coquille Indian Tribe, and the Klamath Tribes.

A workshop session titled Government to Government: Getting to Know You was hosted by Robin Phillips, Executive Director for National RTAP. The workshop focused on the shared value of positive relationships between states and tribes supporting the development and maintenance of tribal transit systems.

Specific Interactions in 2019

While all Public Transit Section staff interacts with tribal governments, the regional transit coordinators are the primary points of interface with Oregon’s nine federally recognized Tribes. These coordinators, stationed in ODOT’s regions across the state, 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, participation in the Statewide Transportation Improvement Fund program, Special Transportation Fund program management, and vehicle procurement and planning. The following are specific interactions between the Public Transit Section’s regional transit coordinators and tribes in 2019:

Region 2, Northwest Oregon/Willamette Valley:

Regional Transit Coordinator Arla Miller has been working with the Confederated Tribes of Grand Ronde on its combined Transportation Human Services

Coordinated Plan/Transit Development Plan. This combined plan should be adopted by January 2020.

Ms. Miller also worked with the tribal planner on the Statewide Transportation Improvement Fund funding. The funding should address some of the need needs identified in the combined plan mentioned above.

Ms. Miller is working with tribal staff to amend several Federal Transit Administration funding agreements to enable purchase and Documented Categorical Exclusion work for placement of bus shelters. The tribe will use their own funds to install the shelters, which are for a new circulator route, funded through an FTA Tribal Transit award, in the Grand Ronde community. This new service will also provide connections to the Polk County seat in Dallas, giving reservation residents access to government agencies, employment opportunities, and shopping.

Regional Transit Coordinator Mark Bernard worked with tribal staff to encourage adoption of the Confederated Tribes of Siletz Indians’ Coordinated Public Transportation Human Services Plan. This plan is a requirement to receive Federal Transit Administration Section 5310 funds. The Confederated Tribes of Siletz Indians were awarded Section 5310 funding for the 2019-2021, and once the plan is adopted the agreement for that funding will be executed. Tribal Planner Pamela Barlow Lind is a member of Lincoln County Transportation District’s Statewide Transportation Improvement Fund Advisory Committee and participated in project selection for the district’s 2019-2021 Statewide Transportation Improvement Fund formula funding. The Confederated Tribes of Siletz Indians is delaying its own submittal of a Statewide Transportation Improvement Fund Plan and associated formula distributions until the 2021-2023 biennium. The tribes’ 2019-2021 Statewide Transportation

Improvement Fund formula funds will be held and distributed once the 2021-23 plan is approved.

Region 3, Southwest Oregon:

Regional Transit Coordinator Jennifer Boardman continued to build relationships with each of the three tribes in the region. Each of the tribes has varied transit needs, and ensuring support for these needs was a top priority in 2019. Support included technical assistance with training on Statewide Transportation Improvement Fund, other grant processes and coordination between tribes and local transit providers.

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians continue to provide service for elder transit as well as event transit and activities for tribal members. Tribal transit funds are used in partnership with Coos County Area Transit for transit passes.

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians submitted its Statewide Transportation Improvement Fund application in May. This plan contained two partnership projects with local agencies. Lane Council of Governments will be receiving support and a vehicle from the tribes in the 2019-2021 cycle, to assist with newly implemented Florence to Eugene service. Additionally, the tribes will be assisting Coos County Area Transit with funding for a North Bend to Florence route. The tribes' funding assistance helps close critical gaps in the transit network along the Central Coast.

The Cow Creek Band of Umpqua Tribe of Indians underwent staffing changes in 2019, which impacted progress for transit activities. The tribe is working to continue research to receive Federal Transit Administration Section 5311 and Tribal Transit formula funding to help support the activities of the tribe's rural Lifeline project, as well as expansion of tribal transit operations. The Cow Creek Band of Umpqua

Tribe of Indians submitted its Statewide Transportation Improvement Fund application in May.

The Coquille Indian Tribe had staffing changes in 2019 for its Tribal Transit Program. The tribe continues to provide medical and social transit for elders within the tribe's service area. Statewide Transportation Improvement Fund dollars have provided additional resources for the tribe to expand student transit and elder programs. The tribe is working with Coos County Area Transit on possible route funding from money received through a successful application with the competitive Federal Transit Administration Section 5311(c) Tribal Transit funds solicitation.

Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians Tribal Council Member Doug Barrett, pictured, with transit vehicles.



Region 4, Central Oregon:

Region 4 covers Central Oregon and encompasses ten counties east of the Cascade Mountains and includes two tribal governments – the Confederated Tribes of Warm Springs and the Klamath Tribes. Regional Transit Coordinator for Region 4, Theresa Conley, provided a range of outreach and technical assistance.

The Confederated Tribes of Warm Springs currently contract with the Central Oregon Intergovernmental Council for local and regional transit service, and through that partnership are engaged in several regionally-oriented transit planning efforts supported by ODOT. These include development of a regional Cascades East Transit Development Plan and preparations to apply for and receive \$250,000 through the Statewide Transportation Improvement

Fund. As Regional Transit Coordinator, Theresa Conley serves as project manager for the regional transit plan and advised on one local technical committee meeting, one public open house meeting in Warm Springs, and the development of four technical memoranda supporting the planning process. This planning process will continue into 2020. Ms. Conley also provided technical assistance to the Confederated Tribes of Warm Springs during the development of a program of projects for the Statewide Transportation Improvement Fund funding, called the STIF Plan. This included attendance at two advisory committee meetings and attendance at a Tribal Council meeting. Implementation of these projects will begin in 2020, in coordination with the tribes' contracted service provider CET. Additionally, the Public Transit Section conducted a compliance review for the tribes with Ms. Conley attending. Ms. Conley is providing subsequent technical assistance to resolve identified needs.

The Klamath Tribes directly operate public transportation through the Quail Trail program and demand response services. During 2019, Ms. Conley provided a range of technical assistance supporting development of grant applications for Federal Transit Administration Section 5310 and state funds, administration of grants, preparation to receive the new Statewide Transportation Improvement Fund funding, regional coordination, and regional service integration. This included facilitation of two regional coordination meetings and four additional in-person visits to provide technical assistance. The Klamath Tribes will accrue its current \$250,000 Statewide Transportation Improvement Fund allocation and implement its programs beginning in the 2021-2023 biennium.

Region 5, Eastern Oregon:

Region 5's public transit coordinator, Frank Thomas, works closely with Kayak Public Transit, a service of the Confederated

Tribes of the Umatilla Indian Reservation, and the Burns Paiute Tribe's mobility delivery program.

During Fiscal Year 2019, Mr. Thomas assisted both tribal government partners with the roll out of the Statewide Transportation Improvement Fund (STIF), resulting in \$250,000 to each tribe between July 1, 2019 and June 30, 2021. The Confederated Tribes of the Umatilla Indian Reservation received its first distribution of \$50,000 in May 2019. The Burns Paiute Tribe submitted a second round application (also in May 2019).

In addition to the STIF Formula fund described above, Kayak Public Transit made an ambitious application in the STIF Discretionary and Intercommunity cycle totaling \$1,150,298. This request was significantly higher than in previous cycles. Susan Johnson, General Manager at Kayak Public Transit, discovered that through a number of unfortunately timed personnel changes, a misunderstanding of the cost of the tribes Indirect Rate (as determined annually by the Department of the Interior, Bureau of Indian Affairs) resulted in an erosion of a reserve fund originally created using Section 5311(c) – Tribal Transit Formula Grants.

Mr. Thomas worked closely with Mrs. Johnson, and with J.D. Tovey III, Confederated Tribes of the Umatilla Indian Reservation Planning Director, to navigate the proposal through the evaluation and allocation process; culminating at the July 1, 2019 meeting of the Public Transit Advisory Committee. Upon consideration of public comments made at the meeting by Mr. Tovey, the advisory committee voted to recommend approval of the application in full to the Oregon Transportation Commission. This process resulted in the largest single grant awarded to Region 5 this year. Preservation and improvement of the cited services are actively rolling out.

Mr. Thomas worked closely with the Burns Paiute Tribe to be considered in the second cycle for STIF Formula funding. He worked closely with Kenton Dick, Tribal Planner in April 2019 to provide technical assistance on plan driven projects that were eligible for funding. The Burns Paiute Tribe received its first distribution of \$100,000 in the second quarter of Fiscal Year 2020.

Mr. Tovey was an active and contributing member of the STIF rules committee for formula, discretionary, and intercommunity allocation. He has provided a strong tribal and eastern Oregon voice on the Consolidation Advisory Committee for the Statewide Transportation Improvement Fund and Special Transportation Fund as directed by HB 5039.

Mr. Tovey serves on the Northeast Area Commission on Transportation (NEACT). Mr. Dick serves on the Southeast Area Commission on Transportation and frequently attends NEACT meetings. Mr. Thomas regularly attends both NEACT and SEACT meetings to provide technical assistance and receive guidance on regional priorities from industry leaders.

Staff Training

Public transportation manager, Marsha Hoskins, holds a Professional Certificate in Tribal Relations from Portland State University’s Institute for Tribal Government. She continues to participate in sessions with subsequent cohorts.

Other Interactions

In September 2019, Portland was the site of the 2019 National Rural Technical Assistance Program Conference, with ODOT as partner and host.

The conference opened with an invocation from Armand Minthorn of the Confederated Tribes of the Umatilla Indian Reservation. The conference offered training specific to rural and tribal transit service design, using technology to design multi-modal rural and tribal systems and tribal transit assessment of FTA recipients.

Members from six Oregon tribes were in attendance: Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians; Confederated Tribes of Siletz Indians; Confederated Tribes of the Umatilla Indian Reservation; Coquille Indian Tribe; the Klamath Tribes; and the Burns Paiute Tribe. The Confederated Tribes of the Umatilla Indian Reservation’s Kayak Public Transit was awarded the Tribal Transit System Award for its vision of regional mobility for tribal members throughout the historic tribal lands and partnering with their state department of transportation, adjacent counties, and small towns to enable the building of a regional system. Susan Johnson, Kayak Public Transit Program manager, was awarded the Tribal Transit Champion Honoree Award.



4th National RTAP
 Technical Assistance Conference
Charting New Trails
FOR Rural & Tribal Transit

Transportation Development Division (TDD) 2019 Report

About

The Transportation Development Division helps Oregonians plan and develop Oregon's transportation future through a balanced, well-connected transportation system. The Transportation Development Division is the part of ODOT that:

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

The Division is responsible for producing the Oregon Transportation Plan, the Oregon Highway Plan, modal and topic plans as well as supporting ODOT Regions to develop individual plans for specific highway corridors.

The Transportation Development Division is also the home of interagency partnerships that help to shape the future, such as the Transportation and Growth Management Program, sustainability program and transportation/health initiatives.

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

The Transportation Development Division participated in two meetings of the Economic Development and Community Services Cluster. The first held in April,

focused on new state and federal initiatives such as Opportunity Zones, tribal exemptions from the Oregon vehicle use tax, and the Governor's Marketplace. The second held in October, focused on economic and community development opportunities. These include recent advances in aquaculture, the Oregon film industry and its need for locations, and new housing initiatives created by the Legislature during its 2019 session. The next meeting is tentatively scheduled for March 13, 2020.

2019 Planning Consultation Development

In 2019, the Transportation Development Division, in partnership with tribal governments, established a documented consultation process for the development of long range transportation plans and capital improvement plans, fulfilling the intent of 23 Code of Federal Regulations 450. The federal planning regulations require tribal consultation to occur with the nine federally-recognized tribal governments in Oregon, as well as tribal governments with historic interests or ancestral lands in the state boundaries. The Tribal Consultation Process Documentation reflects the consultation preferences of tribal governments and summarizes the expectations, roles, responsibilities and key decision-making points during planning and programming processes where consultation will take place. The document established protocols and management practices that serve as a guide to be followed by ODOT to ensure adequate and effective consultation with tribal governments for long range plan and capital improvement plan development.

To date, ODOT has consulted with, or requested consultation with all nine of Oregon's federally recognized tribal governments.

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Long Range Planning

The Transportation Development Division develops policies and strategies for operating, managing, maintaining, and funding the state's transportation system to achieve Oregon's long-range transportation vision and goals. Transportation policy guides ODOT's decision-making towards the implementation of a planned transportation system. The *Oregon Transportation Plan* is the state's long-range transportation system plan. It establishes a vision and policy foundation to guide transportation system development and investment. The *Oregon Transportation Plan* and the various mode and topic plans that fall underneath it, guide decisions by ODOT and other transportation agencies statewide and are reflected in local and regional planning efforts. All statewide policy plans are available [online](#) for reference. Consultation with tribal governments for statewide plans will take place when new plans are written or when existing plans receive updates. Statewide plan update cycles vary, those that are established by federal regulation have a set timeline, while others will occur on an as-needed basis.

During the 2019 effort to develop consultation processes for long range planning, ODOT and tribal governments established individual agreements on the planning milestones at which consultation is appropriate.

Statewide Transportation Improvement Program Development

The Statewide Transportation Improvement Program is ODOT's four-year short-term capital improvement program for state and regional transportation systems. It is developed in coordination with federal and local governments, tribal governments, area commissions on transportation, metropolitan planning organizations, and the general public. The Statewide Transportation Improvement Program directs significant investments in the transportation system, therefore ODOT strives to keep tribes, the

public, stakeholders, agencies, and other partners informed and seek their input at key points through an open, transparent, and accessible process.

During the 2019 effort to develop consultation processes for capital improvement planning, ODOT and tribal governments established individual consultation processes and identified the key decision-making milestones during the development of the Statewide Transportation Improvement Program where tribes wish to be consulted. ODOT leadership formally met with designated representatives of each of the following tribal governments during this process:

- **February 1:** Cow Creek band of Umpqua Tribe of Indians
- **February 8:** Confederated Tribes of the Umatilla Indian Reservation
- **April 9:** Confederated Tribes of the Grand Ronde
- **April 22:** Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
- **May 6:** The Klamath Tribes
- **June 27:** The Confederated Tribes of the Siletz Indians

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 (T2) is a part of the Research Section and offers training, technical assistance and technology transfer to local transportation agencies, which includes cities, counties, tribal governments, and others.

The Technology Transfer program's customer base includes the nine federally recognized tribes in Oregon. The program

has reached out to Steve Campos, Tribal Employment Rights Office Director at the Confederated Tribes of Grand Ronde to be the tribal representative on the steering team to provide tribal input in the decisions that are being made for the center.

The T2 Center Trainers delivered packets of timely transportation and safety related materials to eight of the nine federally recognized tribes in Oregon in 2019. During these visits, the trainers request feedback on what services are beneficial to the tribes and what other trainings and resources would be beneficial to the tribes.

The T2 Center included in phone discussions and an in-person strategic visioning session in August 2019 with the Confederated Tribes of Grand Ronde and Confederated Tribes of Siletz Indians.

The T2 Center Director has been reaching out to tribes to share information about services offered and set up meetings to discuss how T2 can serve tribal needs. Tribal contacts for this purpose in 2019 include Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, and Confederated Tribe of Warm Springs.

The T2 Center Director assisted in acquiring grant funding and in the development and delivery of a tribal symposium planned in May of 2020. This tribal symposium is expected to bring all nine tribes together in Lebanon to cover topics specifically requested and prioritized by the Oregon tribes. The T2 Center Director is an active member of the planning of this symposium.

The T2 Center Trainers will continue to make contacts with the tribes in Oregon. The goal for 2020 is to do an on-site delivery and touch base with each of the nine tribes in Oregon.

The T2 Center Director will continue to reach out to the tribes to garner involvement in strategic planning, recruit steering

committee involvement, have discussions on beneficial services to the tribes, and to ensure that each of the tribes is aware of the services that the T2 Center has to offer.

Data Section

Data services provided by the Transportation Data Section are critical for successfully managing Oregon's transportation system. The Crash and Analysis Reporting Unit provides motor vehicle crash data through database creation, maintenance and quality assurance. Ten years of crash data is maintained at all times. The unit also has ongoing communication with the Confederated Tribes of Warm Springs Police Department with regard to fatal crash reports on the tribes' lands.

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

Active Transportation / Safe Routes to School Program

Safe Routes to School Infrastructure efforts includes ten million dollars of state highway funds allocated each year to the Safe Routes to School Fund, which increases to 15 million in 2023 and beyond. The goal of the program is to provide competitive grants for road authorities to address the physical barriers of children walking and bicycling to school. Applicants must work with schools and school districts to identify and address these barriers through infrastructure projects within a one-mile radius of the school.

The Safe Routes to School Program has reached out to tribes and met with tribal representatives during prior funding rounds. ODOT staff have invited tribes to local workshops and have offered meetings with tribal leaders to talk about new funding opportunities and to get recommendations for advisory committee members. ODOT staff will continue to seek tribal interest in this program for future rounds of funding.

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 tribal governments and 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 Transportation Growth Management Program continues to provide value to Oregonians by helping communities plan for land use and transportation in concert with community objectives. Tribes are eligible for Transportation Growth Management grants and have been very successful at winning funding in prior years.

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.

During the pre-application process, Transportation and Growth Management regional planners communicate directly with delegates 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 and Growth Management Long Range Plans with Tribes

- *City of Sutherlin Transportation System Plan Update*

ODOT planning staff is working with the City of Sutherlin to update its Transportation System Plan. The Cow Creek Band of Umpqua Tribe of Indians has received monthly email updates on the project process.

- *Douglas County Transit Master Plan*

ODOT planning staff is working with the newly formed Umpqua Transit District to develop Douglas County's first transit master plan. The project is funded through ODOT's TGM program and will identify transit improvements eligible for Oregon House Bill 2017 funding. The Cow Creek Band of Umpqua Tribe of Indians will be invited to participate.

- *Coos County Transit Master Plan*

ODOT planning staff is working with Coos County Area Transit to develop Coos County's first transit master plan. The project is funded through ODOT's TGM program and will identify transit improvements eligible for HB 2017 funding. The Coquille Indian Tribe and Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians were included in focus groups to determine efficiencies in transit service and service to Tribal members.

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 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, both of infrastructure and non-infrastructure (education and enforcement). Tribal governments are specifically invited to participate in the development of these safety planning efforts, and a number of tribes have elected to participate in the process in prior years.

Specific Interactions in 2019

The division continued to conduct local work with several tribes to develop plans for improving safety within counties, including on reservation lands and serving tribal memberships. In 2019, the division conducted outreach to coordinate with tribes. In addition, many specific financial and other interactions occurred:

- The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians' Police Department were active in the Coos County Safety Seat Coalition.
- The Transportation Safety Division worked with the Burns Paiute Tribe to conduct a bicycle safety rodeo for tribal members. The Burns Paiute Tribe sent representatives who provided extremely valuable input at a follow up Harney County planning event working to continue to identify and address problems and develop a plan to address them.
- The Burns Paiute Tribal Police Department was awarded a grant to conduct safety belt enforcement activities.
- The Transportation Safety Division partnered with the Confederated Tribes of Grand Ronde to offer the annual Transportation Safety Conference at their facility.
- The Transportation Safety Division partnered with the Cow Creek Band of the Umpqua Tribe of Indians to host the annual Police Traffic Safety Conference at their facility.
- The Transportation Safety Division continues to work with the Confederated Tribes of the Umatilla Indian Reservation to identify ways to assist with the tribes' Local Roads Safety Plan, including the attendance of a Yellowhawk Health Clinic staff member at a child passenger safety technician course. Division staff also assisted tribal police in a safety lesson at the tribes' summer Youth Enrichment Program.

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