



Oregon DOT TAMP:

Coordination with other NHS
Owners

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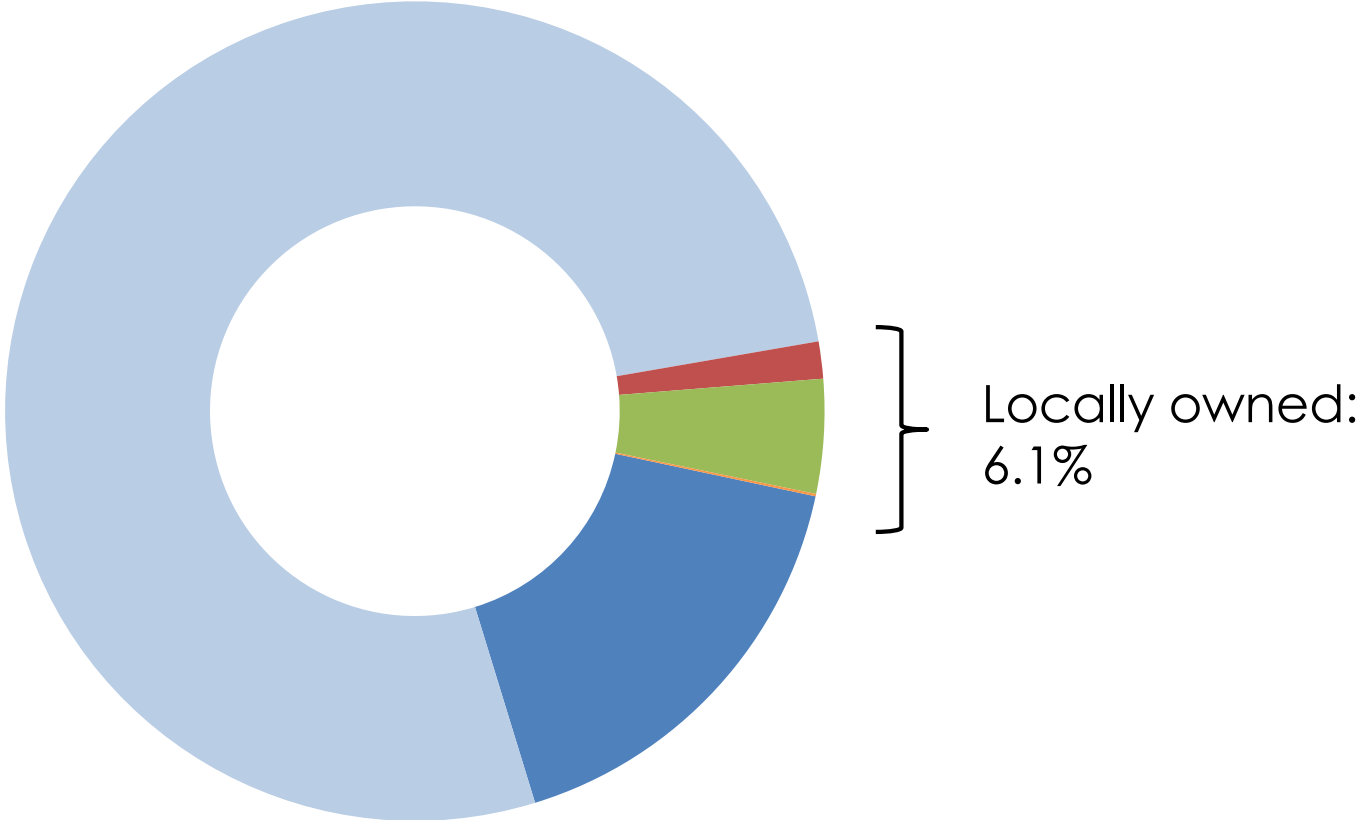


Overview

- NHS Ownership in Oregon
- Oregon MPOs
- Coordination with local govts
 - Strengths
 - Weaknesses
 - Opportunities
 - Challenges
- Local NHS condition monitoring



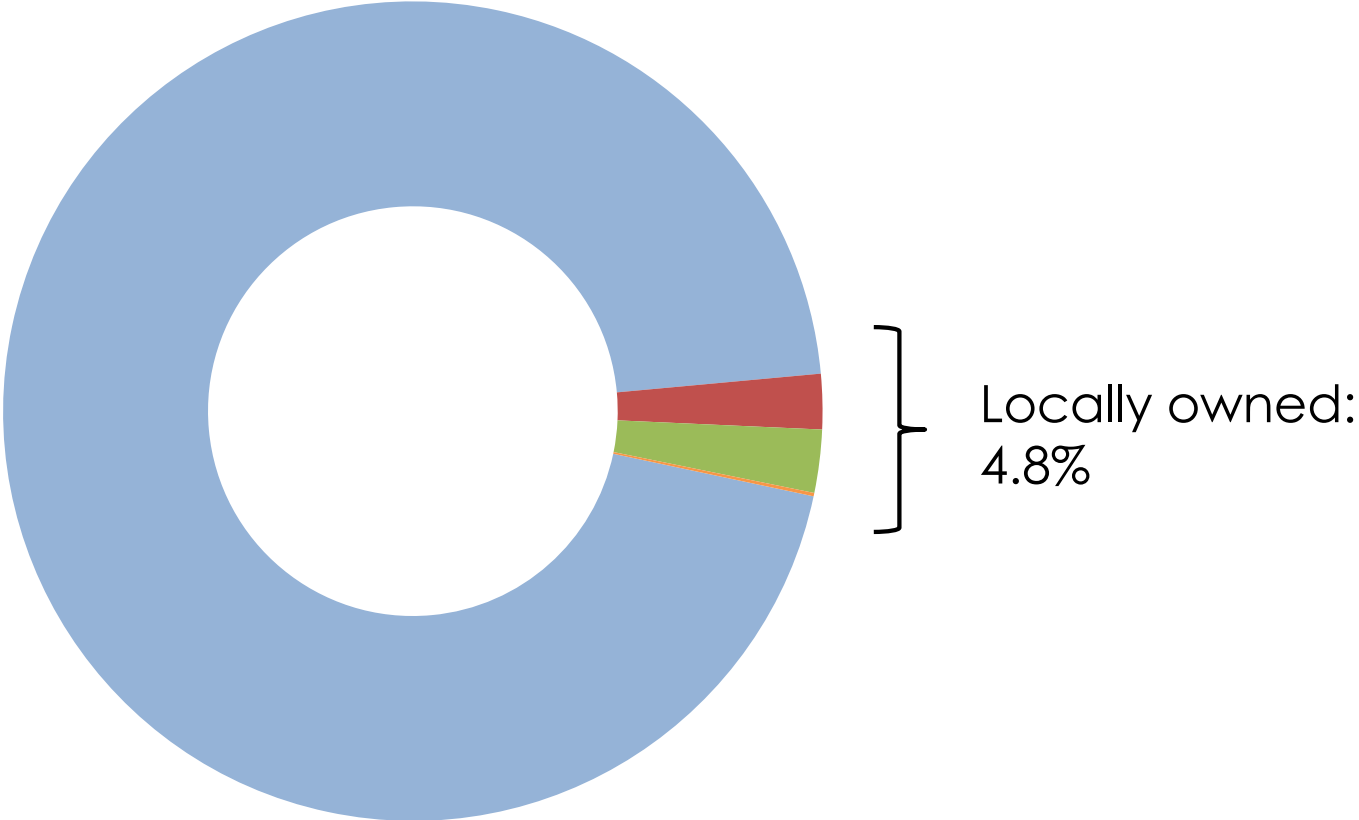
NHS Pavement Ownership (center lane)



Ownership:	Center Lane Miles	% of Total
ODOT <i>Interstate</i>	729 mi	16.9%
ODOT <i>Non-Interstate</i>	3,317 mi	77.0%
County	63 mi	1.5%
City	194 mi	4.5%
Other Local Agency/ Toll Authority	4 mi	0.1%



NHS Bridge Ownership (by deck area)



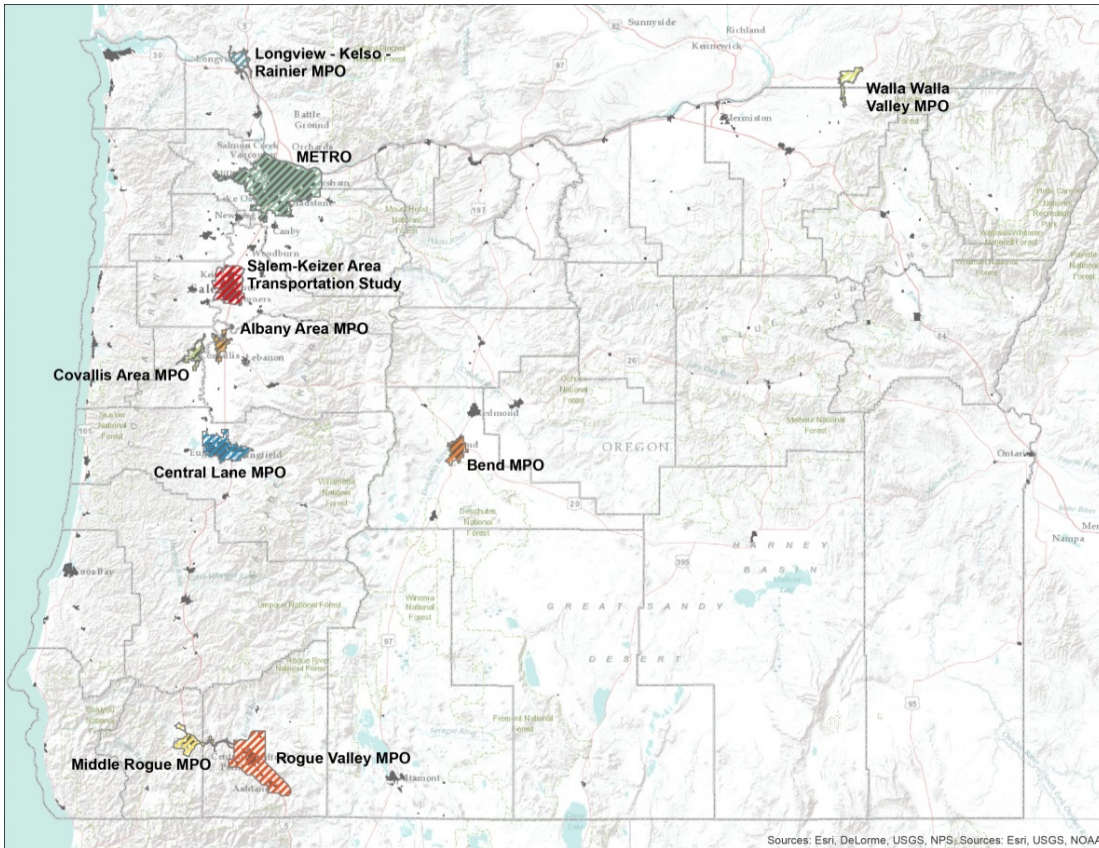
Ownership:	Deck Area	% of Total
ODOT	28,698,024 sq ft	95.2%
County	655,646 sq ft	2.2%
City	749,251 sq ft	2.5%
Other Local Agency/ Toll Authority	39,983 sq ft	0.1%



NHS Local Ownership



Oregon Metropolitan Planning Organizations



10 MPOs
In total

3 MPOs span Oregon
and Washington

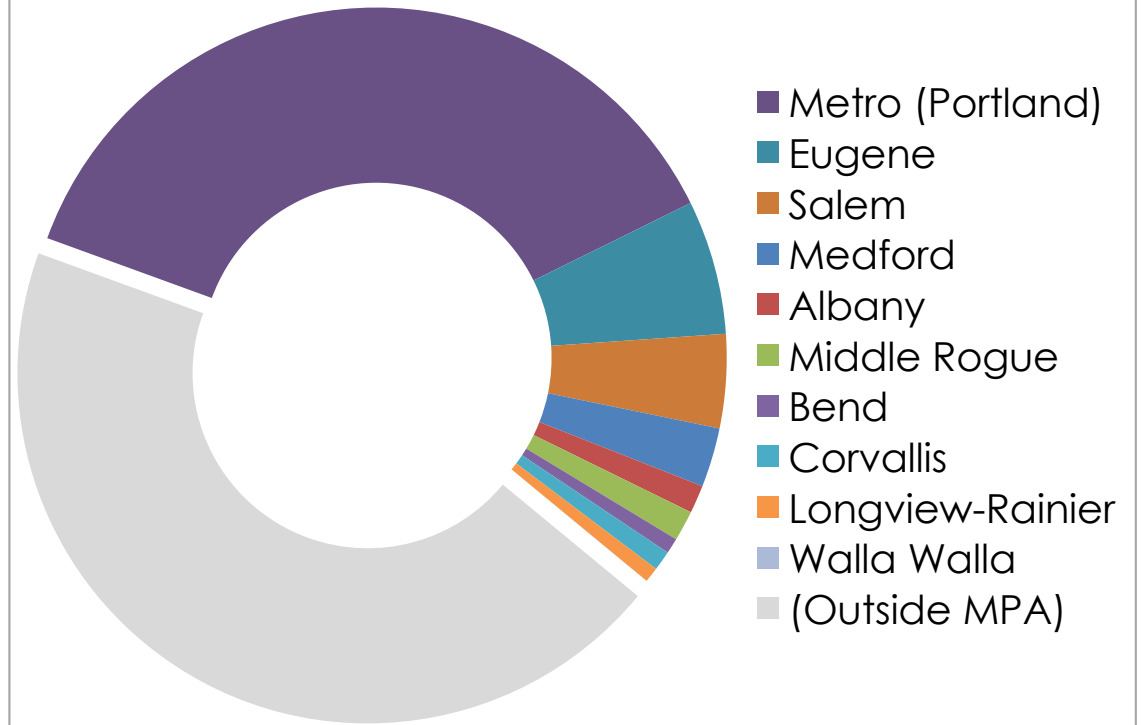
Population range:
50k to 2.4 million



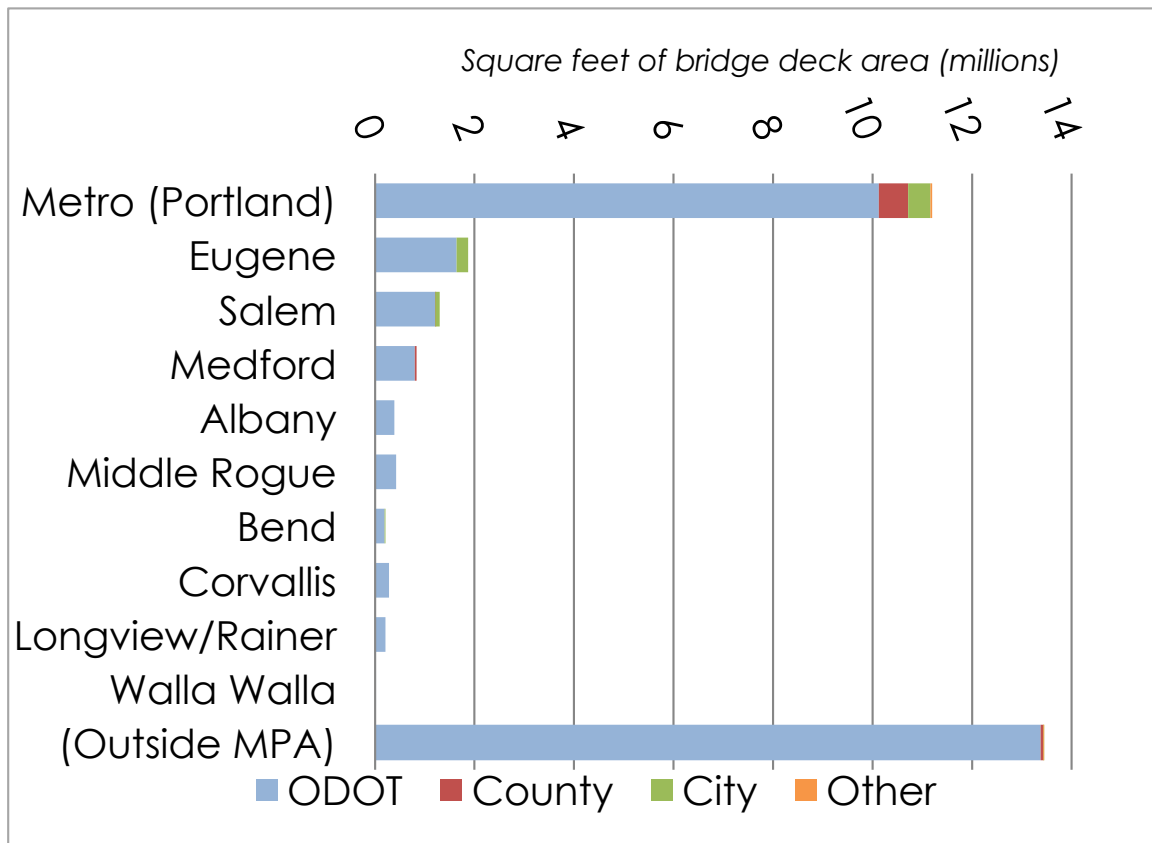
Oregon Metropolitan Planning Organizations

More than half of Oregon's total NHS bridge deck area is within a Metropolitan Planning Area

Total NHS Deck Area by Location



Oregon Metropolitan Planning Organizations



... but NHS bridge and pavement assets are overwhelmingly ODOT-owned, across all MPAs



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

Challenges:



PM Coordination with Local Governments

Strengths:

- Statewide culture of collaboration
- *ODOT regional structure*

Weaknesses:

Opportunities:

Challenges:



Strengths:

Oregon's culture of collaboration & ODOT's regional structure

ODOT enjoys positive, working relations with MPOs, cities, counties, and ports

ODOT's regional structure supports collaborative work with local government

The Oregon Transportation Commission is informed by **twelve** Area Commissions on Transportation



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

Challenges:



PM Coordination with Local Governments

Strengths:

Weaknesses:

- *Ad hoc* documentation of coordination efforts
 - *Agency layers* of communication

Opportunities:

Challenges:



Weaknesses:

Ad-hock documentation of coordination and communication

ODOT often does the right thing in collaboration with local agency partners

However, this work is not always documented clearly, leading to transparency concerns

Regional structure of ODOT is both a strength and a challenge (*one voice*)



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

Challenges:



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

- *PM Coordination MOU*
- TAMP has potential to 'bridge' agency gaps

Challenges:



Opportunities:

The *Performance Measure Coordination MOU* describes and outlines...

... how ODOT will coordinate with MPOs to establish statewide targets

... coordination and roles for ODOT & MPOs in setting local targets *(if MPO elects to do so)*

... roles and responsibilities for monitoring and reporting statewide and local targets



Opportunities:

TAMP has potential to 'bridge' agency gaps

Can act as a repository for PM1, PM2, PM3 state and local target setting documentation

Can fill gap in documentation & communication of ODOT/ local agency coordination

Can identify future improvements in local coordination and data management



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

Challenges:



PM Coordination with Local Governments

Strengths:

Weaknesses:

Opportunities:

Challenges:

- New state condition reporting requirements *(for cities & counties)*
- Local target ambiguity



Challenges:

performance measures & condition reporting at multiple levels

	<i>System</i>	<i>Metrics set by</i>	<i>Agencies responsible</i>
State KPMs	State Hwy System	Legislature, OTC	ODOT
National PM2s	NHS System	FHWA	NHS owners: ODOT & locals
<i>Local condition reporting (new)*</i>	TBD: <i>local fed aid hwy?</i>	TBD: <i>mirroring state KPMs?</i>	City & county (report to ODOT)

**Requirement of 2017 state funding package*



Challenges:

Local target ambiguity

Burden/ benefit
of adopting local
targets remains
unclear to MPOs

*PM1 (safety) targets
acting as trial run*

Location
-vs-
Ownership

MPO boundary
issues

*(eg. MPA vs MPO in
Salem Area)*



Local NHS Condition Monitoring

Bridges:



ODOT performs inspections on all NHS bridges

Past condition data shows local system NHS trends

Robust information to inform target setting



Local NHS Condition Monitoring

Pavement:

ODOT pavement has monitored *just* state system (94%) in the past

Local NHS condition data before 2016 is limited

Deterioration model & forecast thus requires some guesswork



Questions