



**Annual Goals & Accomplishments Report
July 2014 – September 2015**

Oregon Department of Transportation

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Title VI Program Summary

Introduction

The Oregon Department of Transportation (ODOT) is a recipient of Federal financial assistance. All recipients are required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 forbids discrimination against anyone in the United States because of race, color, or national origin by any agency that receives Federal funds.

Simply stated, ODOT is to ensure that none of its activities or programs treats any part of the community any different than another. ODOT expects every manager, supervisor, employee, and sub-recipient of Federal-aid funds administered by ODOT to be aware of and apply the intent of Title VI of the Civil Rights Act of 1964 and related authorities in performing assigned duties.

The Federal Highway Administration (FHWA) requires recipients of Federal-aid highway funds to prepare an update report to clarify accomplishments, roles, responsibilities and procedures established to ensure compliance with Title VI of the Civil Rights Act of 1964. The following report focuses on 2014-2015 compliance performance within each special emphasis program area. It further provides an update and status of the ODOT Title VI Program for the period.

23CFR 200.9(b) (10) Prepare a yearly report of Title VI accomplishments for the past year and goals for the next year.

Authorities: Appendix E

Title VI of the Civil Rights Act of 1964, (42 USC 2000d to 2000-4): Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin (including Limited English Proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259): The Civil Rights Restoration Act of 1987 broadens the scope of Title VI by expanding the definitions of terms “programs or activities” to include all programs or activities of Federal- Aid recipients, sub-recipients, and contractors.

23 CFR 200 and 49 CFR 21: 23 CFR 200 and 49 CFR 21 are USDOT and FHWA issued administrative regulations from USDOT and FHWA that specify requirements for state DOTs to implement Title VI policies and procedures at the state and local levels.

Federal-Aid Highway Act of 1973, (23 USC 324): The Federal-aid Highway Act of 1973 provides that no person on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.

Age Discrimination Act of 1975, (42 USC 6101): The Age Discrimination Act of 1975 provides that no person in the United States shall, on the basis age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.

Americans with Disabilities Act of 1990, (Pub. L. No. 101-336): The Americans with Disabilities Act of 1990 provides that no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a state or a local government.

Section 504 of the Rehabilitation Act of 1973: Section 504 of the Rehabilitation Act of 1973 provides that no qualified handicapped person, shall, solely by reason of his/her handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.

Executive Order 12898: Executive Order 12898 establishes Federal requirements to address Environmental Justice in minority populations and low income populations.

Executive Order 13166: Executive Order 13166 establishes requirements to improvement access to services for persons with limited English proficiency (LEP).

Civil Rights Organization & Staffing

The Oregon Department of Transportation (ODOT) Title VI Program is led by the Title VI Program Management Team. The Title VI Program Manager(s) report to the ODOT Office of Civil Rights (OCR) Manager and also have a direct link to the ODOT Executive Director in case of a high need. The Civil Rights Manager reports directly to ODOT's Executive Director. This organization structure is in compliance with 23 CFR 200.9 (b).

Contact with the ODOT Title VI Program can be made at:

**Oregon Department of Transportation
Office of Civil Rights
355 Capitol St NE MS-31
Salem, OR 9730-3871
(503) 986-3870**

The ODOT OCR is comprised of the Title VI program, Disadvantaged Business Enterprise Program (DBE), the Emerging Small Business Program (ESB), and the External AA/EEO and Workforce Development Program. OCR is located within the ODOT Office of the Director. The Title VI Program Manager is a full time position that works in pursuant to 23 CFR 200.9(b) (1) for the agency.

Civil Rights Manager: (Angela Ramos, OCR Program Manager)

- Works collaboratively with federal and state authorities in communicating Title VI program requirements.
- Works closely with ODOT's Title VI Program Manager to implement the Department's Title VI work plan
- Advises Title VI Program Manager of Title VI related problems
- Communicates with the Title VI Program staff regarding project development where Title VI issues may arise.
- Reviews Directives to disseminate to staff as appropriate.

Non-Discrimination Programs Manager Program Manager: (Rebecca Williams)

- Coordinate Title VI Program development and implementation with affected program areas.
- Provide Title VI technical assistance to program areas, Metropolitan Planning Organizations (MPO), Local Public Agencies (LPA's), Section Coordinators and program area managers.
- Work with program area subject matter experts (SMEs) to conduct Title VI compliance reviews of program area activities, receive expert program guidance and gather statistical data.
- Conduct Title VI compliance reviews of sub-recipients such as MPOs, LPA's, and contractors.
- Review ODOT program areas to correct identified Title VI problems, including discriminatory practices or policies.

- Conduct Title VI training for section coordinators and program area staff.
- Reporting
 - o Annual Accomplishment Report
 - o Annual Title VI Program Plan updates
- Title VI complaint investigation and resolution
- Collecting statistical data
- Policy directives include Title VI requirements
 - o Establish procedures to Administer corrective action plan resolving deficiency status
- Develop Title VI information for communication to the public and provide in languages other than English.
- Review ODOT program manuals, contracts, and policy documents to determine whether Title VI is appropriately addressed.

Civil Rights Field Coordinators: (Regions 1-5)

- Serve as the liaison between the Office of Civil Rights and regional Planning and development, Construction, and Maintenance and Operations staff.
- Integrate OCR programs into the project delivery process.
- Provide technical advice, monitors compliance and provides OCR program assistance and support.
- Monitors OCR program delivery to local agency programs that receive funding through DOT.
- Provide assistance and guidance to regional programs pertaining to planning, monitoring, and training, evaluation, reporting of DBE, ESB, EEO, Title VI, and Workforce development.
- Assists with gathering information on investigations and complaints as appropriate.

Program Area Subject Matter Expert Team (SMEs) Identified Role:

- Participate in conducting Title VI Compliance reviews in special program areas.
- Determine the focus area to be reviewed and explain how the focus area is identified.
- Revise where necessary, policies and procedures with assistance of Title VI Officer and Special Program Area Manager to include Title VI requirements.
- Collaborate with program areas officials to develop program area summaries for OCR Annual Work Plan and Accomplishment Report submission to FHWA.
- Identified SME's will be involved in Conducting research, data collection and analysis
- Work with Title VI Officer to summarize major findings (trends, patterns, and metrics) that drive public involvement decisions and determine whether

programs have disproportionately high and adverse effects on minority populations and low-income populations.

- Identified SME's will work with Title VI Officer to conduct staff training on Title VI and related statutes for compliance purposes and to ensure an understanding of the relationship between the program goals and civil rights responsibilities.

Title VI Monitoring and Review Process

In preparation for the 2014-2015 Annual Accomplishment Report each federally identified special program area received a survey to complete which identifies areas for the program's Title VI compliance and performance. Identified special program areas include; Planning, Environmental, Project Development (Design), and Right of Way, Construction, Research, Maintenance, Safety and Education. The Title VI Coordinator reviewed each submitted questionnaire for Title VI compliance (See program area reports).

Each program area is charged with developing tools and procedures for their respective discipline. The Title VI Program Officer continues to build on the work that has taken place in the Office of Civil Rights to educate and collaborate with program area staff and SME's to bring the law and intent of Title VI to the forefront in every day practices within special programs.

During the reporting period, a formal comprehensive review was conducted of two Local Public Agencies (LPA's), the Cities of Gresham and Beaverton. The review of the sub-recipient is initiated in a four-step process; Initiation Letter, Survey Questionnaire, Scorecard, and Final Report. During the review process MPO's and LPA's are evaluated to ensure that they are following ***Title VI of the Civil Rights Act of 1964, (42 USC 2000d to 2000-4), The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259), 23 CFR 200 and 49 CFR 21, Federal-Aid Highway Act of 1973, (23 USC 324), Executive Order 13166*** and other related Acts and Orders related to Title VI. Elements of the review include scope and methodology, organization and staffing, plans and documents, data analysis, policies and procedures, complaint process, training, public outreach, environmental justice, and an update on ADA Title II Transition Plans. A summary review of the Cities of Beaverton and Gresham are provided in this report.

City of Beaverton (Review Date 9/11/16:

The following documents were reviewed:

- City of Beaverton website
- Survey Response Questions document
- Training documents
- Title VI Complaint Process documents

- ADA Complaint Process documents
- Title II ADA Transition Plan (1992)
- Language Access Policy
- Beaverton Community Vision Survey
- Four-Factor Analysis Document
- Business Continuity Strategy
- Beaverton Brownfields Program document
- City of Beaverton newsletter Your City
- Diversity, Equity and Inclusion Plan
- Project/Planning documents

Examples of the City of Beaverton’s current Public Outreach and mechanisms include:

- Diversity Equity and Inclusion Plan
- Beaverton Community Vision
- Creekside Master Plan
- Cultural Inclusion Program
- Diversity Action Board
- Newspaper and postcards
- Beaverton Committee for Community Involvement collaboration
- City information booths
- Neighborhood canvassing
- Social Media
- Fair Housing grants
- Public Opinion Surveys
- Beaverton Organizing and Leadership Development (BOLD) program
- Beaverton Community Vision
- Appendix 4 Business Continuity Strategy (as it relates to the Creekside Project)

Recommendations:

- Continue to update ADA Title II Transition Plan
- Complete a Title VI Plan
- Make corrections to complaint processes and ensure accessibility on the cities web site.

Conclusion: *(Excerpt from Beaverton Title VI Review Report)*

The City of Beaverton has done some solid work on increasing Public Involvement

and in identifying LEP, Title VI and EJ populations within their jurisdiction. Additionally, the Four Factor Analysis, Language Access Plan and interpretation services that are in place help to ensure that LEP individuals are included in the transportation projects within the city. The MWESB Policy and CDGB are mechanisms that have been put in to place in order to continue the work of involving Minority-owned, Women-owned and Emerging Small Business at the table of economic opportunities in the City of Beaverton.

As recommended the city should look at continuing to move forward with an updated ADA Title II Transition Plan and as ODOT moves forward in this area we can assist you with this process. The Title VI Plan and Complaint Process will be the priorities for completion and updating. There are "best practices" available for the Title VI Plan and those will be forwarded to you along with a hard copy of ODOT's Title VI Plan from 2014. The City of Beaverton's Complaint Process will need to be updated to include the verbiage that is included in ODOT's Complaint Process, identifying the step of forwarding all complaints to ODOT who in turn forwards them to FHWA for final outcome. The exact language is included in the Title VI Plan that will be sent to you. The City of Beaverton is non-compliant with its Title VI Plan. Currently the city is taking steps to complete their plan and a 90 day update to OCR is required.

City of Gresham (Review Date 9/10/16):

The following documents were reviewed:

- 2014 Title VI Plan
- Powell Transit Project Microanalysis
- Public Participation translated documents
- Limited English Proficiency (LEP) Plan
- ADA and Title VI Complaint Forms
- City of Gresham website
- Business and Multicultural Outreach Recommendations
- Survey Response Questions document

Examples of the City of Gresham's current Public Outreach:

- Reaching Diverse Communities Project
- Powell-Division Transit and Development Project
- Rockwood Catalyst Site
- Healthy Eating Active Living Project
- Gresham Opportunity Mapping
- Development Code Improvement Project-8
- Centers and Corridors: Remove Obstacles to Development Project

- Transportation Planning Development Code Update
- Medical Marijuana Policy
- Food and Beverage Cart Project
- Storm water Facilities Project Develop a long term strategy as in a tool kit such as “Reaching Diverse Communities” scheduled for completion in 2015.

Areas where there will be continuous work towards reaching out to the community in order to build a solid pattern of communication include:

- Building trust where diverse communities are new and just emerging within the geographical boundaries of the city.
- Creating a historical marker for engaging diverse communities.
- Building in to the city’s budget the cost of resources for stipends and/or gift cards to repay those community organizations or individuals who are overburdened with requests to organize and mobilize diverse community members.

Recommendations:

- Update Complaint Process as recommended
- Continue to work towards Title II ADA Transition Plan
- Work towards ways to extend resources for community involvement
- Complete Reaching Diverse Communities Project

Conclusion: *(Excerpt from Gresham Title VI Review Report)*

The City of Gresham has made a great investment in their LEP Plan and the components outlined within it including language translation, data analysis and representation from community members. The city also has a Title VI Plan and has begun the work of gathering data on their Title II ADA Transition Plan. Several “best practices” have been identified that other LPA’s and sub recipients can make use of when putting their required documents together for submission. The City of Gresham can be proud of the work that they have done to further inclusion of diverse minority and low income populations in the decision making process of highway and construction within their jurisdiction. The City of Gresham has met all requirements to be in full compliance during the Title VI OCR Review.

Accomplishments

Training:

In the 2014 – 2015 reporting year the ODOT SME’s and OCR staff provided and participated in the following trainings, meetings and workshops related to the Non-Discrimination Programs within ODOT:

Carroll Cottingham, Civil Rights Coordinator

November: Salem Capitol Connections (Business Outreach)

December: Salem Capitol Connections (Business Outreach)

January: Salem Capitol Connections (Business Outreach)

February: Salem Capitol Connections (Business Outreach)
Metro-ODOT Title VI Meeting
EJ Task Force

March: ADA Webinar/Training with Patrick Gomez from FHWA
OCR TACT mtg w/ Jon Oster, OPAL (EJ Collaboration)
Salem Capitol Connections (Business Outreach)

April: OCR TACT mtg w/ Jon Oster, OPAL (EJ Collaboration)
Eastern Oregon Construction Career Day (Workforce development)
Title VI Working Group
OCR All-staff (Presentation on ADA Transition Plan)

May: SSLT EJ Presentation (training/outreach on EJ and using TransGIS)
OCR TACT mtg w/ Jon Oster, OPAL (EJ Collaboration)
Salem Construction Career Day (Workforce development)
Transit-DBE Consortium (Kick-off meeting)
12 Annual Latino Small Business & Workforce Conference 2015
(Business Outreach)
Tennessee DOT – Conference call Q&A on ADA Transition Plan
Salem Capitol Connections (Business Outreach)
US EPA EJ Screen training (webinar)
EJ Task Force (in Salem, GIS focus)

June: ODOT Rgn 2 Local Project Delivery (presentation on the ADA & transition plans)

July: Presentation to PBLT on ADA Transition Plan status
Portland Commission on Disability ABE
Salem Capitol Connections (Business Outreach)
Attended a Webinar on Title VI Requirements (for FTA circular and review of sub-recipients)

August: Portland Commission on Disability ABE

September: Transportation Conference

October: ODOT Diversity Conference

Rebecca Williams, Non-Discrimination Programs Manager (Title VI Coordinator)

October 2014: Cultural Competency Session(s) 1, 2, 3

- MED Week
- Region 1 Project Initiation
- MPO Transit District Meeting (Eugene)
- Outer Powell Transportation Safety Project KICKOFF
- Overview OCR Presentation to DMV Management Staff
- Area Managers Meeting
- EJ Task Force Meeting
- Meeting with Diversity Manager on Title VI & ADA (x2)
- FHWA/OCR Meeting
- OCR Staff Meeting

November: Title VI Methodology Resource Review

- Title VI Transition Meeting
- ADA Title II Transition Plan Meeting
- Public Engagement Team Workshop
- SOC Quarterly Meeting
- FHWA/Title VI Meeting

December: FHWA/OCR Meeting

- EJ Task Force Meeting
- OCR Staff Meeting
- OCR EJ Meeting
- EJ Information for Title VI Reporting/Reflections
- FHWA/Title VI ADA Collaboration
- 711 Line Discussions with ODOT Diversity Manager
- Title VI ADA Collaboration Meeting

January: FHWA/Title VI/ADA Collaboration (x3)

- ADA Transition Plan Complaint Process
- LEP Training
- Building Intercultural Competence for Employees
- Meeting with OPAL (Title VI/EJ)
- FTA/FHWA Roles and Responsibilities
- LEP Collaboration
- Title VI Website Meeting

February: Environmental Program Update and Discussion

- FHWA Training (x3)
- Title VI Work Group Meeting
- FHWA/OCR Meeting
- Meeting with Patrick Gomez FHWA
- Meeting with OCR Manager and ODOT Director RE: Non-Discrimination Programs
- EJ Meeting

OCR Staff Meeting
ADA Title II Transition Plan Meeting (x2)
Mapping GIS Meeting
EJ Task Force Meeting (x2)
METRO/ODOT Meeting

March: Planning/OCR GIS Meeting
EJ Task Force and ODOT Meeting
FHWA/Title VI/ADA Collaboration Meeting (x4)
ADA Webinar
GIS Meeting
ODOT Region 1 Meeting
ADA Transition Plan Review
LEP Brochure Meeting

April: Title VI/OCR Meeting
OPAL Meeting (Title VI/EJ)
FHWA/Title VI/ADA Collaboration Meeting (x4)
OCR Title VI Meeting
MPO Transit Provider Meeting
ADA Transition Plan edits for FHWA Meeting
Title VI Work Group Meeting
OCR Staff Meeting

May: OCR ADA Edits Meeting
Public Speaking 101
ADA Public Outreach
Trans GIS EJ/Title VI
ADA Meeting
Title VI/ADA/EJ Meeting
DOJ Meeting
ADA Transition Plan Meeting
Powell Division Meeting
Equity Atlas Webinar

June: Transition Plan edits Meeting
Central Lane MPO
OPAL Meeting (Title VI/EJ)
FHWA/OCR Meeting
OCR Title VI Meeting
ODOT Transportation Day
LEP Meeting
Presentation to Executive Support staff, ASKODOT and HQ Bus. Mg. Staff

July: PBLT
ADA Recognition
Business Management Team Meeting

MPO Transit Provider Meeting
ADA Meeting
SW Corridor Steering Committee Meeting
ABE Meeting
AAR Survey Questions with Environmental Program staff
ADA Transition Plan Meeting
ADA Transition Plan Review
OCR Staff Meeting

August: Southern Transportation Civil Rights Executive Council Meeting “Best Practices”
LEP Plan Meeting (x2)
ODOT ADA Transition Plan Meeting
Field Coordinator Meeting
DBE/Workforce/Title VI Meeting
Title VI/ADA Meeting
Integrating EJ

September: ODOT ADA/Title VI Complaint Form Discussion
OCR/Diversity Manager Meeting
FHWA/OCR Meeting
City of Gresham Title VI Review
City of Beaverton Title VI Review
OCR/DMV Meeting
Title VI LAG Manual
DMV/OCR Meeting (x2)
ODOT/DOJ ADA Meeting
NHTSA PC Meeting
DBE Meeting
ODOT Diversity Conference
Title VI Work Group Meeting-Presentation EJ/Review Procedures

Information Sharing:

Metro Area Title VI Workgroup: Title VI Program staff took part in ongoing meetings with the Portland Metro Area Title VI Workgroup. This workgroup includes Civil Rights Staff from:

- City of Gresham
- Portland Metro
- Multnomah County
- City of Portland
- City of Salem
- TriMet

- Clackamas County
- Washington County
- Cherriots
- Lane Transit District

Presentations are rotated between Title VI staff and outside guests in order to share “best practices” and support each other in the important work that is being done at each MPO and LPA. The work-group networks, identifies needs, shares tools and technical information to better implement their respective Title VI plans and other non-discrimination components of their programs.

Governor’s Environmental Justice Task Force: Title VI staff serves as ODOT agency representatives to the Environmental Justice Task Force (EJTF). The team reports annually to the EJTF, to ensure that all persons affected by decisions of state agencies have a voice in the decision making process.

A focus of the Task Force during this reporting period included state appointed Task Force representatives to bring the message of EJ to the forefront of the Human Resources Departments within each agency. The goals established aimed at staff working with their Human Resources and Agency Managers and Supervisors to identify “key” personnel that due to the nature of their work, require in the very least, basic knowledge of EJ. The work will require positions identified to have EJ elements within their position descriptions and evaluations. Management in “key areas” will be required to include EJ training for their staff.

The Title VI Coordinator at ODOT has identified the OCR as the first “key area” to have required EJ elements within job descriptions and evaluations. Training on EJ has been provided to OCR staff as a beginning step and at least (1) position has been reviewed and updated to include EJ language. An automated training through ilearn is in the exploratory stage. Future training goals will include required civil rights training for ODOT staff through the state’s training system.

Title VI Plans:

Title VI plans are being developed at the MPO and local government agency level. ODOT’s Title VI Program is providing on-going support and guidance to these organizations as they develop and finalize their plans. Once Title VI Plans are reviewed, approval letters are sent to the agency concurring with the plans. When the need arises to request updates or changes to the Title VI Plans, a plan of assistance with a deadline for submission is given in writing to the MPO or LPA. Annual Accomplishment Reports (AAR) are reviewed for updates, possible complaint reporting and to ensure that all elements of an AAR area addressed.

ODOT Sub-recipients (20.205 Federal Funds)			Funds Dist.	Amount
2015	20.205	BEND METROPOLITAN PLANNING ORG	09/29/14	21,298.74
2015	20.205	BEND METROPOLITAN PLANNING ORG	12/02/14	72,559.70
2015	20.205	BEND METROPOLITAN PLANNING ORG	01/05/15	142,261.39
2015	20.205	BEND METROPOLITAN PLANNING ORG	02/03/15	82,402.79
2015	20.205	BEND METROPOLITAN PLANNING ORG	05/14/15	7,130.00
2015	20.205	BENTON COUNTY	09/16/14	4,160.44
2015	20.205	BENTON COUNTY	11/13/14	5,390.13
2015	20.205	BENTON COUNTY	01/14/15	1,739.15
2015	20.205	BENTON COUNTY	01/20/15	1,050.98
2015	20.205	BENTON COUNTY	03/03/15	147.13
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	10/16/14	3,373.25
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	11/03/14	7,571.82
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	01/08/15	3,630.42
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	02/02/15	4,675.36
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	03/09/15	2,855.44
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	03/16/15	6,838.06
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	05/12/15	9,366.28
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	07/09/15	9,493.30
2015	20.205	BICYCLE TRANSPORTATION ALLIANCE	07/28/15	2,898.18
2015	20.205	CITY OF AMITY	08/11/14	454.14
2015	20.205	CITY OF AMITY	11/07/14	1,726.60
2015	20.205	CITY OF AMITY	12/19/14	3,298.24
2015	20.205	CITY OF AMITY	02/24/15	4,379.82
2015	20.205	CITY OF AMITY	07/08/15	2,288.31
2015	20.205	CITY OF CORVALLIS	08/25/14	14,963.00
2015	20.205	CITY OF CORVALLIS	12/22/14	24,347.00
2015	20.205	CITY OF CORVALLIS	03/16/15	14,512.00
2015	20.205	CITY OF CORVALLIS	04/13/15	24,344.00
2015	20.205	CITY OF CORVALLIS	04/30/15	13,530.52
2015	20.205	CITY OF CORVALLIS	07/27/15	15,996.40
2015	20.205	CITY OF CORVALLIS	08/03/15	16,802.37
2015	20.205	CITY OF ELGIN	03/02/15	10,100.00
2015	20.205	CITY OF EUGENE	08/12/14	5,887.13
2015	20.205	CITY OF EUGENE	10/23/14	22,816.54
2015	20.205	CITY OF EUGENE	10/30/14	27,447.57
2015	20.205	CITY OF EUGENE	12/11/14	719.72
2015	20.205	CITY OF EUGENE	02/02/15	33,434.27
2015	20.205	CITY OF EUGENE	02/18/15	288,485.80
2015	20.205	CITY OF EUGENE	03/26/15	26,599.23
2015	20.205	CITY OF EUGENE	04/03/15	131,854.54
2015	20.205	CITY OF EUGENE	06/11/15	37,480.23
2015	20.205	CITY OF EUGENE	07/27/15	26,739.84
2015	20.205	CITY OF EUGENE	07/28/15	24,481.98
2015	20.205	CITY OF GRESHAM	04/06/15	289,264.73
2015	20.205	CITY OF GRESHAM	04/20/15	40,497.06
2015	20.205	CITY OF GRESHAM	05/19/15	242,904.07
2015	20.205	CITY OF GRESHAM	06/24/15	334,146.27
2015	20.205	CITY OF GRESHAM	06/26/15	3,228.10
2015	20.205	CITY OF GRESHAM	06/29/15	2,599.02

2015	20.205	CITY OF GRESHAM	06/30/15	21,786.23
2015	20.205	CITY OF GRESHAM	07/13/15	24,615.35
2015	20.205	CITY OF GRESHAM	07/15/15	637.82
2015	20.205	CITY OF GRESHAM	07/31/15	1,628.93
2015	20.205	CITY OF HILLSBORO	08/25/14	3,532.32
2015	20.205	CITY OF HILLSBORO	11/18/14	2,354.88
2015	20.205	CITY OF MEDFORD	08/14/14	5,614.28
2015	20.205	CITY OF MEDFORD	09/30/14	40,696.27
2015	20.205	CITY OF MEDFORD	10/01/14	12,459.53
2015	20.205	CITY OF MEDFORD	12/08/14	117,771.51
2015	20.205	CITY OF MEDFORD	02/05/15	1,214.84
2015	20.205	CITY OF MEDFORD	03/16/15	35,440.83
2015	20.205	CITY OF MEDFORD	05/28/15	7,627.00
2015	20.205	CITY OF MEDFORD	07/01/15	24,796.50
2015	20.205	CITY OF NEWBERG	07/28/15	11,318.23
2015	20.205	CITY OF NORTH PLAINS	08/25/14	471.80
2015	20.205	CITY OF NORTH PLAINS	09/30/14	235.90
2015	20.205	CITY OF NORTH PLAINS	11/24/14	1,318.95
2015	20.205	CITY OF NORTH PLAINS	01/14/15	706.75
2015	20.205	CITY OF NORTH PLAINS	03/16/15	565.40
2015	20.205	CITY OF NORTH PLAINS	07/20/15	4,381.85
2015	20.205	CITY OF PORTLAND	07/09/14	3,889.50
2015	20.205	CITY OF PORTLAND	07/11/14	307,579.13
2015	20.205	CITY OF PORTLAND	07/15/14	485,604.04
2015	20.205	CITY OF PORTLAND	07/21/14	11,030.57
2015	20.205	CITY OF PORTLAND	08/06/14	21,761.92
2015	20.205	CITY OF PORTLAND	08/21/14	36,119.04
2015	20.205	CITY OF PORTLAND	08/25/14	45,009.15
2015	20.205	CITY OF PORTLAND	08/28/14	155,029.15
2015	20.205	CITY OF PORTLAND	08/29/14	944,119.20
2015	20.205	CITY OF PORTLAND	09/02/14	43,781.66
2015	20.205	CITY OF PORTLAND	09/09/14	76,476.20
2015	20.205	CITY OF PORTLAND	09/15/14	43,058.70
2015	20.205	CITY OF PORTLAND	09/17/14	75,110.01
2015	20.205	CITY OF PORTLAND	09/23/14	45,884.69
2015	20.205	CITY OF PORTLAND	09/25/14	198,712.64
2015	20.205	CITY OF PORTLAND	10/01/14	779,491.84
2015	20.205	CITY OF PORTLAND	10/09/14	77,631.81
2015	20.205	CITY OF PORTLAND	10/10/14	113,116.46
2015	20.205	CITY OF PORTLAND	10/15/14	2,885.55
2015	20.205	CITY OF PORTLAND	10/20/14	165,289.49
2015	20.205	CITY OF PORTLAND	10/21/14	23,916.82
2015	20.205	CITY OF PORTLAND	10/22/14	31,579.06
2015	20.205	CITY OF PORTLAND	10/27/14	14,767.58
2015	20.205	CITY OF PORTLAND	10/28/14	86,597.83
2015	20.205	CITY OF PORTLAND	11/03/14	452,931.30
2015	20.205	CITY OF PORTLAND	11/05/14	106,652.37
2015	20.205	CITY OF PORTLAND	11/10/14	157,997.89
2015	20.205	CITY OF PORTLAND	11/19/14	4,444.92
2015	20.205	CITY OF PORTLAND	12/01/14	103,462.51
2015	20.205	CITY OF PORTLAND	12/04/14	20,006.34

2015	20.205	CITY OF PORTLAND	12/08/14	305,661.63
2015	20.205	CITY OF PORTLAND	12/09/14	85,997.62
2015	20.205	CITY OF PORTLAND	12/17/14	106,219.01
2015	20.205	CITY OF PORTLAND	12/23/14	399,083.69
2015	20.205	CITY OF PORTLAND	01/02/15	46,820.49
2015	20.205	CITY OF PORTLAND	01/07/15	25,245.90
2015	20.205	CITY OF PORTLAND	01/14/15	89,227.55
2015	20.205	CITY OF PORTLAND	01/15/15	18,666.41
2015	20.205	CITY OF PORTLAND	01/21/15	72,563.71
2015	20.205	CITY OF PORTLAND	01/30/15	8,669.93
2015	20.205	CITY OF PORTLAND	02/03/15	9,859.86
2015	20.205	CITY OF PORTLAND	02/05/15	11,652.17
2015	20.205	CITY OF PORTLAND	02/12/15	9,801.54
2015	20.205	CITY OF PORTLAND	02/13/15	9,980.47
2015	20.205	CITY OF PORTLAND	02/23/15	9,349.58
2015	20.205	CITY OF PORTLAND	03/10/15	152,684.73
2015	20.205	CITY OF PORTLAND	03/13/15	21,739.79
2015	20.205	CITY OF PORTLAND	03/16/15	41,049.35
2015	20.205	CITY OF PORTLAND	03/19/15	82,687.60
2015	20.205	CITY OF PORTLAND	03/27/15	115,247.51
2015	20.205	CITY OF PORTLAND	04/13/15	32,841.66
2015	20.205	CITY OF PORTLAND	04/22/15	71,391.44
2015	20.205	CITY OF PORTLAND	04/27/15	62,514.94
2015	20.205	CITY OF PORTLAND	05/07/15	6,369.77
2015	20.205	CITY OF PORTLAND	05/22/15	168,868.26
2015	20.205	CITY OF PORTLAND	06/11/15	223,451.18
2015	20.205	CITY OF PORTLAND	06/23/15	269,094.29
2015	20.205	CITY OF PORTLAND	06/24/15	18,396.25
2015	20.205	CITY OF PORTLAND	06/29/15	93,542.47
2015	20.205	CITY OF PORTLAND	06/30/15	251,805.87
2015	20.205	CITY OF PORTLAND	07/08/15	23,236.67
2015	20.205	CITY OF PORTLAND	07/15/15	152,980.08
2015	20.205	CITY OF PORTLAND	07/22/15	53,468.46
2015	20.205	CITY OF PORTLAND	07/23/15	47,144.17
2015	20.205	CITY OF PORTLAND	07/24/15	113,486.14
2015	20.205	CITY OF PORTLAND	07/27/15	9,267.30
2015	20.205	CITY OF PORTLAND	07/28/15	25,424.34
2015	20.205	CITY OF PORTLAND	07/30/15	90,428.89
2015	20.205	CITY OF PORTLAND	08/03/15	39,336.24
2015	20.205	CITY OF PORTLAND	08/10/15	10,150.36
2015	20.205	CITY OF SALEM	08/20/14	1,152.80
2015	20.205	CITY OF SALEM	09/16/14	2,077.86
2015	20.205	CITY OF SALEM	09/30/14	27,198.05
2015	20.205	CITY OF SALEM	10/13/14	40,816.94
2015	20.205	CITY OF SALEM	10/22/14	5,850.00
2015	20.205	CITY OF SALEM	11/24/14	3,033.30
2015	20.205	CITY OF SALEM	11/28/14	4,717.30
2015	20.205	CITY OF SALEM	12/10/14	28,260.07
2015	20.205	CITY OF SALEM	12/11/14	359,104.11
2015	20.205	CITY OF SALEM	12/15/14	63,924.97
2015	20.205	CITY OF SALEM	01/14/15	5,098.14

2015	20.205	CITY OF SALEM	01/15/15	245,781.93
2015	20.205	CITY OF SALEM	01/16/15	16,708.39
2015	20.205	CITY OF SALEM	01/26/15	31,273.00
2015	20.205	CITY OF SALEM	02/02/15	21,016.36
2015	20.205	CITY OF SALEM	02/10/15	27,135.17
2015	20.205	CITY OF SALEM	02/23/15	33,232.49
2015	20.205	CITY OF SALEM	03/12/15	39,053.70
2015	20.205	CITY OF SALEM	03/16/15	5,493.75
2015	20.205	CITY OF SALEM	03/30/15	2,675.97
2015	20.205	CITY OF SALEM	04/03/15	31,428.05
2015	20.205	CITY OF SALEM	04/13/15	9,826.75
2015	20.205	CITY OF SALEM	05/15/15	11,244.14
2015	20.205	CITY OF SALEM	05/20/15	4,235.51
2015	20.205	CITY OF SALEM	05/27/15	4,151.70
2015	20.205	CITY OF SALEM	05/28/15	33,816.16
2015	20.205	CITY OF SALEM	06/10/15	14,750.47
2015	20.205	CITY OF SALEM	06/11/15	24,582.31
2015	20.205	CITY OF SALEM	06/26/15	3,592.37
2015	20.205	CITY OF SALEM	07/01/15	10,249.02
2015	20.205	CITY OF SALEM	07/09/15	141,117.46
2015	20.205	CITY OF SALEM	07/22/15	1,575.00
2015	20.205	CITY OF SALEM	08/03/15	1,070,247.10
2015	20.205	CITY OF SALEM	08/06/15	371,300.71
2015	20.205	CITY OF SPRINGFIELD	12/11/14	12,319.93
2015	20.205	CITY OF SPRINGFIELD	12/22/14	30,811.07
2015	20.205	CITY OF SPRINGFIELD	07/30/15	11,105.99
2015	20.205	CITY OF TIGARD	07/22/15	3,123.20
2015	20.205	CLACKAMAS COUNTY	08/01/14	38,060.84
2015	20.205	CLACKAMAS COUNTY	08/18/14	9,711.38
2015	20.205	CLACKAMAS COUNTY	08/25/14	6,881.62
2015	20.205	CLACKAMAS COUNTY	08/27/14	5,154.43
2015	20.205	CLACKAMAS COUNTY	09/25/14	216,328.14
2015	20.205	CLACKAMAS COUNTY	10/21/14	118,882.39
2015	20.205	CLACKAMAS COUNTY	11/18/14	2,028.07
2015	20.205	CLACKAMAS COUNTY	12/16/14	1,001,215.59
2015	20.205	CLACKAMAS COUNTY	01/02/15	201,060.13
2015	20.205	CLACKAMAS COUNTY	01/06/15	2,305.62
2015	20.205	CLACKAMAS COUNTY	01/15/15	3,411.16
2015	20.205	CLACKAMAS COUNTY	02/05/15	1,099.91
2015	20.205	CLACKAMAS COUNTY	04/20/15	220,069.54
2015	20.205	CLACKAMAS COUNTY	05/04/15	5,471.12
2015	20.205	CLACKAMAS COUNTY	05/19/15	62,815.91
2015	20.205	CLACKAMAS COUNTY	07/30/15	40,898.75
2015	20.205	CLACKAMAS COUNTY	08/03/15	50,467.50
2015	20.205	CLACKAMAS COUNTY	08/06/15	12,267.80
2015	20.205	CLACKAMAS COUNTY	08/07/15	70,795.25
2015	20.205	CLATSOP COUNTY	04/06/15	106,971.64
2015	20.205	COLUMBIA COUNTY	02/17/15	3,896.45
2015	20.205	COLUMBIA COUNTY	02/23/15	3,212.10
2015	20.205	COMMUNITY CONNECTION OF NE OR	09/04/14	20,638.00
2015	20.205	COMMUNITY CONNECTION OF NE OR	11/26/14	4,748.00

2015	20.205	COMMUNITY CONNECTION OF NE OR	02/10/15	7,641.00
2015	20.205	COMMUNITY CONNECTION OF NE OR	07/08/15	14,124.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	08/12/14	13,318.31
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	08/25/14	2,483.06
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	09/11/14	3,022.32
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	09/17/14	17,830.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	09/18/14	7,286.53
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	10/06/14	1,115.97
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	10/22/14	8,111.21
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	10/31/14	20,677.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	11/14/14	17,830.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	11/19/14	16,582.96
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	12/16/14	8,915.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	01/08/15	15,018.33
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	01/21/15	29,592.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	01/30/15	14,868.72
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	02/02/15	1,703.55
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	02/09/15	8,915.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	03/06/15	8,251.08
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	03/16/15	6,134.46
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	03/23/15	8,915.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	04/27/15	52,993.84
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	05/26/15	6,655.03
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	06/05/15	2,280.76
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	06/15/15	8,915.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	06/19/15	4,862.89
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	07/10/15	17,830.00
2015	20.205	COMMUTE OPTIONS FOR CENTRAL OREGON	07/28/15	17,169.61
2015	20.205	CORVALLIS SCHOOL DISTRICT 509J	09/15/14	9,964.49
2015	20.205	CORVALLIS SCHOOL DISTRICT 509J	11/24/14	14,484.71
2015	20.205	CORVALLIS SCHOOL DISTRICT 509J	03/16/15	8,358.41
2015	20.205	COWLITZ-WAHKIAKUM COUNCIL	08/20/14	399.97
2015	20.205	COWLITZ-WAHKIAKUM COUNCIL	06/09/15	399.97
2015	20.205	CURRY COUNTY	11/20/14	647,755.33
2015	20.205	DOUGLAS COUNTY	03/23/15	4,735.46
2015	20.205	JEFFERSON COUNTY	12/12/14	12,624.94
2015	20.205	JEFFERSON COUNTY	03/20/15	1,345.07
2015	20.205	JEFFERSON COUNTY	05/19/15	586.69
2015	20.205	JOSPHINE COUNTY	01/15/15	9,416.27
2015	20.205	LANE COUNCIL OF GOVERNMENTS	08/11/14	123,437.85
2015	20.205	LANE COUNCIL OF GOVERNMENTS	08/13/14	133,616.33
2015	20.205	LANE COUNCIL OF GOVERNMENTS	09/11/14	39,006.00
2015	20.205	LANE COUNCIL OF GOVERNMENTS	10/02/14	131,348.21
2015	20.205	LANE COUNCIL OF GOVERNMENTS	10/20/14	21,103.31
2015	20.205	LANE COUNCIL OF GOVERNMENTS	01/14/15	73,917.72
2015	20.205	LANE COUNCIL OF GOVERNMENTS	01/16/15	554.75
2015	20.205	LANE COUNCIL OF GOVERNMENTS	02/09/15	18,415.37
2015	20.205	LANE COUNCIL OF GOVERNMENTS	02/12/15	83,374.29
2015	20.205	LANE COUNCIL OF GOVERNMENTS	03/06/15	35,414.84
2015	20.205	LANE COUNCIL OF GOVERNMENTS	06/04/15	216,020.96
2015	20.205	LANE COUNCIL OF GOVERNMENTS	07/02/15	18,194.20

2015	20.205	LANE COUNCIL OF GOVERNMENTS	08/06/15	13,023.99
2015	20.205	LANE COUNCIL OF GOVERNMENTS	08/10/15	47,731.99
2015	20.205	LANE COUNTY	09/15/14	9,280.62
2015	20.205	LANE COUNTY	09/30/14	14,028.16
2015	20.205	LANE COUNTY	10/29/14	24,268.51
2015	20.205	LANE COUNTY	11/13/14	29,472.47
2015	20.205	LANE COUNTY	12/03/14	27,280.84
2015	20.205	LANE COUNTY	12/08/14	18,581.39
2015	20.205	LANE COUNTY	01/02/15	36,496.89
2015	20.205	LANE COUNTY	01/21/15	53,548.36
2015	20.205	LANE COUNTY	02/02/15	33,975.33
2015	20.205	LANE COUNTY	02/06/15	22,026.58
2015	20.205	LANE COUNTY	02/26/15	13,780.29
2015	20.205	LANE COUNTY	03/02/15	23,495.33
2015	20.205	LANE COUNTY	03/24/15	20,226.99
2015	20.205	LANE COUNTY	04/06/15	28,788.34
2015	20.205	LANE COUNTY	04/13/15	26,052.04
2015	20.205	LANE COUNTY	04/16/15	26,148.48
2015	20.205	LANE COUNTY	04/20/15	856.54
2015	20.205	LANE COUNTY	06/11/15	42,459.29
2015	20.205	LANE COUNTY	06/15/15	7,490.34
2015	20.205	LANE COUNTY	06/30/15	3,785.43
2015	20.205	LANE COUNTY	07/08/15	33,125.77
2015	20.205	LANE COUNTY	07/22/15	12,878.48
2015	20.205	LANE COUNTY	07/30/15	15,313.41
2015	20.205	LANE COUNTY	08/03/15	49,546.30
2015	20.205	LANE TRANSIT DISTRICT	11/03/14	19,899.95
2015	20.205	LANE TRANSIT DISTRICT	11/18/14	8,503.00
2015	20.205	LANE TRANSIT DISTRICT	12/12/14	14,396.15
2015	20.205	LANE TRANSIT DISTRICT	03/16/15	14,621.14
2015	20.205	LANE TRANSIT DISTRICT	05/04/15	24,759.00
2015	20.205	LANE TRANSIT DISTRICT	06/30/15	12,619.00
2015	20.205	LANE TRANSIT DISTRICT	07/28/15	7,291.55
2015	20.205	LINN COUNTY	08/22/14	36,505.64
2015	20.205	LINN COUNTY	11/19/14	767,045.04
2015	20.205	LINN COUNTY	01/30/15	312,375.96
2015	20.205	LINN COUNTY	02/02/15	11,648.42
2015	20.205	LINN COUNTY	02/09/15	21,934.61
2015	20.205	LINN COUNTY	03/02/15	11,235.21
2015	20.205	LINN COUNTY	03/03/15	300,368.94
2015	20.205	LINN COUNTY	04/13/15	45,131.43
2015	20.205	LINN COUNTY	05/07/15	117,909.06
2015	20.205	LINN COUNTY	05/28/15	9,279.32
2015	20.205	LINN COUNTY	06/24/15	26,793.61
2015	20.205	LINN COUNTY	06/25/15	9,122.34
2015	20.205	LINN COUNTY	07/01/15	75.81
2015	20.205	LINN COUNTY	07/22/15	6,192.59
2015	20.205	MARION COUNTY	08/11/14	99,721.15
2015	20.205	MARION COUNTY	08/14/14	275,327.59
2015	20.205	MARION COUNTY	08/19/14	7,717.60
2015	20.205	MARION COUNTY	09/11/14	308.40

2015	20.205	MARION COUNTY	09/17/14	176,891.74
2015	20.205	MARION COUNTY	09/30/14	10,776.21
2015	20.205	MARION COUNTY	10/06/14	164,711.14
2015	20.205	MARION COUNTY	10/21/14	483,336.32
2015	20.205	MARION COUNTY	11/10/14	195,696.03
2015	20.205	MARION COUNTY	11/17/14	35,466.47
2015	20.205	MARION COUNTY	11/21/14	344,485.22
2015	20.205	MARION COUNTY	12/03/14	37,943.64
2015	20.205	MARION COUNTY	12/23/14	44,040.32
2015	20.205	MARION COUNTY	01/08/15	64,495.06
2015	20.205	MARION COUNTY	01/14/15	462.60
2015	20.205	MARION COUNTY	01/16/15	17,165.84
2015	20.205	MARION COUNTY	01/30/15	3,006.90
2015	20.205	MARION COUNTY	02/06/15	242,923.69
2015	20.205	MARION COUNTY	02/13/15	17,340.33
2015	20.205	MARION COUNTY	02/27/15	17,675.36
2015	20.205	MARION COUNTY	03/12/15	39,533.53
2015	20.205	MARION COUNTY	03/16/15	1,310.70
2015	20.205	MARION COUNTY	03/23/15	45,564.98
2015	20.205	MARION COUNTY	04/03/15	4,505.50
2015	20.205	MARION COUNTY	04/13/15	214.03
2015	20.205	MARION COUNTY	04/15/15	2,070.35
2015	20.205	MARION COUNTY	04/21/15	4,713.45
2015	20.205	MARION COUNTY	05/15/15	898.02
2015	20.205	MARION COUNTY	05/20/15	46,047.80
2015	20.205	MARION COUNTY	06/24/15	53,466.28
2015	20.205	MARION COUNTY	07/09/15	3,284.22
2015	20.205	MARION COUNTY	07/22/15	8,827.95
2015	20.205	MARION COUNTY	08/03/15	109,281.02
2015	20.205	MARION COUNTY	08/06/15	21,587.47
2015	20.205	MARION COUNTY	08/10/15	3,516.29
2015	20.205	METRO	08/18/14	297,080.06
2015	20.205	METRO	08/20/14	14,798.00
2015	20.205	METRO	09/09/14	52,165.30
2015	20.205	METRO	09/11/14	198,201.18
2015	20.205	METRO	09/25/14	6,019.19
2015	20.205	METRO	10/30/14	37,176.00
2015	20.205	METRO	12/09/14	10,874.00
2015	20.205	METRO	12/24/14	791,137.39
2015	20.205	METRO	01/02/15	12,760.00
2015	20.205	METRO	01/07/15	319,725.79
2015	20.205	METRO	02/24/15	273,789.51
2015	20.205	METRO	03/16/15	5,900.00
2015	20.205	METRO	03/27/15	503,802.09
2015	20.205	METRO	03/30/15	58,427.12
2015	20.205	METRO	06/01/15	612,948.98
2015	20.205	METRO	06/17/15	47,452.00
2015	20.205	METRO	06/23/15	403,569.40
2015	20.205	METRO	07/02/15	288,956.90
2015	20.205	MID-COLUMBIA ECONOMIC DEVELOPMENT	11/06/14	472.00
2015	20.205	MID-COLUMBIA ECONOMIC DEVELOPMENT	01/28/15	2,691.00

2015	20.205	MID-COLUMBIA ECONOMIC DEVELOPMENT	04/30/15	1,438.00
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	08/15/14	65,467.05
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	09/15/14	58,527.12
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	10/30/14	66,622.31
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	11/13/14	60,924.81
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	01/14/15	58,587.42
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	01/16/15	55,430.23
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	02/12/15	123,948.75
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	03/12/15	67,926.96
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	04/13/15	63,322.58
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	05/20/15	70,404.77
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	06/26/15	95,646.93
2015	20.205	MID-WILLAMETTE VALLEY COUNCIL	07/20/15	92,296.29
2015	20.205	MULTNOMAH COUNTY	07/07/14	137,863.33
2015	20.205	MULTNOMAH COUNTY	08/19/14	184,604.92
2015	20.205	MULTNOMAH COUNTY	08/25/14	7,638.82
2015	20.205	MULTNOMAH COUNTY	09/09/14	12,662.93
2015	20.205	MULTNOMAH COUNTY	09/15/14	14,626.58
2015	20.205	MULTNOMAH COUNTY	09/23/14	87,810.11
2015	20.205	MULTNOMAH COUNTY	10/01/14	1,992.87
2015	20.205	MULTNOMAH COUNTY	10/09/14	4,319,398.05
2015	20.205	MULTNOMAH COUNTY	10/23/14	36,375.52
2015	20.205	MULTNOMAH COUNTY	11/19/14	12,288.83
2015	20.205	MULTNOMAH COUNTY	11/24/14	8,800.29
2015	20.205	MULTNOMAH COUNTY	12/03/14	204,066.89
2015	20.205	MULTNOMAH COUNTY	12/16/14	14,075.30
2015	20.205	MULTNOMAH COUNTY	12/17/14	9,251.36
2015	20.205	MULTNOMAH COUNTY	01/07/15	51,654.08
2015	20.205	MULTNOMAH COUNTY	01/08/15	33,420.43
2015	20.205	MULTNOMAH COUNTY	01/14/15	23,705.23
2015	20.205	MULTNOMAH COUNTY	01/16/15	327,179.20
2015	20.205	MULTNOMAH COUNTY	01/21/15	38,782.00
2015	20.205	MULTNOMAH COUNTY	01/30/15	23,994.62
2015	20.205	MULTNOMAH COUNTY	02/26/15	23,318.18
2015	20.205	MULTNOMAH COUNTY	03/16/15	2,689.61
2015	20.205	MULTNOMAH COUNTY	03/31/15	3,846.96
2015	20.205	MULTNOMAH COUNTY	04/06/15	60,922.11
2015	20.205	MULTNOMAH COUNTY	04/08/15	97,701.70
2015	20.205	MULTNOMAH COUNTY	04/14/15	91,969.72
2015	20.205	MULTNOMAH COUNTY	05/01/15	51,547.88
2015	20.205	MULTNOMAH COUNTY	05/06/15	81,980.50
2015	20.205	MULTNOMAH COUNTY	05/12/15	2,132.35
2015	20.205	MULTNOMAH COUNTY	07/20/15	3,581.82
2015	20.205	OAKLAND SCHOOL DISTRICT 1	09/08/14	6,452.65
2015	20.205	OAKLAND SCHOOL DISTRICT 1	12/01/14	4,081.89
2015	20.205	OAKLAND SCHOOL DISTRICT 1	03/09/15	7,384.06
2015	20.205	OAKLAND SCHOOL DISTRICT 1	06/01/15	5,761.46
2015	20.205	OREGON CASCADES WEST COUNCIL	08/20/14	30,883.00
2015	20.205	OREGON CASCADES WEST COUNCIL	08/25/14	50,668.41
2015	20.205	OREGON CASCADES WEST COUNCIL	09/23/14	30,633.74
2015	20.205	OREGON CASCADES WEST COUNCIL	11/21/14	4,808.30

2015	20.205	OREGON CASCADES WEST COUNCIL	11/25/14	63,252.10
2015	20.205	OREGON CASCADES WEST COUNCIL	11/26/14	26,914.00
2015	20.205	OREGON CASCADES WEST COUNCIL	02/11/15	4,026.28
2015	20.205	OREGON CASCADES WEST COUNCIL	03/02/15	20,980.00
2015	20.205	OREGON CASCADES WEST COUNCIL	05/01/15	154,259.42
2015	20.205	OREGON CASCADES WEST COUNCIL	05/15/15	5,039.09
2015	20.205	OREGON CASCADES WEST COUNCIL	05/19/15	23,903.00
2015	20.205	OREGON CASCADES WEST COUNCIL	07/31/15	5,994.53
2015	20.205	OREGON PUBLIC PURCHASING ASSOCIATION	09/08/14	1,794.08
2015	20.205	OREGON PUBLIC PURCHASING ASSOCIATION	11/19/14	1,712.81
2015	20.205	OREGON PUBLIC PURCHASING ASSOCIATION	07/20/15	1,628.93
2015	20.205	OREGON PUBLIC PURCHASING ASSOCIATION	07/30/15	(1,628.93)
2015	20.205	OREGON STATE UNIVERSITY	03/10/15	109,265.61
2015	20.205	OREGON STATE UNIVERSITY	04/08/15	9,985.15
2015	20.205	OREGON STATE UNIVERSITY	05/15/15	37,351.95
2015	20.205	OREGON STATE UNIVERSITY	06/08/15	3,110.93
2015	20.205	OREGON STATE UNIVERSITY	06/11/15	10,724.52
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	08/26/14	23,281.59
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	09/08/14	54,287.16
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	09/12/14	1,661.11
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	09/17/14	12,250.00
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	10/01/14	36,932.15
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	10/30/14	35,271.20
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	11/25/14	39,585.32
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	12/19/14	9,919.69
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	01/05/15	11,974.90
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	01/08/15	19,291.95
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	01/27/15	27,113.70
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	03/19/15	60,929.67
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	04/13/15	9,444.62
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	05/01/15	28,564.18
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	06/04/15	32,126.36
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	06/29/15	15,281.92
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	06/30/15	15,521.71
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	07/02/15	14,049.95
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	08/12/15	16,151.40
2015	20.205	ROGUE VALLEY COUNCIL OF GOVERNMENTS	08/13/15	43,979.64
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	09/08/14	11,698.15
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	12/01/14	17,986.00
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	02/18/15	5,044.00
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	02/23/15	57,794.73
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	03/03/15	-
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	03/11/15	9,275.43
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	05/06/15	22,469.29
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	05/08/15	23,030.00
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	07/21/15	27,408.21
2015	20.205	ROGUE VALLEY TRANSPORTATION DISTRICT	08/13/15	2,940.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	08/25/14	43,866.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	09/05/14	24,740.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	11/24/14	56,897.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	12/29/14	25,677.00

2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	03/05/15	76,698.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	05/29/15	55,468.00
2015	20.205	SALEM AREA MASS TRANSIT DISTRICT	06/01/15	37,235.00
2015	20.205	SUNSET EMPIRE TRANSPORTATION DISTRICT	08/26/14	15,546.00
2015	20.205	SUNSET EMPIRE TRANSPORTATION DISTRICT	12/03/14	17,366.00
2015	20.205	SUNSET EMPIRE TRANSPORTATION DISTRICT	03/30/15	8,858.00
2015	20.205	SUNSET EMPIRE TRANSPORTATION DISTRICT	06/22/15	15,366.00
2015	20.205	TILLAMOOK COUNTY	05/15/15	91.52
2015	20.205	TRIMET	07/09/14	794.63
2015	20.205	TRIMET	08/19/14	2,702.88
2015	20.205	TRIMET	10/21/14	315.50
2015	20.205	TRIMET	11/19/14	939.32
2015	20.205	TRIMET	01/07/15	433.29
2015	20.205	TUALATIN HILLS PARKS & RECREATION	11/03/14	8,738.19
2015	20.205	TUALATIN HILLS PARKS & RECREATION	05/19/15	115,758.59
2015	20.205	WALLA WALLA VALLEY METROPOLITAN	12/30/14	13,594.29
2015	20.205	WALLA WALLA VALLEY METROPOLITAN	02/10/15	7,603.43
2015	20.205	WALLA WALLA VALLEY METROPOLITAN	08/05/15	2,641.96
2015	20.205	WASHINGTON COUNTY	09/30/14	528.47
2015	20.205	WASHINGTON COUNTY	10/06/14	477.33
2015	20.205	WASHINGTON COUNTY	10/15/14	74,584.28
2015	20.205	WASHINGTON COUNTY	10/28/14	12,298.15
2015	20.205	WASHINGTON COUNTY	11/05/14	189,746.89
2015	20.205	WASHINGTON COUNTY	11/24/14	170.48
2015	20.205	WASHINGTON COUNTY	01/15/15	-
2015	20.205	WASHINGTON COUNTY	01/30/15	21,478.73
2015	20.205	WASHINGTON COUNTY	02/20/15	1,390,755.21
2015	20.205	WASHINGTON COUNTY	03/31/15	238.67
2015	20.205	WASHINGTON COUNTY	05/05/15	427,840.58
2015	20.205	WASHINGTON COUNTY	05/12/15	20,757.94
2015	20.205	WASHINGTON COUNTY	06/05/15	117,736.75
2015	20.205	WASHINGTON COUNTY	08/10/15	7,763.33
2015	20.218	CITY OF ASTORIA	08/13/14	3,245.25
2015	20.218	CITY OF ASTORIA	09/23/14	2,217.58
2015	20.218	CITY OF ASTORIA	11/10/14	2,044.83
2015	20.218	CITY OF ASTORIA	11/17/14	1,786.14
2015	20.218	CITY OF ASTORIA	12/16/14	2,219.19
2015	20.218	CITY OF ASTORIA	01/20/15	1,160.76
2015	20.218	CITY OF ASTORIA	02/04/15	3,891.74
2015	20.218	CITY OF BEAVERTON	08/06/14	1,266.57
2015	20.218	CITY OF BEAVERTON	12/29/14	12,828.86
2015	20.218	CITY OF BEAVERTON	02/26/15	3,244.77
2015	20.218	CITY OF COBURG	08/06/14	460.80
2015	20.218	CITY OF COBURG	12/16/14	422.14
2015	20.218	CITY OF COLUMBIA CITY	08/13/14	3,119.27
2015	20.218	CITY OF COLUMBIA CITY	09/23/14	5,407.25
2015	20.218	CITY OF COLUMBIA CITY	11/26/14	3,491.49
2015	20.218	CITY OF COLUMBIA CITY	01/14/15	2,002.81
2015	20.218	CITY OF COLUMBIA CITY	01/30/15	2,691.49
2015	20.218	CITY OF COLUMBIA CITY	02/05/15	783.71
2015	20.218	CITY OF COLUMBIA CITY	02/11/15	762.45

2015	20.218	CITY OF CORNELIUS	08/25/14	184.66
2015	20.218	CITY OF DALLAS	10/24/14	3,368.93
2015	20.218	CITY OF DALLAS	11/17/14	242.00
2015	20.218	CITY OF EUGENE	12/12/14	20,039.46
2015	20.218	CITY OF EUGENE	02/02/15	16,039.74
2015	20.218	CITY OF EUGENE	02/26/15	5,840.28
2015	20.218	CITY OF PHILOMATH	08/06/14	1,858.00
2015	20.218	CITY OF PHILOMATH	01/06/15	3,683.44
2015	20.218	CITY OF PORTLAND	08/06/14	47,377.06
2015	20.218	CITY OF PORTLAND	12/12/14	30,399.72
2015	20.218	CITY OF PORTLAND	02/11/15	10,297.81
2015	20.218	CITY OF RAINIER	01/20/15	1,474.94
2015	20.218	CITY OF RAINIER	03/09/15	777.70
2015	20.218	CITY OF REEDSPORT	10/15/14	240.64
2015	20.218	CITY OF SALEM	09/09/14	3,404.28
2015	20.218	CITY OF SALEM	11/04/14	3,950.46
2015	20.218	CITY OF SALEM	12/29/14	7,415.32
2015	20.218	CITY OF SALEM	02/03/15	5,361.83
2015	20.218	CITY OF SALEM	02/11/15	3,697.96
2015	20.218	CITY OF SANDY	08/19/14	1,243.70
2015	20.218	CITY OF SANDY	11/18/14	2,710.00
2015	20.218	CITY OF STANFIELD	02/11/15	5,519.09
2015	20.218	CLACKAMAS COUNTY	09/17/14	8,796.71
2015	20.218	CLACKAMAS COUNTY	11/10/14	11,298.29
2015	20.218	CLACKAMAS COUNTY	12/11/14	14,767.51
2015	20.218	CLACKAMAS COUNTY	12/29/14	4,818.20
2015	20.218	CLACKAMAS COUNTY	01/15/15	6,154.86
2015	20.218	CLACKAMAS COUNTY	01/21/15	3,641.39
2015	20.218	JACKSON COUNTY	09/23/14	10,749.68
2015	20.218	JACKSON COUNTY	12/08/14	4,031.87
2015	20.218	JACKSON COUNTY	01/06/15	340.91
2015	20.218	JACKSON COUNTY	01/26/15	1,203.34
2015	20.218	JACKSON COUNTY	02/05/15	2,668.49
2015	20.218	MARION COUNTY	08/14/14	28,719.00
2015	20.218	MARION COUNTY	08/19/14	1,298.00
2015	20.218	MARION COUNTY	08/26/14	3,608.83
2015	20.218	MARION COUNTY	09/12/14	-
2015	20.218	MARION COUNTY	09/23/14	4,381.89
2015	20.218	MARION COUNTY	11/04/14	3,390.10
2015	20.218	MARION COUNTY	11/24/14	1,774.00
2015	20.218	MULTNOMAH COUNTY	08/13/14	12,095.47
2015	20.218	MULTNOMAH COUNTY	12/29/14	27,227.44
2015	20.218	MULTNOMAH COUNTY	01/20/15	3,410.75
2015	20.218	MULTNOMAH COUNTY	02/11/15	9,737.78
2015	20.218	UMATILLA COUNTY	01/16/15	587.20
2015	20.218	WASHINGTON COUNTY	11/04/14	18,814.55
2015	20.218	WASHINGTON COUNTY	01/20/15	7,205.86
2015	20.218	WASHINGTON COUNTY	02/26/15	3,330.66
2015	20.218	WASHINGTON COUNTY	03/09/15	2,945.11
2015	20.319	PORTLAND DEVELOPMENT COMMISSION	11/14/14	107,240.63
2015	20.319	PORTLAND DEVELOPMENT COMMISSION	03/05/15	451,717.04

2015	20.319	PORTLAND DEVELOPMENT COMMISSION	05/20/15	343,258.34
2015	20.500	CITY OF ALBANY	04/21/15	311,250.00
2015	20.500	CITY OF WOODBURN	02/26/15	37,657.00
2015	20.500	CITY OF WOODBURN	03/18/15	322,563.00
2015	20.500	COLUMBIA COUNTY	06/18/15	58,182.00
2015	20.500	COMMUNITY CONNECTION OF NE OR	09/19/14	55,967.00
2015	20.500	MALHEUR COUNTY	08/11/14	49,330.00
2015	20.500	SUNSET EMPIRE TRANSPORTATION DISTRICT	12/03/14	1,873.00
2015	20.505	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	02/24/15	8,794.00
2015	20.505	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	05/27/15	13,989.00
2015	20.505	CLACKAMAS COUNTY	08/14/15	12,658.00
2015	20.505	LANE TRANSIT DISTRICT	06/30/15	2,719.00
2015	20.505	OREGON STATE UNIVERSITY	02/24/15	2,194.00
2015	20.505	OREGON STATE UNIVERSITY	04/07/15	8,130.00
2015	20.505	OREGON STATE UNIVERSITY	06/08/15	6,799.00
2015	20.505	ROGUE VALLEY COUNCIL OF GOVERNMENTS	10/17/14	14,157.00
2015	20.505	ROGUE VALLEY COUNCIL OF GOVERNMENTS	01/13/15	6,828.00
2015	20.505	ROGUE VALLEY TRANSPORTATION DISTRICT	02/18/15	12,441.00
2015	20.505	ROGUE VALLEY TRANSPORTATION DISTRICT	05/13/15	10,757.00
2015	20.505	SOUTH CLACKAMAS TRANSPORTATION DISTRICT	04/23/15	1,957.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	09/23/14	8,500.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	12/18/14	2,359.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	01/09/15	14,902.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	03/16/15	12,871.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	04/06/15	3,371.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	04/13/15	14,863.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	05/18/15	1,711.00
2015	20.509	ASSOCIATION OF OREGON COUNTIES	06/18/15	4,269.00
2015	20.509	BASIN TRANSIT SERVICE	11/10/14	252,881.00
2015	20.509	BASIN TRANSIT SERVICE	03/23/15	241,909.00
2015	20.509	BASIN TRANSIT SERVICE	05/11/15	38,856.00
2015	20.509	BENTON COUNTY	11/18/14	102,361.00
2015	20.509	BENTON COUNTY	02/26/15	45,452.00
2015	20.509	BENTON COUNTY	05/19/15	23,645.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	08/26/14	33,039.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	09/03/14	19,781.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	11/24/14	43,964.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	11/28/14	138,666.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	02/18/15	199,568.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	05/27/15	37,561.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	06/02/15	171,472.00
2015	20.509	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	08/14/15	168,976.00
2015	20.509	CITY OF CANBY	12/08/14	121,154.00
2015	20.509	CITY OF CANBY	02/26/15	119,349.00
2015	20.509	CITY OF CANBY	05/19/15	83,077.00
2015	20.509	CITY OF COTTAGE GROVE	10/20/14	68,055.00
2015	20.509	CITY OF COTTAGE GROVE	01/22/15	62,033.00
2015	20.509	CITY OF LEBANON	11/06/14	37,121.00
2015	20.509	CITY OF LEBANON	03/02/15	36,881.00
2015	20.509	CITY OF LEBANON	05/19/15	30,396.00
2015	20.509	CITY OF PENDLETON	12/31/14	19,068.00

2015	20.509	CITY OF PENDLETON	02/13/15	14,595.00
2015	20.509	CITY OF PENDLETON	04/30/15	14,422.00
2015	20.509	CITY OF SANDY	08/20/14	74,691.00
2015	20.509	CITY OF SANDY	12/08/14	136,678.00
2015	20.509	CITY OF SANDY	02/26/15	137,699.00
2015	20.509	CITY OF SANDY	05/19/15	131,199.00
2015	20.509	CITY OF SILVERTON	08/25/14	11,919.00
2015	20.509	CITY OF SILVERTON	11/25/14	16,328.00
2015	20.509	CITY OF SILVERTON	02/03/15	12,784.00
2015	20.509	CITY OF SILVERTON	05/11/15	10,768.00
2015	20.509	CITY OF SILVERTON	08/13/15	12,774.00
2015	20.509	CITY OF SWEET HOME	08/20/14	11,727.00
2015	20.509	CITY OF SWEET HOME	10/20/14	17,905.00
2015	20.509	CITY OF SWEET HOME	01/22/15	21,690.00
2015	20.509	CITY OF SWEET HOME	04/28/15	23,849.00
2015	20.509	CITY OF WOODBURN	08/20/14	85,626.00
2015	20.509	CITY OF WOODBURN	09/29/14	4,555.00
2015	20.509	CITY OF WOODBURN	11/14/14	86,151.00
2015	20.509	CITY OF WOODBURN	02/26/15	32,426.00
2015	20.509	CITY OF WOODBURN	03/18/15	14,705.00
2015	20.509	CITY OF WOODBURN	05/28/15	58,041.00
2015	20.509	CLACKAMAS COUNTY	08/27/14	25,443.00
2015	20.509	CLACKAMAS COUNTY	12/09/14	30,076.00
2015	20.509	CLACKAMAS COUNTY	02/24/15	24,677.00
2015	20.509	CLACKAMAS COUNTY	07/09/15	25,593.00
2015	20.509	CLACKAMAS COUNTY	08/14/15	20,227.00
2015	20.509	COLUMBIA COUNTY	08/11/14	170,258.00
2015	20.509	COLUMBIA COUNTY	12/04/14	74,490.00
2015	20.509	COLUMBIA COUNTY	02/03/15	117,014.00
2015	20.509	COLUMBIA COUNTY	05/18/15	106,352.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	09/04/14	90,366.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	12/29/14	11,139.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	01/07/15	179,001.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	04/02/15	9,118.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	04/06/15	163,630.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	06/02/15	62,644.00
2015	20.509	COMMUNITY CONNECTION OF NE OR	06/11/15	8,794.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	08/27/14	46,128.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	12/11/14	29,467.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	12/31/14	51,903.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	03/02/15	104,202.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	03/23/15	39,604.00
2015	20.509	CONFEDERATED TRIBES OF THE UMATILLA	06/02/15	29,854.00
2015	20.509	COOS COUNTY AREA TRANSIT	09/19/14	81,149.00
2015	20.509	COOS COUNTY AREA TRANSIT	11/24/14	39,076.00
2015	20.509	COOS COUNTY AREA TRANSIT	02/13/15	41,533.00
2015	20.509	COOS COUNTY AREA TRANSIT	08/06/15	45,029.00
2015	20.509	CURRY COUNTY	11/04/14	35,434.00
2015	20.509	CURRY COUNTY	02/18/15	42,982.00
2015	20.509	CURRY COUNTY	05/29/15	36,625.00
2015	20.509	CURRY COUNTY	07/29/15	52,959.00

2015	20.509	DOUGLAS COUNTY	09/05/14	88,629.00
2015	20.509	DOUGLAS COUNTY	06/19/15	115,349.00
2015	20.509	DOUGLAS COUNTY	07/07/15	101,271.00
2015	20.509	GRANT COUNTY TRANSPORTATION DISTRICT	09/04/14	6,230.00
2015	20.509	GRANT COUNTY TRANSPORTATION DISTRICT	03/23/15	35,068.00
2015	20.509	HARNEY COUNTY	11/18/14	23,707.00
2015	20.509	HARNEY COUNTY	01/21/15	32,408.00
2015	20.509	HARNEY COUNTY	04/21/15	36,161.00
2015	20.509	HARNEY COUNTY	07/14/15	36,231.00
2015	20.509	HOOD RIVER COUNTY TRANS DISTRICT	08/20/14	57,214.00
2015	20.509	HOOD RIVER COUNTY TRANS DISTRICT	11/19/14	63,129.00
2015	20.509	HOOD RIVER COUNTY TRANS DISTRICT	02/24/15	63,817.00
2015	20.509	HOOD RIVER COUNTY TRANS DISTRICT	04/30/15	42,122.00
2015	20.509	JOSPHINE COUNTY	08/26/14	14,168.00
2015	20.509	JOSPHINE COUNTY	11/26/14	16,278.00
2015	20.509	JOSPHINE COUNTY	03/03/15	20,438.00
2015	20.509	LANE TRANSIT DISTRICT	08/25/14	25,921.00
2015	20.509	LANE TRANSIT DISTRICT	11/18/14	42,203.00
2015	20.509	LANE TRANSIT DISTRICT	04/23/15	43,098.00
2015	20.509	LANE TRANSIT DISTRICT	06/30/15	39,454.00
2015	20.509	LINCOLN COUNTY	11/24/14	207,373.00
2015	20.509	LINCOLN COUNTY	02/03/15	239,894.00
2015	20.509	LINCOLN COUNTY	05/11/15	50,479.00
2015	20.509	LINN COUNTY	11/25/14	29,845.00
2015	20.509	LINN COUNTY	02/24/15	39,415.00
2015	20.509	LINN COUNTY	05/13/15	40,350.00
2015	20.509	LINN COUNTY	08/13/15	7,882.00
2015	20.509	MALHEUR COUNTY	08/20/14	55,650.00
2015	20.509	MALHEUR COUNTY	12/11/14	42,709.00
2015	20.509	MALHEUR COUNTY	04/21/15	44,358.00
2015	20.509	MALHEUR COUNTY	07/08/15	39,705.00
2015	20.509	MID-COLUMBIA COUNCIL OF GOVERNMENTS	08/26/14	7,673.00
2015	20.509	MID-COLUMBIA COUNCIL OF GOVERNMENTS	12/04/14	51,139.00
2015	20.509	MID-COLUMBIA COUNCIL OF GOVERNMENTS	02/13/15	39,685.00
2015	20.509	MID-COLUMBIA COUNCIL OF GOVERNMENTS	05/12/15	36,676.00
2015	20.509	MID-COLUMBIA COUNCIL OF GOVERNMENTS	08/06/15	16,142.00
2015	20.509	MTR WESTERN	12/09/14	683.00
2015	20.509	MTR WESTERN	01/26/15	19,125.00
2015	20.509	MTR WESTERN	04/07/15	21,986.00
2015	20.509	MTR WESTERN	04/14/15	10,935.00
2015	20.509	MTR WESTERN	06/24/15	10,035.00
2015	20.509	OREGON STATE UNIVERSITY	08/21/14	18,101.00
2015	20.509	OREGON STATE UNIVERSITY	10/31/14	17,998.00
2015	20.509	OREGON STATE UNIVERSITY	12/09/14	14,696.00
2015	20.509	OREGON STATE UNIVERSITY	01/06/15	4,904.00
2015	20.509	OREGON STATE UNIVERSITY	01/16/15	8,471.00
2015	20.509	OREGON STATE UNIVERSITY	02/24/15	2,443.00
2015	20.509	OREGON STATE UNIVERSITY	06/08/15	280.00
2015	20.509	RIDE CONNECTION	09/02/14	53,350.00
2015	20.509	RIDE CONNECTION	12/01/14	68,979.00
2015	20.509	RIDE CONNECTION	02/18/15	68,263.00

2015	20.509	RIDE CONNECTION	06/02/15	65,401.00
2015	20.509	SALEM AREA MASS TRANSIT DISTRICT	08/25/14	46,500.00
2015	20.509	SALEM AREA MASS TRANSIT DISTRICT	11/24/14	51,519.00
2015	20.509	SALEM AREA MASS TRANSIT DISTRICT	02/26/15	88,545.00
2015	20.509	SALEM AREA MASS TRANSIT DISTRICT	06/03/15	97,431.00
2015	20.509	SOUTH CLACKAMAS TRANSPORTATION DISTRICT	11/06/14	105,294.00
2015	20.509	SOUTH CLACKAMAS TRANSPORTATION DISTRICT	02/13/15	94,312.00
2015	20.509	SOUTH CLACKAMAS TRANSPORTATION DISTRICT	04/23/15	78,189.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	08/26/14	29,809.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	09/19/14	8,139.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	12/03/14	138,851.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	03/30/15	136,071.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	06/18/15	114,597.00
2015	20.509	SUNSET EMPIRE TRANSPORTATION DISTRICT	06/22/15	27,995.00
2015	20.509	TAC TRANSPORTATION	08/21/14	19,786.00
2015	20.509	TAC TRANSPORTATION	09/29/14	18,523.00
2015	20.509	TAC TRANSPORTATION	10/08/14	20,286.00
2015	20.509	TAC TRANSPORTATION	10/14/14	21,624.00
2015	20.509	TAC TRANSPORTATION	11/10/14	21,613.00
2015	20.509	TAC TRANSPORTATION	12/09/14	19,218.00
2015	20.509	TAC TRANSPORTATION	01/13/15	14,503.00
2015	20.509	TAC TRANSPORTATION	01/21/15	2,109.00
2015	20.509	TAC TRANSPORTATION	02/19/15	10,476.00
2015	20.509	TAC TRANSPORTATION	02/20/15	10,732.00
2015	20.509	TAC TRANSPORTATION	04/02/15	21,416.00
2015	20.509	TAC TRANSPORTATION	04/07/15	23,362.00
2015	20.509	TAC TRANSPORTATION	04/14/15	3,296.00
2015	20.509	TAC TRANSPORTATION	05/11/15	21,149.00
2015	20.509	TAC TRANSPORTATION	06/03/15	22,725.00
2015	20.509	TAC TRANSPORTATION	07/06/15	20,225.00
2015	20.509	TAC TRANSPORTATION	07/07/15	1,256.00
2015	20.509	THE KLAMATH TRIBES	11/12/14	10,469.00
2015	20.509	THE KLAMATH TRIBES	06/09/15	2,475.00
2015	20.509	THE SHUTTLE	08/20/14	29,997.00
2015	20.509	THE SHUTTLE	09/03/14	28,114.00
2015	20.509	THE SHUTTLE	10/20/14	31,086.00
2015	20.509	THE SHUTTLE	11/07/14	29,726.00
2015	20.509	THE SHUTTLE	12/09/14	32,121.00
2015	20.509	THE SHUTTLE	01/13/15	28,381.00
2015	20.509	THE SHUTTLE	02/02/15	28,193.00
2015	20.509	THE SHUTTLE	03/06/15	33,807.00
2015	20.509	THE SHUTTLE	04/02/15	29,721.00
2015	20.509	THE SHUTTLE	04/27/15	34,074.00
2015	20.509	THE SHUTTLE	06/02/15	32,452.00
2015	20.509	THE SHUTTLE	06/29/15	32,305.00
2015	20.509	THE SHUTTLE	07/29/15	29,698.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	08/20/14	58,870.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	12/09/14	68,709.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	12/11/14	186,656.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	12/31/14	8,790.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	02/24/15	135,461.00

2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	02/26/15	53,798.00
2015	20.509	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	06/22/15	42,314.00
2015	20.509	YAMHILL COUNTY	08/25/14	188,942.00
2015	20.509	YAMHILL COUNTY	12/03/14	91,957.00
2015	20.509	YAMHILL COUNTY	04/01/15	212,026.00
2015	20.509	YAMHILL COUNTY	06/04/15	236,785.00
2015	20.513	BENTON COUNTY	08/20/14	15,111.00
2015	20.513	BENTON COUNTY	08/25/14	104,709.00
2015	20.513	BENTON COUNTY	11/18/14	979.00
2015	20.513	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	08/26/14	66,695.00
2015	20.513	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	12/01/14	115,254.00
2015	20.513	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	02/23/15	120,393.00
2015	20.513	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	05/29/15	145,160.00
2015	20.513	CHAMBERLIN HOUSE	11/06/14	4,099.00
2015	20.513	CHAMBERLIN HOUSE	01/22/15	1,648.00
2015	20.513	CHAMBERLIN HOUSE	04/20/15	1,494.00
2015	20.513	CHAMBERLIN HOUSE	07/27/15	1,293.00
2015	20.513	CITY OF ALBANY	08/13/15	27,205.00
2015	20.513	CITY OF CANBY	08/20/14	15,531.00
2015	20.513	CITY OF CANBY	11/26/14	67,354.00
2015	20.513	CITY OF CANBY	02/24/15	22,744.00
2015	20.513	CITY OF CANBY	05/19/15	19,584.00
2015	20.513	CITY OF GRANTS PASS	11/26/14	38,216.00
2015	20.513	CITY OF GRANTS PASS	03/23/15	41,137.00
2015	20.513	CITY OF GRANTS PASS	06/08/15	42,864.00
2015	20.513	CITY OF GRANTS PASS	07/27/15	41,355.00
2015	20.513	CITY OF LEBANON	11/06/14	1,815.00
2015	20.513	CITY OF LEBANON	03/02/15	2,084.00
2015	20.513	CITY OF MADRAS	08/25/14	16,382.00
2015	20.513	CITY OF MADRAS	11/26/14	16,382.00
2015	20.513	CITY OF MADRAS	02/10/15	16,382.00
2015	20.513	CITY OF MADRAS	05/27/15	16,382.00
2015	20.513	CITY OF MADRAS	08/12/15	16,382.00
2015	20.513	CITY OF MILTON-FREEWATER	12/01/14	20,212.00
2015	20.513	CITY OF PENDLETON	09/04/14	31,679.00
2015	20.513	CITY OF PENDLETON	11/26/14	69,216.00
2015	20.513	CITY OF PENDLETON	04/27/15	30,401.00
2015	20.513	CITY OF PENDLETON	04/30/15	32,265.00
2015	20.513	CITY OF PRINEVILLE	08/25/14	21,842.00
2015	20.513	CITY OF PRINEVILLE	11/26/14	21,842.00
2015	20.513	CITY OF PRINEVILLE	02/19/15	21,842.00
2015	20.513	CITY OF PRINEVILLE	05/27/15	21,842.00
2015	20.513	CITY OF PRINEVILLE	08/12/15	21,848.00
2015	20.513	CITY OF REDMOND	08/26/14	43,467.00
2015	20.513	CITY OF REDMOND	11/26/14	43,467.00
2015	20.513	CITY OF REDMOND	02/13/15	43,467.00
2015	20.513	CITY OF REDMOND	05/27/15	43,467.00
2015	20.513	CITY OF REDMOND	08/12/15	43,467.00
2015	20.513	CITY OF SANDY	08/20/14	30,843.00
2015	20.513	CITY OF SANDY	12/01/14	29,103.00
2015	20.513	CITY OF SANDY	12/09/14	71,784.00

2015	20.513	CITY OF SANDY	02/24/15	11,225.00
2015	20.513	CITY OF SANDY	04/09/15	44,865.00
2015	20.513	CITY OF SANDY	05/19/15	7,471.00
2015	20.513	CITY OF SILVERTON	08/25/14	249.00
2015	20.513	CITY OF SILVERTON	11/24/14	200.00
2015	20.513	CITY OF SILVERTON	02/03/15	342.00
2015	20.513	CITY OF SILVERTON	05/11/15	1,183.00
2015	20.513	CITY OF SILVERTON	07/28/15	174.00
2015	20.513	CITY OF SISTERS	08/20/14	6,552.00
2015	20.513	CITY OF SISTERS	11/20/14	6,552.00
2015	20.513	CITY OF SISTERS	02/10/15	6,552.00
2015	20.513	CITY OF SISTERS	05/27/15	6,552.00
2015	20.513	CITY OF SISTERS	08/12/15	6,559.00
2015	20.513	CITY OF WOODBURN	08/20/14	6,073.00
2015	20.513	CITY OF WOODBURN	11/14/14	29,589.00
2015	20.513	CITY OF WOODBURN	03/18/15	25,975.00
2015	20.513	CITY OF WOODBURN	05/28/15	17,222.00
2015	20.513	CLACKAMAS COUNTY	08/27/14	1,154.00
2015	20.513	CLACKAMAS COUNTY	12/15/14	3,285.00
2015	20.513	CLACKAMAS COUNTY	02/24/15	2,940.00
2015	20.513	CLACKAMAS COUNTY	07/09/15	2,002.00
2015	20.513	CLACKAMAS COUNTY	08/14/15	3,597.00
2015	20.513	COLUMBIA COUNTY	12/04/14	24,584.00
2015	20.513	COLUMBIA COUNTY	02/03/15	33,798.00
2015	20.513	COLUMBIA COUNTY	05/18/15	45,831.00
2015	20.513	CONFEDERATED TRIBES OF GRAND RONDE	05/29/15	44,504.00
2015	20.513	CONFEDERATED TRIBES OF THE UMATILLA	08/27/14	30,352.00
2015	20.513	CONFEDERATED TRIBES OF THE UMATILLA	12/04/14	21,828.00
2015	20.513	CONFEDERATED TRIBES OF THE UMATILLA	03/23/15	143,372.00
2015	20.513	CONFEDERATED TRIBES OF THE UMATILLA	06/02/15	10,659.00
2015	20.513	CO-OPPORTUNITY	08/25/14	7,798.00
2015	20.513	COOS COUNTY	09/19/14	5,464.00
2015	20.513	COOS COUNTY	11/19/14	74,346.00
2015	20.513	COOS COUNTY	02/13/15	72,442.00
2015	20.513	COOS COUNTY	05/29/15	61,168.00
2015	20.513	CURRY COUNTY	11/04/14	31,715.00
2015	20.513	CURRY COUNTY	02/18/15	31,715.00
2015	20.513	CURRY COUNTY	05/08/15	31,715.00
2015	20.513	CURRY COUNTY	07/29/15	31,716.00
2015	20.513	DESCHUTES COUNTY	10/02/14	21,842.00
2015	20.513	DESCHUTES COUNTY	05/08/15	32,763.00
2015	20.513	DOUGLAS COUNTY	09/05/14	104,299.00
2015	20.513	DOUGLAS COUNTY	12/26/14	74,185.00
2015	20.513	DOUGLAS COUNTY	06/17/15	25,810.00
2015	20.513	DOUGLAS COUNTY	07/07/15	25,811.00
2015	20.513	DOUGLAS COUNTY	07/21/15	77,821.00
2015	20.513	GILLIAM COUNTY	08/11/14	22,499.00
2015	20.513	GILLIAM COUNTY	06/17/15	11,679.00
2015	20.513	GOOD SHEPHERD MEDICAL CENTER	11/18/14	1,693.00
2015	20.513	GOOD SHEPHERD MEDICAL CENTER	02/10/15	1,693.00
2015	20.513	GOOD SHEPHERD MEDICAL CENTER	04/30/15	1,693.00

2015	20.513	GOOD SHEPHERD MEDICAL CENTER	06/11/15	44,865.00
2015	20.513	GOOD SHEPHERD MEDICAL CENTER	07/16/15	1,690.00
2015	20.513	GRANT COUNTY TRANSPORTATION DISTRICT	09/19/14	4,351.00
2015	20.513	GRANT COUNTY TRANSPORTATION DISTRICT	03/23/15	2,561.00
2015	20.513	GRANT COUNTY TRANSPORTATION DISTRICT	08/07/15	2,195.00
2015	20.513	HARNEY COUNTY	10/31/14	16,159.00
2015	20.513	HARNEY COUNTY	01/21/15	10,543.00
2015	20.513	HARNEY COUNTY	04/21/15	29,377.00
2015	20.513	HOOD RIVER COUNTY TRANS DISTRICT	08/20/14	21,601.00
2015	20.513	HOOD RIVER COUNTY TRANS DISTRICT	11/24/14	19,884.00
2015	20.513	HOOD RIVER COUNTY TRANS DISTRICT	02/24/15	25,486.00
2015	20.513	HOOD RIVER COUNTY TRANS DISTRICT	05/05/15	15,110.00
2015	20.513	JOSPHINE COUNTY	08/26/14	31,920.00
2015	20.513	JOSPHINE COUNTY	11/26/14	31,526.00
2015	20.513	JOSPHINE COUNTY	03/05/15	34,668.00
2015	20.513	KLAMATH BASIN SENIOR CITIZENS CENTER	09/05/14	16,437.00
2015	20.513	KLAMATH BASIN SENIOR CITIZENS CENTER	12/16/14	18,498.00
2015	20.513	KLAMATH BASIN SENIOR CITIZENS CENTER	02/19/15	14,766.00
2015	20.513	KLAMATH BASIN SENIOR CITIZENS CENTER	05/28/15	16,841.00
2015	20.513	KLAMATH BASIN SENIOR CITIZENS CENTER	08/03/15	56,767.00
2015	20.513	LAKE COUNTY	11/18/14	11,270.00
2015	20.513	LAKE COUNTY	02/09/15	12,613.00
2015	20.513	LAKE COUNTY	04/27/15	10,345.00
2015	20.513	LAKE COUNTY	08/06/15	10,631.00
2015	20.513	LANE TRANSIT DISTRICT	08/25/14	228,394.00
2015	20.513	LANE TRANSIT DISTRICT	11/18/14	282,543.00
2015	20.513	LANE TRANSIT DISTRICT	04/23/15	293,413.00
2015	20.513	LANE TRANSIT DISTRICT	06/30/15	264,822.00
2015	20.513	LINCOLN COUNTY	11/25/14	360,412.00
2015	20.513	LINCOLN COUNTY	02/03/15	5,866.00
2015	20.513	LINCOLN COUNTY	05/11/15	5,801.00
2015	20.513	LINCOLN COUNTY	08/13/15	8,616.00
2015	20.513	LINN COUNTY	11/25/14	74,613.00
2015	20.513	LINN COUNTY	02/26/15	73,452.00
2015	20.513	LINN COUNTY	05/13/15	74,859.00
2015	20.513	LINN COUNTY	08/13/15	79,840.00
2015	20.513	MALHEUR COUNTY	08/25/14	51,108.00
2015	20.513	MALHEUR COUNTY	04/14/15	16,433.00
2015	20.513	MALHEUR COUNTY	04/21/15	20,285.00
2015	20.513	MALHEUR COUNTY	06/30/15	17,784.00
2015	20.513	MARIE MILLS CENTER	08/20/14	1,449.00
2015	20.513	MARIE MILLS CENTER	10/21/14	56,415.00
2015	20.513	MARIE MILLS CENTER	02/26/15	4,127.00
2015	20.513	MARIE MILLS CENTER	05/29/15	2,332.00
2015	20.513	MID-COLUMBIA COUNCIL OF GOVERNMENTS	09/29/14	2,845.00
2015	20.513	MID-COLUMBIA COUNCIL OF GOVERNMENTS	12/04/14	4,245.00
2015	20.513	MID-COLUMBIA COUNCIL OF GOVERNMENTS	02/13/15	10,261.00
2015	20.513	MID-COLUMBIA COUNCIL OF GOVERNMENTS	05/27/15	2,795.00
2015	20.513	MID-COLUMBIA COUNCIL OF GOVERNMENTS	08/06/15	11,450.00
2015	20.513	MID-COLUMBIA ECONOMIC DEVELOPMENT	08/11/14	10,253.00
2015	20.513	MID-COLUMBIA ECONOMIC DEVELOPMENT	11/12/14	10,931.00

2015	20.513	MID-COLUMBIA ECONOMIC DEVELOPMENT	01/21/15	8,225.00
2015	20.513	MID-COLUMBIA ECONOMIC DEVELOPMENT	04/21/15	10,415.00
2015	20.513	MID-COLUMBIA ECONOMIC DEVELOPMENT	08/12/15	10,682.00
2015	20.513	OPTIONS FOR SOUTHERN OREGON	08/25/14	2,573.00
2015	20.513	OPTIONS FOR SOUTHERN OREGON	11/24/14	6,532.00
2015	20.513	OPTIONS FOR SOUTHERN OREGON	02/10/15	4,383.00
2015	20.513	OPTIONS FOR SOUTHERN OREGON	05/08/15	4,005.00
2015	20.513	OREGON CASCADES WEST COUNCIL	11/25/14	5,958.00
2015	20.513	OREGON CASCADES WEST COUNCIL	02/26/15	6,819.00
2015	20.513	OREGON CASCADES WEST COUNCIL	05/04/15	6,245.00
2015	20.513	OREGON CASCADES WEST COUNCIL	07/27/15	11,270.00
2015	20.513	OREGON MENNONITE RESIDENTIAL SERVICES	11/12/14	5,919.00
2015	20.513	OREGON MENNONITE RESIDENTIAL SERVICES	05/07/15	1,951.00
2015	20.513	OREGON MENNONITE RESIDENTIAL SERVICES	07/27/15	470.00
2015	20.513	RIDE CONNECTION	08/27/14	75,808.00
2015	20.513	RIDE CONNECTION	09/17/14	207,943.00
2015	20.513	RIDE CONNECTION	11/24/14	123,426.00
2015	20.513	RIDE CONNECTION	01/20/15	110,574.00
2015	20.513	RIDE CONNECTION	01/28/15	393,724.00
2015	20.513	RIDE CONNECTION	02/17/15	110,590.00
2015	20.513	RIDE CONNECTION	02/18/15	129,976.00
2015	20.513	RIDE CONNECTION	04/21/15	57,337.00
2015	20.513	RIDE CONNECTION	06/02/15	134,532.00
2015	20.513	RIDE CONNECTION	06/22/15	226,893.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	08/20/14	90,981.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	08/26/14	1,383.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	10/13/14	223,143.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	10/17/14	16,482.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	11/26/14	187,810.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	03/17/15	187,087.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	03/26/15	6,967.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	05/11/15	220,735.00
2015	20.513	ROGUE VALLEY TRANSPORTATION DISTRICT	08/13/15	156,447.00
2015	20.513	SALEM AREA MASS TRANSIT DISTRICT	08/25/14	364,057.00
2015	20.513	SALEM AREA MASS TRANSIT DISTRICT	11/24/14	207,310.00
2015	20.513	SALEM AREA MASS TRANSIT DISTRICT	03/06/15	216,727.00
2015	20.513	SALEM AREA MASS TRANSIT DISTRICT	04/01/15	76,896.00
2015	20.513	SALEM AREA MASS TRANSIT DISTRICT	05/29/15	145,073.00
2015	20.513	SHERMAN COUNTY	10/14/14	12.00
2015	20.513	SHERMAN COUNTY	05/27/15	29,800.00
2015	20.513	SHERMAN COUNTY	06/22/15	23,917.00
2015	20.513	SOUTH CLACKAMAS TRANSPORTATION DISTRICT	08/14/15	17,941.00
2015	20.513	SUNSET EMPIRE TRANSPORTATION DISTRICT	08/26/14	26,235.00
2015	20.513	SUNSET EMPIRE TRANSPORTATION DISTRICT	09/19/14	16,385.00
2015	20.513	SUNSET EMPIRE TRANSPORTATION DISTRICT	12/03/14	35,908.00
2015	20.513	SUNSET EMPIRE TRANSPORTATION DISTRICT	03/30/15	36,964.00
2015	20.513	SUNSHINE INDUSTRIES	01/22/15	3,952.00
2015	20.513	SUNSHINE INDUSTRIES	04/20/15	2,550.00
2015	20.513	SUNSHINE INDUSTRIES	07/27/15	3,216.00
2015	20.513	SWEET HOME SENIOR CENTER	10/20/14	9,077.00
2015	20.513	SWEET HOME SENIOR CENTER	01/15/15	235,001.00

2015	20.513	SWEET HOME SENIOR CENTER	01/22/15	5,344.00
2015	20.513	SWEET HOME SENIOR CENTER	04/21/15	7,375.00
2015	20.513	SWEET HOME SENIOR CENTER	07/27/15	1,812.00
2015	20.513	THE KLAMATH TRIBES	08/25/14	77,147.00
2015	20.513	THE KLAMATH TRIBES	09/05/14	41,172.00
2015	20.513	THE KLAMATH TRIBES	11/12/14	21,186.00
2015	20.513	THE KLAMATH TRIBES	06/12/15	11,342.00
2015	20.513	TILLAMOOK COUNTY TRANSPORTATION DISTRICT	08/20/14	18,663.00
2015	20.513	TRIMET	08/27/14	5,102.00
2015	20.513	TRIMET	11/10/14	122,748.00
2015	20.513	TRIMET	11/19/14	2,834.00
2015	20.513	TRIMET	11/20/14	36,247.00
2015	20.513	TRIMET	11/26/14	2,193,175.00
2015	20.513	TRIMET	04/09/15	139,167.00
2015	20.513	TRIMET	06/02/15	88,517.00
2015	20.513	TRIMET	06/22/15	56,680.00
2015	20.513	UNION COUNTY	10/31/14	80,266.00
2015	20.513	UNION COUNTY	02/10/15	78,561.00
2015	20.513	UNION COUNTY	04/16/15	78,560.00
2015	20.513	UNION COUNTY	06/02/15	78,560.00
2015	20.513	WASCO COUNTY	12/11/14	33,457.00
2015	20.513	WASCO COUNTY	03/23/15	27,070.00
2015	20.513	WHEELER COUNTY	09/05/14	19,094.00
2015	20.513	WHEELER COUNTY	11/19/14	12,915.00
2015	20.513	WHEELER COUNTY	01/21/15	8,686.00
2015	20.513	WHEELER COUNTY	05/08/15	7,339.00
2015	20.513	WHEELER COUNTY	08/05/15	10,977.00
2015	20.513	YAMHILL COUNTY	08/25/14	269,437.00
2015	20.513	YAMHILL COUNTY	12/03/14	54,455.00
2015	20.513	YAMHILL COUNTY	07/27/15	120,019.00
2015	20.516	CENTRAL OREGON INTERGOVERNMENTAL COUNCIL	09/03/14	128,983.00
2015	20.520	CLACKAMAS COUNTY	08/27/14	12,681.00
2015	20.520	CLACKAMAS COUNTY	12/15/14	310,357.00
2015	20.520	CLACKAMAS COUNTY	02/24/15	14,019.00
2015	20.521	CITY OF CORVALLIS	08/25/14	66,216.00
2015	20.521	CITY OF WOODBURN	09/29/14	34,152.00
2015	20.521	CITY OF WOODBURN	11/12/14	1,194.00
2015	20.600	ALBANY FIREFIGHTERS COMMUNITY	04/20/15	2,318.10
2015	20.600	ALBANY FIREFIGHTERS COMMUNITY	07/31/15	150.10
2015	20.600	ALBANY FIREFIGHTERS COMMUNITY	08/10/15	1,651.80
2015	20.600	ASANTE HEALTH SYSTEM	06/05/15	2,930.00
2015	20.600	BAKER COUNTY	12/01/14	1,947.68
2015	20.600	BAY AREA HOSPITAL	11/13/14	1,108.00
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	10/06/14	2,372.58
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	11/18/14	6,313.54
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	12/01/14	2,198.95
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	01/14/15	1,593.38
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	02/02/15	2,344.70
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	03/09/15	2,648.17
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	03/16/15	2,958.11
2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	05/12/15	2,232.18

2015	20.600	BICYCLE TRANSPORTATION ALLIANCE	07/09/15	3,621.28
2015	20.600	CITY OF ALBANY	08/28/14	3,600.00
2015	20.600	CITY OF ALBANY	11/19/14	3,612.50
2015	20.600	CITY OF ASHLAND	09/15/14	2,240.01
2015	20.600	CITY OF ASHLAND	10/28/14	2,362.75
2015	20.600	CITY OF ASHLAND	11/19/14	407.82
2015	20.600	CITY OF ASHLAND	06/01/15	1,450.00
2015	20.600	CITY OF AUMSVILLE	10/16/14	800.00
2015	20.600	CITY OF AUMSVILLE	03/20/15	1,150.00
2015	20.600	CITY OF AUMSVILLE	06/15/15	500.00
2015	20.600	CITY OF BAKER CITY	09/30/14	393.92
2015	20.600	CITY OF BAKER CITY	11/18/14	409.50
2015	20.600	CITY OF BAKER CITY	05/26/15	332.00
2015	20.600	CITY OF BAKER CITY	07/28/15	375.90
2015	20.600	CITY OF BANDON	08/21/14	1,200.00
2015	20.600	CITY OF BANDON	11/21/14	1,950.00
2015	20.600	CITY OF BEAVERTON	11/03/14	15,075.00
2015	20.600	CITY OF BEAVERTON	04/27/15	8,362.50
2015	20.600	CITY OF BEAVERTON	07/28/15	7,437.50
2015	20.600	CITY OF BEND	09/24/14	660.00
2015	20.600	CITY OF BEND	11/10/14	3,080.00
2015	20.600	CITY OF BEND	06/15/15	3,528.40
2015	20.600	CITY OF BROOKINGS	11/21/14	7,448.00
2015	20.600	CITY OF BROOKINGS	12/12/14	650.00
2015	20.600	CITY OF BURNS	08/12/14	350.00
2015	20.600	CITY OF BURNS	11/21/14	7,179.74
2015	20.600	CITY OF BURNS	11/24/14	950.00
2015	20.600	CITY OF BURNS	03/31/15	5,951.07
2015	20.600	CITY OF BURNS	05/26/15	3,530.69
2015	20.600	CITY OF CANBY	11/19/14	1,050.00
2015	20.600	CITY OF CENTRAL POINT	11/21/14	700.00
2015	20.600	CITY OF COOS BAY	08/25/14	2,000.00
2015	20.600	CITY OF COOS BAY	11/19/14	1,575.00
2015	20.600	CITY OF COQUILLE	12/01/14	1,460.34
2015	20.600	CITY OF DALLAS	04/27/15	1,200.00
2015	20.600	CITY OF EUGENE	08/28/14	9,668.75
2015	20.600	CITY OF EUGENE	10/16/14	493.00
2015	20.600	CITY OF EUGENE	11/19/14	11,900.00
2015	20.600	CITY OF FAIRVIEW	09/15/14	800.00
2015	20.600	CITY OF FAIRVIEW	11/13/14	2,400.00
2015	20.600	CITY OF FLORENCE	10/28/14	1,550.00
2015	20.600	CITY OF FLORENCE	11/24/14	3,275.00
2015	20.600	CITY OF FOREST GROVE	10/06/14	2,413.74
2015	20.600	CITY OF GRANTS PASS	11/21/14	6,225.00
2015	20.600	CITY OF GRANTS PASS	11/24/14	3,341.52
2015	20.600	CITY OF GRANTS PASS	12/12/14	4,495.92
2015	20.600	CITY OF GRESHAM	09/08/14	600.00
2015	20.600	CITY OF GRESHAM	09/18/14	2,975.00
2015	20.600	CITY OF GRESHAM	10/30/14	3,375.00
2015	20.600	CITY OF HERMISTON	11/21/14	2,704.36
2015	20.600	CITY OF HILLSBORO	11/03/14	1,387.50

2015	20.600	CITY OF HINES	08/21/14	150.00
2015	20.600	CITY OF HINES	11/03/14	2,350.00
2015	20.600	CITY OF HOOD RIVER	08/28/14	1,400.00
2015	20.600	CITY OF HOOD RIVER	11/19/14	525.00
2015	20.600	CITY OF INDEPENDENCE	08/25/14	350.00
2015	20.600	CITY OF INDEPENDENCE	10/22/14	750.00
2015	20.600	CITY OF JOHN DAY	08/25/14	125.00
2015	20.600	CITY OF JOHN DAY	10/16/14	3,900.00
2015	20.600	CITY OF JOHN DAY	11/21/14	1,200.00
2015	20.600	CITY OF JOHN DAY	12/19/14	917.19
2015	20.600	CITY OF JOHN DAY	01/14/15	1,325.00
2015	20.600	CITY OF JOHN DAY	02/02/15	1,476.16
2015	20.600	CITY OF JOHN DAY	03/06/15	1,029.99
2015	20.600	CITY OF JOHN DAY	05/19/15	3,500.00
2015	20.600	CITY OF JOHN DAY	05/26/15	1,400.00
2015	20.600	CITY OF JUNCTION CITY	08/21/14	279.48
2015	20.600	CITY OF KEIZER	11/13/14	1,872.00
2015	20.600	CITY OF KLAMATH FALLS	12/01/14	2,000.00
2015	20.600	CITY OF LAKE OSWEGO	08/28/14	200.00
2015	20.600	CITY OF LAKE OSWEGO	10/16/14	1,312.50
2015	20.600	CITY OF MADRAS	09/11/14	1,460.00
2015	20.600	CITY OF MADRAS	10/28/14	1,920.00
2015	20.600	CITY OF MALIN	11/18/14	2,857.00
2015	20.600	CITY OF MEDFORD	10/16/14	1,550.00
2015	20.600	CITY OF MEDFORD	11/19/14	1,875.00
2015	20.600	CITY OF MERRILL	08/25/14	2,433.15
2015	20.600	CITY OF MERRILL	11/18/14	1,487.93
2015	20.600	CITY OF MILTON-FREEWATER	09/08/14	589.28
2015	20.600	CITY OF MILTON-FREEWATER	11/19/14	1,300.48
2015	20.600	CITY OF MILWAUKIE	11/03/14	950.00
2015	20.600	CITY OF MONMOUTH	10/16/14	450.00
2015	20.600	CITY OF MYRTLE CREEK	08/12/14	285.48
2015	20.600	CITY OF MYRTLE CREEK	10/16/14	1,417.93
2015	20.600	CITY OF MYRTLE CREEK	11/03/14	439.87
2015	20.600	CITY OF MYRTLE CREEK	11/13/14	2,714.52
2015	20.600	CITY OF NORTH BEND	10/06/14	750.00
2015	20.600	CITY OF ONTARIO	10/16/14	5,570.00
2015	20.600	CITY OF ONTARIO	11/21/14	2,020.75
2015	20.600	CITY OF OREGON CITY	11/03/14	936.00
2015	20.600	CITY OF PORTLAND	08/25/14	30,702.36
2015	20.600	CITY OF PORTLAND	09/24/14	12,667.20
2015	20.600	CITY OF PORTLAND	11/03/14	4,035.96
2015	20.600	CITY OF PORTLAND	11/19/14	14,007.50
2015	20.600	CITY OF PORTLAND	12/01/14	40,189.26
2015	20.600	CITY OF PRINEVILLE	10/28/14	1,515.00
2015	20.600	CITY OF PRINEVILLE	05/19/15	1,787.10
2015	20.600	CITY OF REDMOND	09/11/14	1,800.00
2015	20.600	CITY OF REDMOND	10/22/14	1,800.00
2015	20.600	CITY OF REDMOND	10/28/14	1,400.00
2015	20.600	CITY OF REDMOND	05/19/15	650.60
2015	20.600	CITY OF REDMOND	07/28/15	1,570.28

2015	20.600	CITY OF ROCKAWAY BEACH	10/16/14	1,216.00
2015	20.600	CITY OF SPRINGFIELD	11/13/14	4,500.00
2015	20.600	CITY OF ST HELENS	11/24/14	3,962.50
2015	20.600	CITY OF SUNRIVER	11/13/14	1,614.48
2015	20.600	CITY OF TALENT	08/12/14	1,061.00
2015	20.600	CITY OF TALENT	10/28/14	1,439.00
2015	20.600	CITY OF TILLAMOOK	06/29/15	4,392.00
2015	20.600	CITY OF UMATILLA	12/12/14	1,361.84
2015	20.600	CITY OF WINSTON	10/22/14	3,115.14
2015	20.600	CITY OF WOODBURN	08/12/14	1,536.00
2015	20.600	CITY OF WOODBURN	10/28/14	2,400.00
2015	20.600	CLACKAMAS COUNTY	08/25/14	15,802.00
2015	20.600	CLACKAMAS COUNTY	11/18/14	5,418.17
2015	20.600	CLACKAMAS COUNTY	12/01/14	30,043.11
2015	20.600	CLACKAMAS COUNTY	03/16/15	452.85
2015	20.600	CLACKAMAS COUNTY	08/10/15	3,464.08
2015	20.600	COMMUNITY ACTION RESOURCE ENTERPRISES	06/29/15	539.94
2015	20.600	COOS COUNTY	06/15/15	6,000.00
2015	20.600	CROOK COUNTY FIRE AND RESCUE	05/19/15	2,198.56
2015	20.600	DOUGLAS COUNTY	08/21/14	1,500.00
2015	20.600	DOUGLAS COUNTY	10/22/14	1,620.00
2015	20.600	DOUGLAS COUNTY	11/21/14	913.44
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	10/16/14	5,595.01
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	11/10/14	525.72
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	11/21/14	8,954.93
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	01/30/15	2,208.58
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	03/06/15	5,645.89
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	03/16/15	1,213.52
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	05/26/15	3,603.40
2015	20.600	GOOD SHEPHERD MEDICAL CENTER	07/28/15	862.50
2015	20.600	GRANT COUNTY SAFE COMMUNITIES	08/25/14	46.07
2015	20.600	HOOD RIVER COUNTY	09/11/14	6,257.74
2015	20.600	HOOD RIVER COUNTY	10/22/14	742.26
2015	20.600	HOOD RIVER COUNTY	03/06/15	3,737.99
2015	20.600	HOOD RIVER COUNTY	05/15/15	1,332.09
2015	20.600	HOOD RIVER COUNTY	07/09/15	3,529.92
2015	20.600	JACKSON COUNTY	10/28/14	2,587.40
2015	20.600	KEIZER FIRE DISTRICT	12/01/14	843.90
2015	20.600	KLAMATH TRIBAL HEALTH	09/08/14	4,289.87
2015	20.600	LAKE COUNTY	11/10/14	1,920.00
2015	20.600	LEGACY EMANUEL HOSPITAL	11/05/14	8,874.27
2015	20.600	LEGACY EMANUEL HOSPITAL	02/05/15	4,177.69
2015	20.600	LEGACY EMANUEL HOSPITAL	05/05/15	4,031.12
2015	20.600	LEGACY EMANUEL HOSPITAL	08/10/15	6,791.19
2015	20.600	MARION COUNTY	09/08/14	3,353.85
2015	20.600	MARION COUNTY	09/18/14	1,850.40
2015	20.600	MARION COUNTY	10/22/14	8,943.60
2015	20.600	MULTNOMAH COUNTY	10/22/14	324.60
2015	20.600	MULTNOMAH COUNTY	11/10/14	3,419.52
2015	20.600	MULTNOMAH COUNTY	11/18/14	1,154.84
2015	20.600	NEWBERG VOLUNTEER FIRE DEPARTMENT	11/24/14	342.88

2015	20.600	OREGON IMPACT	09/08/14	27,687.34
2015	20.600	OREGON IMPACT	09/30/14	20,492.80
2015	20.600	OREGON IMPACT	11/24/14	44,763.90
2015	20.600	OREGON IMPACT	12/01/14	13,649.32
2015	20.600	OREGON IMPACT	12/12/14	7,034.68
2015	20.600	OREGON IMPACT	01/30/15	758.33
2015	20.600	OREGON IMPACT	02/05/15	27,132.99
2015	20.600	OREGON IMPACT	03/09/15	530.49
2015	20.600	OREGON IMPACT	04/08/15	735.16
2015	20.600	OREGON IMPACT	04/20/15	15,202.20
2015	20.600	OREGON STATE UNIVERSITY	03/10/15	6,314.24
2015	20.600	OREGON STATE UNIVERSITY	07/29/15	3,703.82
2015	20.600	OREGON TRAIL FIRE TRAINING ASSOCIATION	06/15/15	2,835.00
2015	20.600	PARENT ENHANCEMENT PROGRAM	10/06/14	3,616.22
2015	20.600	PARENT ENHANCEMENT PROGRAM	11/19/14	1,383.78
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	09/11/14	14,191.99
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	12/01/14	2,373.96
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	12/12/14	37,352.71
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	01/08/15	7,124.73
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	01/30/15	5,706.14
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	03/06/15	3,214.88
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	03/20/15	853.45
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	04/20/15	2,227.71
2015	20.600	RANDALL CHILDRENS HOSPITAL FOUNDATION	06/19/15	15,459.31
2015	20.600	REDMOND FIRE AND RESCUE	10/28/14	2,282.87
2015	20.600	REDMOND FIRE AND RESCUE	01/30/15	71.38
2015	20.600	REDMOND FIRE AND RESCUE	05/05/15	2,429.75
2015	20.600	REDMOND FIRE AND RESCUE	07/28/15	135.00
2015	20.600	SALEM HOSPITAL FOUNDATION	06/29/15	2,899.65
2015	20.600	SISTERS-CAMP SHERMAN FIRE DISTRICT	05/15/15	650.41
2015	20.600	UNION COUNTY	09/24/14	593.88
2015	20.600	UNION COUNTY	11/03/14	2,995.00
2015	20.600	UNION COUNTY	11/21/14	2,308.74
2015	20.600	UNION COUNTY	03/09/15	4,770.20
2015	20.600	UNION COUNTY	05/26/15	1,970.84
2015	20.600	WALLOWA COUNTY	05/19/15	1,993.29
2015	20.600	WHEELER COUNTY	03/06/15	4,000.00
2015	20.601	CITY OF MEDFORD	07/31/14	2,485.50
2015	20.601	CITY OF PORTLAND	09/24/14	1,818.61
2015	20.601	CITY OF PORTLAND	12/12/14	19,898.25
2015	20.601	CITY OF SUNRIVER	10/28/14	8,650.00
2015	20.601	OREGON DISTRICT ATTORNEYS ASSOCIATION	09/08/14	13,557.38
2015	20.601	OREGON DISTRICT ATTORNEYS ASSOCIATION	11/21/14	20,687.71
2015	20.601	OREGON IMPACT	09/15/14	257,297.01
2015	20.601	OREGON IMPACT	12/19/14	48,396.44
2015	20.602	OREGON STATE SHERIFFS ASSOCIATION	08/21/14	68,558.31
2015	20.602	OREGON STATE SHERIFFS ASSOCIATION	11/19/14	63,253.32
2015	20.608	CITY OF BEAVERTON	08/25/14	25,378.48
2015	20.608	CITY OF BEAVERTON	11/19/14	26,630.40
2015	20.608	CITY OF PORTLAND	06/05/15	10,029.97
2015	20.616	CITY OF BEAVERTON	03/04/15	28,853.78
2015	20.616	CITY OF BEAVERTON	05/12/15	33,736.31

2015	20.616	CITY OF CANBY	05/05/15	1,200.00
2015	20.616	CITY OF COOS BAY	05/19/15	1,800.00
2015	20.616	CITY OF EUGENE	05/12/15	1,587.50
2015	20.616	CITY OF FAIRVIEW	05/12/15	800.00
2015	20.616	CITY OF FOREST GROVE	03/31/15	1,300.00
2015	20.616	CITY OF FOREST GROVE	06/15/15	1,800.00
2015	20.616	CITY OF GRESHAM	03/06/15	950.00
2015	20.616	CITY OF GRESHAM	03/31/15	2,825.00
2015	20.616	CITY OF GRESHAM	04/27/15	250.00
2015	20.616	CITY OF GRESHAM	06/15/15	1,000.00
2015	20.616	CITY OF GRESHAM	06/19/15	425.00
2015	20.616	CITY OF GRESHAM	07/31/15	150.00
2015	20.616	CITY OF HINES	02/11/15	400.00
2015	20.616	CITY OF HINES	05/19/15	650.00
2015	20.616	CITY OF HINES	07/31/15	800.00
2015	20.616	CITY OF HOOD RIVER	04/08/15	950.00
2015	20.616	CITY OF INDEPENDENCE	05/26/15	925.00
2015	20.616	CITY OF INDEPENDENCE	07/31/15	675.00
2015	20.616	CITY OF KEIZER	03/31/15	600.00
2015	20.616	CITY OF KEIZER	06/15/15	600.00
2015	20.616	CITY OF LAKE OSWEGO	03/04/15	100.00
2015	20.616	CITY OF LAKE OSWEGO	03/16/15	500.00
2015	20.616	CITY OF LAKE OSWEGO	04/20/15	350.00
2015	20.616	CITY OF LAKE OSWEGO	05/15/15	100.00
2015	20.616	CITY OF LAKE OSWEGO	06/15/15	625.00
2015	20.616	CITY OF LAKE OSWEGO	07/28/15	612.50
2015	20.616	CITY OF LEBANON	04/27/15	600.00
2015	20.616	CITY OF LEBANON	07/31/15	1,000.00
2015	20.616	CITY OF MADRAS	03/09/15	875.00
2015	20.616	CITY OF MADRAS	05/19/15	825.00
2015	20.616	CITY OF MEDFORD	05/12/15	1,350.00
2015	20.616	CITY OF MEDFORD	07/31/15	1,400.00
2015	20.616	CITY OF MONMOUTH	04/08/15	600.00
2015	20.616	CITY OF MONMOUTH	06/29/15	400.00
2015	20.616	CITY OF MYRTLE CREEK	07/09/15	312.50
2015	20.616	CITY OF NORTH BEND	04/20/15	1,825.00
2015	20.616	CITY OF NYSSA	09/15/14	965.30
2015	20.616	CITY OF NYSSA	11/21/14	1,221.40
2015	20.616	CITY OF NYSSA	03/16/15	157.60
2015	20.616	CITY OF ONTARIO	04/08/15	300.00
2015	20.616	CITY OF ONTARIO	07/20/15	775.00
2015	20.616	CITY OF OREGON CITY	05/26/15	1,200.00
2015	20.616	CITY OF OREGON CITY	06/19/15	1,300.00
2015	20.616	CITY OF PHILOMATH	04/27/15	1,075.62
2015	20.616	CITY OF PORTLAND	06/15/15	19,412.50
2015	20.616	CITY OF PRINEVILLE	05/12/15	480.00
2015	20.616	CITY OF PRINEVILLE	07/28/15	360.00
2015	20.616	CITY OF RAINIER	10/16/14	759.06
2015	20.616	CITY OF REDMOND	06/15/15	1,000.00
2015	20.616	CITY OF REDMOND	07/31/15	1,625.00
2015	20.616	CITY OF ROSEBURG	10/28/14	400.00

2015	20.616	CITY OF ROSEBURG	06/29/15	2,000.00
2015	20.616	CITY OF SALEM	08/21/14	3,325.00
2015	20.616	CITY OF SALEM	09/18/14	6,725.00
2015	20.616	CITY OF SALEM	03/16/15	6,125.00
2015	20.616	CITY OF SALEM	06/19/15	5,862.50
2015	20.616	CITY OF SEASIDE	11/19/14	400.00
2015	20.616	CITY OF SEASIDE	04/08/15	500.00
2015	20.616	CITY OF SEASIDE	07/09/15	350.00
2015	20.616	CITY OF ST HELENS	12/12/14	1,170.00
2015	20.616	CITY OF STAYTON	05/05/15	800.00
2015	20.616	CITY OF STAYTON	06/19/15	900.00
2015	20.616	CITY OF SWEET HOME	10/06/14	638.10
2015	20.616	CITY OF TALENT	08/25/14	400.00
2015	20.616	CITY OF TALENT	11/19/14	850.00
2015	20.616	CITY OF TALENT	07/09/15	700.00
2015	20.616	CITY OF TALENT	07/31/15	1,125.00
2015	20.616	CITY OF TIGARD	11/03/14	5,298.53
2015	20.616	CITY OF TIGARD	05/12/15	1,925.00
2015	20.616	CITY OF TUALATIN	08/28/14	1,783.12
2015	20.616	CITY OF TUALATIN	11/21/14	2,154.61
2015	20.616	CITY OF TUALATIN	04/20/15	1,600.00
2015	20.616	CITY OF WARRENTON	08/25/14	550.00
2015	20.616	CITY OF WARRENTON	10/28/14	1,050.00
2015	20.616	CITY OF WARRENTON	02/05/15	400.00
2015	20.616	CITY OF WARRENTON	07/31/15	800.00
2015	20.616	CITY OF WOODBURN	10/22/14	2,142.00
2015	20.616	CITY OF YAMHILL	09/18/14	1,300.00
2015	20.616	CITY OF YAMHILL	06/19/15	1,680.00
2015	20.616	OREGON DISTRICT ATTORNEYS ASSOCIATION	05/15/15	34,071.41
2015	20.616	OREGON IMPACT	02/11/15	36,419.59
2015	20.616	OREGON IMPACT	03/04/15	40,062.39
2015	20.616	OREGON IMPACT	06/19/15	62,654.33
2015	20.616	OREGON IMPACT	06/29/15	28,437.15
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	08/25/14	73,806.92
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	11/19/14	147,561.54
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	02/11/15	18,767.78
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	03/06/15	69,182.15
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	05/12/15	97,016.95
2015	20.616	OREGON STATE SHERIFFS ASSOCIATION	08/10/15	47,158.56
2015	20.616	OREGON STATE UNIVERSITY	03/10/15	39,000.00
2015	20.616	OREGON STATE UNIVERSITY	05/12/15	<u>34,088.00</u>

Grand Total

65,715,319.23

SME Implementation:

In order to foster collaboration within ODOT's program areas, the Title VI team works with an interdisciplinary group of subject matter experts (SMEs). For each program area, the SME works in concert with the Title VI Coordinator to implement the program throughout the Agency.

These program area experts help to compile data for the Annual Accomplishments Report, invite the Title VI team to relevant management meetings and identify training needs. The SME's also collaborate with Field Coordinators to present civil rights information at LPA meetings, Planning Program meetings and other gatherings where establishing an understanding of the civil rights programs, and how they affect transportation programs is beneficial to the group.

Goals for the 2015-2016 Accomplishments Cycle

- Continue to work towards implementing EJ practices in to the Human Resources and training components within ODOT.
- Continue to collaborate with Planning (TDD) to develop consistent methodology for data analysis and Title VI Plans within the ODOT Regions, MPO's and LPA's (including mapping).
- Establish protocol for Public Participation in relation to Title VI, LEP, EJ and ADA so that there is consistency and a "best practices" for ODOT staff to follow.
- Review (1) MPO and (2) LPA's within the next cycle.
- Create a "best practices" area on the OCR Non-Discriminations Programs website for MPO's and LPA's to utilize when working on Title VI and ADA Plans.
- Put together training for program staff and sub-recipients to assist with a better understanding of complaint processes.
- Begin the process for formal reviews of the "Special Program Areas" within ODOT with the assistance of management and supervisors to ensure cooperation and understanding of requirements. Work with SME's and Field Coordinators to conduct reviews.
- Work with Field Coordinators to establish meeting dates and training that they can attend and conduct.
- Continue to strive towards a seamless complaint protocol that includes all Non-Discrimination components both internal and external in nature

Program Area Reports

Planning (23 CFR Part 450)

ODOT Title VI Planning Program Area Annual Accomplishment Report | 2014-2015

The Transportation Planning Program Area of the Oregon Department of Transportation is comprised of planners from both the Transportation Development Division (Statewide Planners) and the Highway Division (Regional Planners).

ODOT statewide Planners are responsible for providing long-term direction for the planning and management of the integrated statewide transportation system by developing and maintaining multimodal and modal policy, planning and guidance documents, developing and utilizing system analytical models and tools, developing and delivering training, economic data analysis and leading coordinating or collaborating in delivering statewide programs.

ODOT Regional Planners are involved in planning future transportation facilities, including Transportation and Growth Management (TGM) projects. They provide short-term planning activities associated with ODOT's project development and delivery. Regional planners work directly with local jurisdictions, developers, and other stakeholders to better coordinate land development and transportation.

ODOT Planners develop short and long-range plans that provide efficient transportation services to the citizens of Oregon. Planning staff coordinates with other government agencies, private groups, and the public to develop comprehensive plans that meet the transportation needs of the State of Oregon. Planners provide staff and technical assistance to regional transportation groups and serve as liaison for the Area Commissions on Transportation.

ODOT planning policies that guide public involvement and come from three main sources

1. The Oregon Transportation Commission's (OTC) [OTC Public Involvement Policy](#).
2. Oregon's Statewide Planning Goals
 - Goal 1: *Citizen Involvement*, guides the development of a citizen involvement plan in transportation decision-making.
 - Goal 4: *Sustainability* includes provisions for equal access to transportation decision-making to the fullest practical extent and regardless of race, culture or income.
3. Oregon Transportation Plan (OTP):
 - Strategy 7.3 guides the public involvement and consultation process.
 - Strategy 7.3.1 states that programs for the involvement of citizen, business, tribal, local and state governments must be conducted and publicized, when preparing and adopting a modal/topic plan, transportation improvement program or multimodal transportation plan.
 - Further subsections of Strategy 7 instruct to seek out and facilitate the involvement of those potentially affected, including traditionally underserved populations; and to provide ongoing communication to the public in developing and implementing transportation policies

Accomplishments this Reporting Period

Throughout 2014-2015 ODOT completed three efforts that provide guidance to ensure equitable planning and decision-making:

Guidelines for Addressing Title VI and Environmental Justice in Transportation in Planning

The statewide “Guidelines for Addressing Title VI and Environmental Justice in Planning” suggest approaches for considering Title VI and Environmental Justice related concepts throughout scoping, public involvement analysis and outreach, Solution Alternatives Analysis and Reporting.

Each of the phases include a detailed approach for implementation with available links to resources and tools that aid in performing tasks associated with the development of a statement of work.

The guidelines establish a statement of work template that includes sample language that can be used for developing future work products. There are links to relevant pieces of sample language located throughout the guidelines. A standardized reporting form is provided with these guidelines to document the Title VI and EJ components once the project is complete. These project level reports are uploaded to our intranet site as part of our data collection process and become a permanent record of our achievements.

Planning Business Line Operation Notice 04—Title VI/Environmental Justice and Non-Discrimination Data Collection, Compliance and Reporting

The Planning Business Line Operational Notice 04, provides a statewide framework for the implementation of the Statewide Title VI and Environmental Justice Guidance for Planners. It also provides a structure for project level reporting of Title VI activities and data collection. (Appendix B)

Inclusive Public Involvement Intranet Webpage

The “Inclusive Public Involvement” intranet site helps ODOT planners understand Title VI and the corresponding executive orders, links them to the guidance and tools to help them be in compliance with their projects and make it easier to document and report Title VI activities. This site will serve as a planning data collection site housing Title VI data for planning projects. It also serves as a one stop shop for information regarding Title VI and the corresponding executive orders. There are links to case studies, mapping tools federal and state Title VI and EJ guidance, public involvement tools, community contacts, and podcasts of past Title VI trainings.

The Civil Rights Planning Program Coordinator attended a training by the National Transit Institute entitled Public involvement in Transportation Decision Making, the Coordinator also attended the Oregon APA seminar on “Breaking down the barriers to involvement of diverse populations in our public process” this talk provided insight on gathering meaningful citizen input from diverse communities. Many planners attend Oregon’s Diversity Conference each year. We also have podcasts of past FHWA title VI training on our Inclusive public involvement intranet site.

Goals for the Next Reporting Period

- Fully Implement the Planning Business Line Operational Notice 04.
- Mechanize ODOT’s data collection procedures enabling staff to administer ongoing updates to Title VI reports.

Project Selection/Design

Design (23 United State Code 109 (h) & 23 CFR Part 625)

1. **Provided below are the certifications associated with the full population of Federally Funded Architectural & Engineering Consultant Contracts which were entered into in Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015); and the certifications associated with the subpopulation of only those having design related services included.**

Personal Services - Architecture and Engineering (PSAE)
 Contracts awarded between 10/1/2013 and 9/30/2014
 Data as of 11/4/2015

Federal-Aid Funded

All PSAE Contracts Awarded

	Count	Amount
Non-Minority Women	2	\$663,570.00
Non-DBE	122	\$33,108,996.11
Total	124	\$33,772,566.11

Design PSAE Contracts Awarded

	Count	Amount
Non-DBE	9	\$4,498,623.43
Total	9	\$4,498,623.43

2. **Provided below are the certifications associated with the full population of both Federally or State Funded Architectural & Engineering Consultant Contracts which were entered into in Federal Fiscal Year 2015 (October 1, 2014 through September 30, 2015); and the certifications associated with the subpopulation of only those having design related services included.**

Federal-Aid & State Funded

All PS&E Contracts Awarded

	Count	Amount
Minority Women	87	\$365,340.00
Non-Minority Women	3	\$845,921.00
Non-DBE	206	\$49,689,658.04
Total	296	\$50,900,919.04

Design PS&E Contracts Awarded

	Count	Amount
Non-DBE	12	\$4,647,209.83
Total	12	\$4,647,209.83

3. **What outreach or other efforts were made to increase minority and female participation in obtaining consulting contracts with or without design?**

The Office of Civil Rights is the primary unit in ODOT for outreach which increase awareness or participation by certified firms. OPO coordinates with OCR as needed for additional support.

OPO also works with the office of civil rights in the identification of potential contracts for DBE Goal setting, and in the gathering of data for ODOT's disparity studies.

4. **Summarize activities undertaken during the reporting period which provide for assurances of the Title VI compliance by contractors.**

Non-discrimination contract and agreement provisions and specifications are included as a requirement in ODOT's contract document templates.

Environmental

Environment (23 CFR Part 771)

Title VI of the Civil Rights Act (1964) and Executive Order 12898 require federal agencies to identify and address, as appropriate, disproportionately high and adverse health or environmental effects of federal programs, policies, and activities on minority and/or low income populations (collectively “EJ populations”). In addition, Executive Order 13166 requires that federal agencies take reasonable steps to ensure meaningful access by limited English proficient persons (“LEP persons”) to the information, programs, services, and activities that federal agencies provide. EO 13166 reaffirms the obligation to eliminate limited English proficiency as an artificial barrier to full and meaningful participation in federally-assisted programs and activities.

USDOT Order 5610.2(a) sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and NEPA provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions. The USDOT is committed to the principles of EJ, which include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Reports from the ODOT Regions as follows

GES NEPA program regarding EJ for the reporting period/federal fiscal year 2015

ODOT NEPA Program Coordination staff attended the following EJ-related webinars

- February 4, 2015: attended DOCR Civil Rights Symposium webinar with FHWA at FHWA OR Division offices
- June 3, 2015: attended EPA’s webinar rollout of their new EJ Screen tool
- June 4, 2015: attended FHWA’s webinar rollout of their new EJ Reference Guide

Region 2

1. **Environmental Justice (Low Income and/or Minority).**

- a. **Public Engagement Strategies for EJ Populations: For projects that identified potential EJ populations, please provide the project names and for each project describe how environmental justice community leaders and/or members were engaged and/or otherwise invited to participate during the NEPA process.**

Project: I-5, South Jefferson to US 20 (Environmental Assessment)

A Project Coordination Plan was developed for the management of various project coordination activities; the plan also contained a Public Involvement Chapter which outlined the project's approach for dealing with various stakeholder groups; including Environmental Justice groups.

Identified EJ Population:

- Low Income
- Minority - Hispanic

Identification via:

- *City Staff–Local Minority Leaders were identified by City Staff and local contacts.*
- Heather Dale Park Manager – Identified and recommended Low Income/Minority Representatives,

Engagement:

- Local Minority Leaders were contacted via telephone:
 - o Leaders – Were contacted and invited to participate on Stakeholder Advisory Committee; none were able to participate...
- A Hispanic Resident Representative recruited, in person, from the HMHP;
 - o Hispanic Representative contacted, interviewed, and invited representative to participate on the Stakeholder Advisory Committee; she accepted
 - Hispanic resident representative provide input on Project concepts.
 - Hispanic resident representative assisted the agency in discriminating project information to other non-English speaking residents of the Park during the NEPA process.
 - Hispanic resident representative gathered and provided feedback to the Project Team regarding resident's perceptions of the Project.
- Potential Low Income Resident Representatives were recruited from the HMHP;

- o Low Income Representatives contacted, interviewed, and invited to participate on the Stakeholder Advisory Committee; interviewed candidates declined to be SAT members but were interested in being kept informed (updated) and tracking the Project's progress.

b. EJ Community Input: For each project that developed EJ-specific outreach methods, please describe EJ-specific interests that were identified, and EJ-specific minimization or mitigation measures that were considered or incorporated into the project.

Project: *I-5, South Jefferson to US 20* (Environmental Assessment)

Low Income and Minority (Hispanic - Spanish speaking):

Specific Interests Included;

- Travel pattern changes
- Access to services
- Direct impacts of proposed option
- Proximity impacts from noise and vibration
- Compensation
- Older mobile home's structural integrity (too old to move...)

Specific Minimization Included;

- Elimination of a proposed local road connection option which impacted approximately 19 residents.
- Selection of build option with lower impacts to HMHP

c. EJ Best Practices: Please describe any outreach or analysis methods that you think were particularly effective.

Project: *I-5, South Jefferson to US 20* (Environmental Assessment)

Outreach:

Effective;

- Direct contact (most effective)
 - o Door-to-Door contact
 - o One-on-One meetings
 - o Small group meetings
- Translation of materials to inform LEP residents/stakeholders
- Interpretation services at specific open house meetings

- Resident representative to help disseminate information

d. EJ Lessons Learned: Please describe any outreach or analysis methods that you think were ineffective and would recommend not replicating.

- Traditional Approach: Mail out Project information and waiting for things to happen and hope they come together; via “traditional approach” – erroneous assumption – “just because we are in the area informing the public (in general) someone will step forward to represent the under-served”. (Not true... Do more! See 1.c. above...)

2. Title VI

a. Describe any methods (including project name) that were used to identify or track participation for Title VI reporting purposes (i.e., public meeting forms identifying ethnicity, or other identification or tracking methods used).

Project: *I-5, South Jefferson to US 20* (Environmental Assessment)

Low Income and Minority (Hispanic - Spanish speaking):

- Identify Participation: 2010 Census Data was used to identify possible Title VI concerns.
- The Project Public Involvement Summary Report cataloged effort activities, and participation of low income and minority stakeholders;
- Participation was tracked via;
 - o Direct observation,
 - o Project Record Keeping (Public Information Meeting notes and summaries)
 - o Sign-in sheet,
 - o Survey Form asking – (voluntary)
 - Ethnicity
 - Race/color
 - National origin
 - Income level

3. Limited English Proficiency (LEP)

Executive Order 13166 requires agencies to work to ensure effective public participation and access to information is achieved through the NEPA process. Therefore, each Federal agency shall, “wherever practicable and appropriate, translate crucial [vital] public documents, notices, and

hearings, relating to human health or the environment for limited English speaking populations.” In addition, each agency should work to “ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public.

a. Please list any projects in which LEP persons were specifically identified. Please describe how (the methods used) LEP persons were identified

Project: *I-5, South Jefferson to US 20* (Environmental Assessment)

LEP – Hispanic: Spanish speaking: (multi-step process)

- Demographic information informed the Environmental Project Manager that there was a high probability that Spanish speaking persons would be impacted by the Project;
- Personal contact and communication with local representatives and vicinity residents informed the Project team, of the presence and the high concentration of Spanish speaking residents in Heatherdale Mobile Home Park (HMHP).

b. Translation Services: What translation or interpreter services were used for each applicable project with identified LEP persons during the reporting period?

Project: *I-5, South Jefferson to US 20* (Environmental Assessment)

LEP – Hispanic: Spanish speaking: Translation and Interpretation Services

- **How were the language translation/interpretation needs determined?**
 - Initially interpretation needs were perceived via demographic data
 - Subsequently, direct observation, investigation, and surveys confirmed the level of needs for the Project.
 - Interviews with local stakeholders revealed that a higher level of translation and targeted services was needed.
- **Please describe documents that were provided in languages other than English, including the languages.**

The following project documents and information sources were translated into Spanish;

- Project Flyer
- Project Webpage
- All meeting materials were duplicated in Spanish, including –

- Agenda
 - Description of Project
 - Schedule
 - Questionnaire, etc.
- c. Reducing Barriers: Identify any efforts made in consideration of reducing potential language obstacles where LEP populations were documented.
- Project Webpage was translated into Spanish,
 - Project phone line available to Spanish speaking persons to Interpreter for Q&A and general (project) information,
 - Interpreter was provided for targeted open house meetings (HMHP)
 - Translation of Project materials
 - Resident Representative was accessible and knew many of the concerned (Spanish speaking) residents.
 - The Public Information Summary Report (10/2014) documents LEP efforts:
 - o Appendix E – Community Outreach 2013/2014 Materials
 - 1.0 Heatherdale Mobile Village Meeting Summary

4. **Training, Technical, and/or Professional Development**

- a. **List any nondiscrimination Title VI, EJ, and/or LEP workshops, training, or peer exchanges attended by Environmental staff in your Region (this also applies to GES, separately).**
- None noted
- b. **Also, please identify if you or your Region (Environmental Unit) feel like you do, or do not, have adequate access to technical resources, including adequate training, for Title VI, EJ, and LEP.**
- Adequate access to resources:
 - o Electronic and print resources are readily available
 - Inadequate access to Oregon Division Staff Specialist
 - o Federal Specialist not available
 - o Oregon Division – NEPA Specialist
 - Unable or unwilling to engage regularly or assist in Project Civil Right issues.

5. **Guidance and/or Policy Development**

- a. **Are you aware of any guidance or policy (FHWA, ODOT Regions or**

Headquarters/GES, ODOT-OCR, US-OCR, EPA, etc.) that has been developed within the reporting period (October 1, 2014 through September 30, 2015? If so, please list and describe.

- EPA
 - o Plan EJ 2014
- FHWA
 - o Environmental Justice Reference Guide - 2015
- ODOT
 - o Title VI Implementation Plan October 2014 (OCE)

Region 3

- Attended EJ Screening Tool webinar

Region 4

- No projects noted

Region 5

- No projects noted

Right-of-Way

Rights-of-Way (49 CFR Part 24 & 23 CFR Part 710)

The Right of Way (ROW) program area provides expertise in real estate and other right of way matters to the Department. In cooperation with the Federal Highway Administration (FHWA), the ROW Section implements Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as amended.

The ROW Section is responsible for the appraisal, acquisition, and management of property acquired for public projects.

The ROW Section assists people and business in relocating from the acquired rights of way. The ROW annual accomplishments are as follows:

General

Is "Appendix A" of ODOT's Title VI Assurances included as a distinct contract provision in all contracts connected with right-of-way work?

ODOT started a mentoring contract program to train new appraisers to perform eminent domain appraisals and recently completed the first contract, which provided training for a female appraiser. ODOT requires a high level of specialized training to do the specific type of appraisal that is mandated federally. ODOT is working with

two female appraisers to seek a mentor-appraiser who could complete mentoring contracts. (No updated information for 2015)

Appraisals

How many contracts were offered to minority and / or women owned firms?

This information is not tracked by Right of Way. There are contracts completed by women and minorities but the regions contract with each appraiser for the work to be done and any demographic information would be kept there if it collected.

What outreach practices are in place to diversify the pool of qualified appraisers?

In 2014, all of the consultant appraisers were re-qualified and the qualified appraiser's list was re-established. The RFQ was advertised on ORPIN. The ODOT Chief Appraiser made presentations to the appraisal community via presentations to three professional groups explaining that ODOT was seeking new appraisers. (No updated information for 2015)

List any outreach activities such as on-the-job training and subcontracting through qualified firms that were provided for Disadvantaged Business Enterprises (DBEs) that could not meet the qualification requirements.

Appraisers must meet minimum qualifications to perform eminent domain appraisals, based on federal and state laws. ODOT started a mentoring contract program to train new appraisers to do our type of work. ODOT recently completed the first contract which provided training for a female appraiser. ODOT requires a high level of specialized training to do the specific type of appraisal mandated. ODOT is working with two female appraisers and seeking a mentor-appraiser who could complete mentoring contracts. (No updated information for 2015)

How are the appraisal process and just compensation rights communicated to persons impacted by the project?

Following a General Information Notice, appraisers contact the owners with a 15-day notice that they will be at the property to appraise and offer the opportunity for the owner to accompany the appraiser. Following the appraisal and its successful review by HQ, an offer is made to the owner either in person or via certified mail.

What efforts are made in consideration of minority, LEP, and low-income populations?

The same process applies to all owners and tenants.

Acquisition

How many properties (or property interests) were acquired through Eminent Domain-Condensation and the Negotiation processes?

All project-related properties and property rights are acquired under the threat of eminent domain via negotiation.

What mechanisms are used to communicate acquisition and relocation processes and procedures to minority, low-income, LEP, elderly, and disabled persons?

The process is the same for all owners and tenants, with whatever special accommodations are needed.

Are these communications displayed in other languages?

Interpreters are hired whenever necessary and some letters and brochures are translated into Spanish.

How is it decided into which language the information will be translated?

An appropriate interpreter is hired whenever needed.

How many offers were presented in writing?

Every offer is presented in writing.

How many offers were presented in person?

Each offer is either made in person or by certified mail. It is unknown (based on the information that is tracked) how many are presented in person.

What translation or interpreter services were used to communicate these offers?

Regions have interpretative service companies.

Which languages were identified for translation services?

Russian, Spanish and Chinese speaking owners/tenants have been worked with through Right of Way.

Relocation

What information gathering methods were used to identify these populations?

The right of way software program called RAIN.

Were any translation services needed to ensure the required 90-day notice of displacement was met? (49 C.F.R. Part 24 §§ 24.102 (b) – Notice to owner)

Yes – Spanish and Chinese.

What methods were used to communicate critical information such as relocation assistance services, to Title VI / EJ individuals and businesses displaced by construction of the project?

In person meetings are held whenever possible, and utilizing interpreters when necessary.

What translation services are used to communicate claim submission and other documentation required for payment?

The right of way agents submit claims, often based on invoices, so no translation services for the claims per se is necessary.

When translation is required, is there an identified representative who represents the owner's interests for appraisal or inspection purposes?

A neutral interpreter is utilized when required.

How many personal interviews were conducted to determine the need for relocation support services?

A personal interview is conducted with each displacee.

Were minority or LEP needs identified in this process?

All needs are identified in the interview process, whether a disability or economic situation or other special needs.

What translation services were provided for relocation assistance advisory services (i.e. moving services, replacement housing etc.) and relocation assistance programs

Whenever needed, an interpreter is made available. This is typically during a meeting to verbally translate, and some documents are available in Spanish and have been made available in other languages on a case-by-case basis.

General – Does the agency have a designated relocation specialist?

At the "headquarters" office in the Technical Leadership Center in Salem, relocation reviewers are available for training, answering questions, and reviewing reports and claims. Every right of way agent is trained and expected to perform relocation activities.

Is this person responsible for providing a description of the relocation process, providing a purchase offer, just compensation and information about relocation payments (or reimbursements), moving costs, and / or other

advisory services?

There may be one right of way agent to make the offer and negotiate the file as well as provide relocation assistance. There may also be two agents, one to negotiate and one to provide relocation assistance.

Explain methods used to ensure diversification of relocation staff?

Diversity is important to this discipline, and efforts are made to ensure that diversity exists in the work force.

Property Management

How are displaced people notified of relocation to comparable properties?

Federal and State law require at least one comparable property to be made available to each displacee, with a commensurate financial relocation benefit.

How do you determine whether or not a translator/translated documents should be utilized to ensure that the owner or tenant has a clear understanding of the process?

In addition to asking the person, we also evaluate whether or not the owner or tenant seems to have a clear understanding by asking questions and listening to their questions and responses.

Training / Education

What guidance documents or training was generated by the ROW section in order to increase Title VI and other nondiscrimination awareness?

Tracking of this information via our software program, which requires acknowledgement of these categories by agents, is one way to increase awareness. In addition, the relocation and condemnation unit lead has met with Title VI staff to discuss the importance of and monitoring of this information.

What steps are taken to ensure that Title VI and related nondiscrimination obligations are integrated into the day-to-day program area operations?

Right of Way has a new, soon-to-be-rolled out software program that is more comprehensive in our business line and requests the Title VI information prominently.

Research

Research (23 CFR Part 420)

1. **How many research projects are currently underway?**

The Research Section had thirty-six State Planning and Research (SPR) projects underway during the report period. Thirty-five of these were contracted with universities, research organizations, or consultants. One was researched within ODOT.

2. **Provide a list of universities and/or consultants currently conducting research Projects.**

Oregon State University (15 projects), Portland State University (8 projects), Auburn University (1 project), Montana State University (3 projects), Iowa State University (2 projects), Northern Arizona University (1 project), Portland State University/Oregon State University (1 project), Portland State University/Montana State University (1 project), Cambridge Systematics (1 project), Texas (2 projects) and Oregon Department of Transportation (1 project)

3. **Summarize actions taken to encourage universities to utilize minority and female students to participate on highway research projects.**

There were 13 female faculty and Project Investigators, 16 male minority Project Investigators, 4 female minority Project Investigators, 32 female students, 25 male minority students, and 11 female minority students. (See attached for details.)

4. **Summarize actions taken to increase minority-owned consultants in obtaining research projects.**

During the FY15, one private consultant (Cambridge Systematics) was utilized on federally funded research projects during the current fiscal year.

5. **List any significant actions planned for the ensuing year.**

The Research Section maintains a quarterly tracking system for minority and female student involvement in projects contracted with universities. Future contracts will be reviewed and revised as needed to promote the use of minority and female participation on research projects. Title VI goals and compliance will be raised as a discussion issue with these partner organizations throughout the year.

Title VI Data
July 1, 2014 through June 30, 2015

Project No.	Research Contact	Principle Investigator	Project Title	Female Investigators	Male Minority Investigators	Female Minority Investigators	Female Students Assisting	Male Minority Students Assisting	Female Minority Students	Contract With
1.	SPR 719	Mahey	Mahey	Climate Change Impact on Coastal River Estuaries in Oregon	0	0	0	0	0	ODOT
2.	SPR 730	Mahey	Nisson	Copper Removal From Storm Water Runoff Using Fish Bone Meal	0	0	2	0	0	OSU
3.	SPR 734	Shippin	Williams	Premature Asphalt Concrete Pavement Cracking	0	0	1	0	0	Iowa
4.	SPR 736	Fu	Shi	Corrosion Monitoring System for Reinforced Concrete Structures	0	1	0	3	0	MSU
5.	SPR 740	Mahey	Olsen	Impacts of Potential Seismic Landslides on Lifeline Corridor	0	0	1	1	1	OSU
6.	SPR 741	Soltész	Dusicka	Bridge Seismic Retrofit Measures Considering Subduction Earthquakes	0	0	0	1	0	PSU
7.	SPR 742	Soltész	Shi	Understanding and Mitigating Effects of Chloride Deicer	0	1	0	0	0	MSU
8.	SPR 745	Butalino	Clifton	Residential Location Choices for Transportation Decision Making	1	0	0	1	0	PSU
9.	SPR 750	Fu	Higgins	Strengthening Methods for Deficient Flexural Steel Anchorages in Bridge Girders	2	0	0	0	0	OSU
10.	SPR 753	Pietz	Cambridge Systematics	Transportation Performance Measures for Statewide Outcomes Based Management	2	0	0	0	0	Cambridge Systematics

11.	SPR 755	Shuppen	Bell	Performance Based Selection of RAP-RAS in Asphalt Mixtures	0	0	0	1	1	1	1	OSU
12.	SPR 756	Joenger	Dixon	Improved Safety Performance Functions for Signalized Intersections	1	1	0	2	0	2	2	Texas
13.	SPR 757	Li	Kim/Porter	Bluetooth Data Collection System for Planning and Arterial Management	0	1	0	1	0	0	0	OSU
14.	SPR 758	Mabeey	Chad Higgins	Appropriate Width of Filter Strips for Natural Dispersion of Stormwater in Western Oregon	0	1	0	4	0	1	1	OSU
15.	SPR 760	Li	Wang/Liu	Multi-Modal Performance Measures in Oregon: Developing a Transportation Cost Index Based Upon Multi-Modal Network and Land Use Information	1	1	1	1	1	1	1	PSU
16.	SPR 761	Lazarus	Bertini /Al-Kaisy	Improving Active Traffic Management in Urban and Rural Locations: Evaluation of Variable Speed Limit/Variable Advisory Speed Systems	0	1	0	0	0	0	0	PSU/Montana
17.	SPR 762	Fu	Trejoir/ Barbose	High Strength Steel Reinforcement for Bridges	0	1	0	1	0	0	0	OSU
18.	SPR 763	Shuppen	Timm	Mechanistic Design Data	0	0	0	0	0	0	0	Auburn University
19.	SPR 764	Knudson	Bertini	Preparing a Possible Oregon Road Map for Connected Vehicle/Cooperative Systems Deployment Scenarios	0	1	0	2	3	0	0	PSU
20.	SPR 765	Mabeey	Stuedlein	High Strength Steel Bars and Casting in Response to Drilled Shafts	0	0	0	0	1	0	0	OSU

21.	SPR 766	Joerger	Dixon	Effective Measures to Restrict Turning Movements	1	0	0	0	0	1	0	0	Texas
22.	SPR 767	Cornell	Monserre	Design Treatments for Right turns at Intersections with Bicycle Traffic	0	0	1	0	0	1	0	0	PSU
23.	SPR 768	Knudson	Figliozzi	Crowdsourcing as a Data Collection Method for Bicycle Performance Measures	0	1	0	0	0	2	0	0	OSU
24.	SPR 769	Lazarus	Gambatese	Safe and Effective Speed Reductions for Freeway Work zones Phase 2	0	0	0	1	1	1	1	1	OSU
25.	SPR 770	Fu	Dusicka	Impact of Cascadia Earthquake on Seismic Evaluation Criteria of Bridges	0	0	0	0	0	2	0	0	PSU
26.	SPR 771	Joerger	Al-Kaisy	Risk Factors Associated with High Potential for Serious Crashes	0	1	0	0	0	0	0	0	Montana
27.	SPR 772	Cornell	Nordbeck	Investigation of Bicycle and Pedestrian Count Technologies	2	1	1	1	1	0	0	0	PSU
28.	SPR 773	Joerger	Hurwitz	Optimal Timing and Detection Practices for Red Clearance Extensions	0	0	0	4	0	0	0	0	OSU
29.	SPR 774	Knudson	McMullan/ Wang	Road User Charge Economic Analysis	1	1	0	1	2	0	0	0	OSU
30.	SPR 775	Fu	Higgins	Titanium for Strengthening Existing Reinforced Concrete Bridges	1	0	0	0	0	0	0	0	OSU
31.	SPR 776	Mabey	No PI yet	Quantifying Noise Impacts from ODOT Aggregate Source Operations	Not	Ready	To	Begin	NO	NO	Principle Investigator	Under development	OSU
32.	SPR 777	Lazarus	Williams	Chip Seal Design and Specifications	0	0	0	2	0	0	0	0	Iowa
33.	SPR 778	Cornell	Monserre	Safety Effective of Pedestrian Crossing Enhancements	0	0	0	1	0	0	1	1	PSU
34.	SPR 779	Joerger	Monserre/ Halzhong	Risk Factors for Pedestrian and Bicycle Crashes	0	1	0	3	1	1	2	2	PSU/OSU

35.	SPR 780	Fu	Isgor/Ideker/ Trejo	Strategies to Increase Service Life on Bridge Decks	0	1	0	2	1	1	OSU
36.	SPR 781	Lazarus	Smaglik	Improving Adaptive/Responsive Signal Control Performance	1	1	1	0	2	0	Northern Arizona University
37.	SPR 782	Shippen	Coleri	HMAC Layer Adhesion Through Tac Coat	0	0	0	0	1	0	OSU
38.				Totals:	13	16	4	32	25	11	

2014-2015 Information for Title VI Report

Number	Contact	Title	Women or Minorities	PI	Location
SPR 719	Mabey	Climate Change Impact on Coastal River Estuaries in Oregon	None	Mabey	ODOT
SPR 730	Mabey	Copper Removal From Storm Water Runoff Using Fish Bone Meal	Two female students	Nason	OSU
SPR 734	Shippen	Premature Asphalt Concrete Pavement Cracking	One female student	Williams	ISU (Iowa)
SPR 736	Fu	Corrosion Monitoring System for Reinforced Concrete Structures	One male minority investigator	Shi	MSU
SPR 740	Mabey	Impacts of Potential Seismic Landslides on Lifeline Corridor	One female student assisting, one male minority student, one female minority student	Olsen	OSU
SPR 741	Soltész	Bridge Seismic Retrofit Measures Considering Subduction Earthquakes	One male Minority Student assisting.	Dusicka	PSU
SPR 742	Soltész	Understanding and Mitigating Effects of Chloride Deicer	One male minority investigator	Shi	MSU
SPR 745	Bufalino	Residential Location Choices for Transportation Decision Making	One female investigator, one female student assisting	Clifton	PSU
SPR 750	Shippen	Strengthening Methods for Deficient Flexural Steel Anchorage in Bridge Girders	Two female Investigators	Chris Higgins	OSU
SPR 753	Pietz	Transportation Performance Measures for Stairwide Outcomes Based Management	Two female Investigators	Cambridge Systematics	Cambridge Systematics
SPR 755	Shippen	Performance Based Selection of RAP-RAS in Asphalt Mixtures	One female student assisting, one male minority student, one female minority student	Bell	OSU

SPR 756	Joerger	Improved Safety Performance Functions for Signalized Intersections	One female PI, one male minority PI, two female students assisting, two female minority students assisting	Dixon	Texas
SPR 757	Li	Bluetooth Data Collection System for Planning and Arterial Management	One minority male investigator, one female student assisting	Porter/Kim	OSU
SPR 758	Mabey	Appropriate Width of Filter Strips for Natural Dispersion of Stormwater in Western Oregon	One male minority investigator, four female students assisting, one female minority student assisting	Chad Higgins	OSU
SPR 760	Li	Multi-Modal Performance Measures in Oregon: Developing a transportation Cost Index Based Upon Multi-Modal Network and Land Use Information	One female Investigator, one male minority investigator, one female student assisting, one male minority student assisting, one female minority student assisting	Wang/Liu	PSU
SPR 761	Lazarus	Improving Active Traffic Management in Urban and Rural Locations: Evaluation of Variable Speed Limit/Variable Advisory Speed Systems	One Male Minority Investigator	Bertini/Al-Kaisy	PSU/MSU
SPR 762	Soltesz	High Strength Steel Reinforcement for Bridges	One male minority investigator, one female student assisting	Trejco/Barbosa	OSU
SPR 763	Shippin	Mechanistic Design Data from ODOT Instrumented Pavement Sites	None	Timm	Auburn Univ.
SPR 764	Krudson	Preparing a Possible Oregon Road Map for Connected Vehicle/Cooperative Systems Deployment Scenarios	One male minority investigator, two female students, three male minority students assisting	Bertini	PSU
SPR 765	Mabey	High Strength Steel Bars and Casing in Response to Drilled Shafts	One male Minority Student assisting.	Stuedlein	OSU

SPR 766	Joerger	Effective Measures to Restrict Turning Movements	One female investigator, one male minority student assisting	Dixon	Texas
SPR 767	Cornell	Design Treatments for Right Turns at Intersections with Bicycle Traffic	One female minority investigator, one male minority student assisting	Monsere	PSU
SPR 768	Knudson	Crowdsourcing as a Data Collection Method for Bicycle Performance Measures	One male minority investigator, two male minority students assisting	Figliozi	OSU
SPR 769	Lazarus	Safe and Effective Speed Reductions for Freeway Work Zone Phase 2	One female student assisting, one male minority student, one female minority student	Gambatese	OSU
SPR 770	Soltész	Impact of Cascadia Earthquake on Seismic Evaluation Criteria of Bridges	Two male minority students assisting	Dusicka	PSU
SPR 771	Joerger	Risk Factors Associated with High Potential for Serious Crashes	One male minority investigator	Al-Kaisy	MSU
SPR 772	Cornell	Investigation of Bicycle and Pedestrian Count Technologies	Two female investigators, one male minority investigator, one female minority investigator, one female student assisting	Nordback	PSU
SPR 773	Joerger	Optimal Timing and Detection Practices for Red Clearance Extensions	Four female students assisting	Hurwitz	OSU
SPR 774	Knudson	Road User Charge Economic Analysis	One female investigator, one male minority investigator, one female student assisting, two male minority students assisting	McMullan/Wang	OSU
SPR 775	Shippen	Titanium for Strengthening Existing Reinforced Concrete Bridges	One female investigator	Higgins	OSU
SPR 777	Lazarus	Chip Seal Design and Specifications	Two female students assisting	Gransberg/Williams	Iowa
SPR 778	Cornell	Safety Effectiveness of Pedestrian Crossing Enhancements	One female student assisting, one female minority student assisting	Monsere	PSU

SPR 779	Joerger	Risk Factors for Pedestrian and Bicycle Crashes	One male investigator, three female students assisting, one male minority student assisting, two female minority students assisting	Monserere/Haizhong	PSU/OSU
SPR 780	Shippen	Strategies to Increase Service Life on Bridge Decks	One male minority investigator, two female students assisting, one male minority student assisting, one female minority student assisting	Isgor/Idaker/Trejjo	OSU
SPR 781	Lazarus	Improving Adaptive/Responsive signal Control Performance	One female investigator, one male minority investigator, two male minority student assisting	Smaglik	Northern Arizona University
SPR 782	Shippen	HMAC Layer Adhesion through Tac Coat	One male Minority Student assisting.	Coleri	OSU
Summary	OSU: 730, 740, 750, 755, 757, 758, 762, 765, 768, 769, 773, 774, 775, 780, 782 15 projects	Iowa State: 734, 777 2 projects	PSU: 741, 745, 760, 764, 767, 770, 772, 778 8 projects	MSU: 736, 742, 771 3 projects	ODOT: 719 1 project
		Auburn Univ.: 763 1 project	Texas: 756, 766 2 projects	PSU/OSU: 779 1 project	Cambridge Systematics: 753 1 project
		PSU/MSU: 761 1 project	Northern Ariz. Univ.: 781 1 project		
1 projects are with ODOT					
34 projects with Universities					
1 with Cambridge Systematics					
36 Total Projects					

Construction

Construction (23 CFR Part 635)

The Contracts Unit and Office of Civil Rights share responsibilities for assuring that construction bid letting and contracting procedures are followed with respect to Title VI issues. The Title VI Officer will work with both the Contracts Unit and the DBE program staff to ensure that DBE firms are provided maximum opportunity to participate on ODOT construction contracts.

Participation and Opportunities:

1. **Provide contracting participation information for the following:**

a. **DBE firms**

b. **Female and Minority-owned firms**

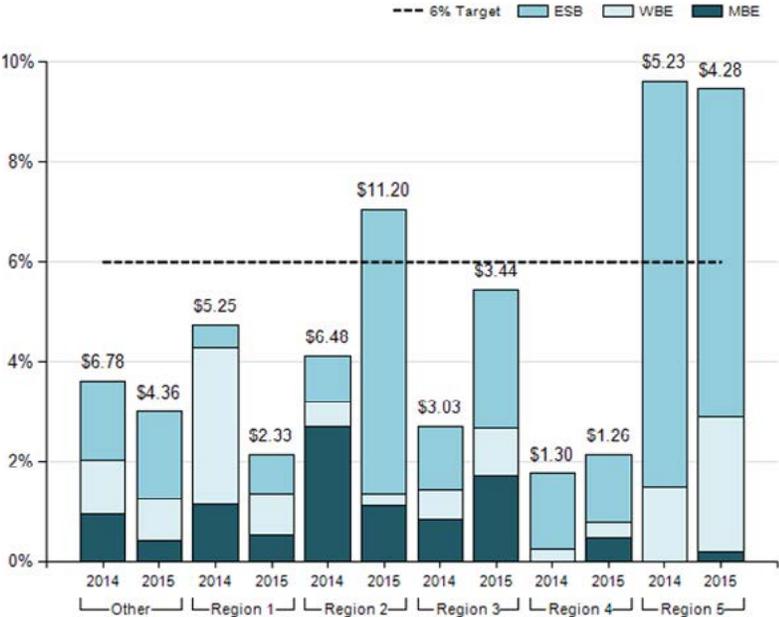
- DBE Uniform Report – DBE participation on FHWA-funded contracts is reported twice each federal fiscal year in the Uniform Report of DBE Commitments/Awards and Payments: October 1 to March 31, submitted on June 1; and April to September 30, submitted on December 1. The reports for the last five years for FHWA-funded highway construction projects are posted on ODOT’s DBE Program – Resource Documents web page at: http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/dbe_rpt_acp.aspx
- Report is on only the federal percentage of FHWA-funded highway construction contracts for this report period of October 1, 2014 – September 30, 2015. Data from Civil Rights Compliance Tracking (CRCT) database as of October 29, 2015. RN means awards through race- and gender-neutral measures, and RC means awards made through race- and gender-conscious measures (assigned DBE contract goals). See the following two tables.

DBE Utilization – October 1, 2014 - September 30, 2015 FHWA Funded Contracts - All (Construction & Professional Services) Federal Aid share amounts									
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD									
Awards / Commitments	Total Dollars	No.	Total to DBEs	No. to DBEs	RC to DBEs	RCNo. to DBEs	RN to DBEs	RN to DBEs	Total DBE%
Prime	\$395,125,120	302	\$8,383,790	17			\$8,383,790	17	2.1%
Subcontracts	\$109,648,561	1325	\$16,651,540	261	\$6,104,700	51	\$10,357,678	210	15.2%
TOTAL			\$25,035,330	278	\$6,104,700	51	\$18,741,468	227	6.3%

BREAKDOWN BY ETHNICITY & GENDER		A	B	C	D	E	F
		Total to DBE (dollar amount)			Total to DBE (number of contracts)		
		Women	Men	Total	Women	Men	Total
	Black American	\$2,951,620	\$3,570,578	\$6,522,198	19	42	61
	Hispanic American	\$283,115	\$3,167,571	\$3,450,687	17	16	33
	Native American	\$552,899	\$679,317	\$1,232,217	1	29	30
	Asian Pacific American	\$5,096,023	\$36,434	\$5,132,457	8	5	13
	Subcontinent Asian Americans	\$0	\$2,108,508	\$2,108,508	0	18	18
	Non-Minority	\$6,589,265	\$0	\$6,589,265	123	0	123
	TOTAL	\$15,472,922	\$9,562,409	\$25,035,330	168	110	278

MBE, WBE, ESB firms: Report is on direct payments made by ODOT to Minority- and Female-owned and Emerging Small Business firms on all contract types, including state and federally-funded highway construction and other contracts types, including A&E and non-A&E professional services, goods and trade services. Graphics below display the value in millions and percentage of ODOT Region and Other payments made to MBE, WBE, and ESB firms by certification type with a year-over-year comparison shown for current and prior years. Dashed line represents ODOT's statewide MWESB aspirational spending target. Date range of payments: 1/1/2014 - 9/30/2015. When a contractor has multiple certifications it is counted in the order of MBE, WBE, then ESB. Data from ODOT's Civil Rights Compliance Tracking system as of October 29, 2015. (See graphs below.)

ODOT Direct Payments to MWESB Firms (1/1/2014 - 9/30/2015)



Summarize efforts used to encourage the use of minority and women-owned firms on state-funded projects.

- Highway Construction Contractor Submitted Diversity Plans: For state funded construction projects, ODOT requires the awarded prime contractor to submit a project Diversity Plan before commencing on-site work. The diversity plan requires the prime to identify past and planned workforce and small business utilization by the prime. The prime is also required to identify any supportive services, such as mentoring, it will offer to small, minority-owned, and women-owned businesses during the course of the project.
- Highway Construction Small Business Aspirational Targets: For state funded projects over \$500,000, ODOT also sets MWESB Aspirational Targets. The aspirational targets are not a condition of contract award. Rather, the targets represent the level of minority-owned, women-owned, and emerging small business participation the agency has determined is reasonably achievable in the type of work and locality of the project. Contractors are encouraged to meet the targets. The contract special provisions for the Contractor Submitted Diversity Plan requirement and the MWESB Aspirational participation are available at: http://www.oregon.gov/ODOT/HWY/SPECS/Pages/manuals_forms_etc.aspx#Publications
- ODOT Small Contracting Program: The primary goal of the Small Contracting Program (SCP) is to provide a contracting mechanism for outreach to business entities. As an adjunct to this goal, ODOT staff will provide a mentor relationship with these companies, working with them to gain the skills required to be successful in contracting opportunities with ODOT. The Small Contracting

Program is made up of three divisions: (1) Architectural and Engineering and Related Services; (2) Construction; and (3) Other Services to include Non A & E Personal Services and Trade Services. More information about the program is available at: http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/scp_program.aspx

- Emerging Small Business Program: The ESB Program is a statutorily required program and consists of three separate sub programs called the ESB CostShare Program, the ESB Small Business Management Program and the Program-Specific Mentor Protégé Program. More information about the program is available at: http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/sbe/esb/esb_program.aspx
- Oregon Small Business Initiative (OSBI): The Oregon Department of Transportation (ODOT), the Oregon Association of Minority Entrepreneurs (OAME), and the Oregon-Columbia Chapter of the Associated General Contractors (AGC) have joined forces to create the Oregon Small Business Initiative. Today's infrastructure projects are more difficult and technical than ever before, and the initiative was created to improve the capability and capacity all contractors working on ODOT projects, including primes; subcontractors; and minority, women, and emerging small businesses (MWESB). The initiative will accomplish this through several means: training for MWESB contractors on general business subjects, such as estimating and bidding, certified payroll, and cash flow management, with additional ODOT-specific information that could include training with specific prime contractors; training for prime contractors that could include diversity, mentoring, and small business issues; and facilitating networking between MWESB and prime contractors. See the OSBI webpage on the AGC website: <http://www.agc-oregon.org/education-and-training/oregon-small-business-initiative/>

List outreach activities took place during the reporting period.

- Outreach and Networking: The following is a non-exhaustive list of Small Business outreach and networking events ODOT Office of Civil Rights supported during October 1, 2014 – September 30, 2015 reporting period. The Agency intends to support the same or similar events during the ensuing year:
 - o ODOT – AGC Annual Conference
 - o ODOT – ACEC Annual Partnering Conference (DMWESB scholarships)
 - o Minority Business Executive Program at UW Foster School of Business
 - o Business Development Institute (BDI) hosted Minority Enterprise Development (MED) Week: networking events and awards luncheon
 - o Oregon Association of Minority Entrepreneurs (OAME), monthly contractors meetings
 - o OAME Annual Tradeshow
 - o Hispanic Heritage Celebration Dinner – Portland
 - o Hispanic Heritage Month Breakfast - Salem
 - o DJC Women's Business Expo & Conference - Portland
 - o DJC DMWESB Top Projects Dinner - Portland

- o Asian-American Pacific Islander (AAPI) Appreciation Award Banquet - Portland
- o Expo Negocio – Salem
- o Martin Luther King Jr. Breakfast - Portland
- o Annual Latino Small Business Conference - Salem
- o Our Native American Business Enterprise Network (ONABEN) Trading at the River Conference and Trade Show – North Bend
- o National Association of Minority Contractors (NAMC) Oregon – Portland monthly meetings
- o North West Utility Contractors Association (NWUCA) networking- Portland
- o Salem Capitol Connections (monthly) – Salem
- o SBDC hosted “meet the primes” (construction and professional services) – Portland
- o 2016 Disparity Study meetings commencing December 2014 through June 2016 – Salem and various locations around the state

Education and Training:

List the training opportunities made available to DBE firms.

- Events Pages: The Office of Civil Rights has a dedicated Events webpage where small businesses can find a list of relevant upcoming networking and training events: <http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/events.aspx>

Additionally, as part of the Oregon Small Business Initiative, AGC and OAME post shared upcoming networking and training opportunities on their respective webpages.

- Supportive Services: The Office of Civil Rights supports efforts for the development of the capacity and capability of firms that are ready, willing, and able to work with ODOT in prime or sub-contracting roles. Many of the services provided include joint efforts with private and public agencies to meet the diverse needs of public contracting. The following is a non-exhaustive list of Small Business Supportive Services and other training initiatives that ODOT Office of Civil Rights supported during October 1 2014 – September 30, 2015 reporting period. The Agency intends to support the same or similar training opportunities during the ensuing year:

Small Business Training

- o ODOT ESB and DBE Mentor Protégé Program
- o ODOT DBE Business Development Boot Camp (through SBDC)
- o Mentor Protégé Program with the Port of Portland
- o Bonding Education Program with the USDOT-SBTRC (Small Business

- Transportation Resource Center)
 - o Small Business Development Center (SBDC) Business Management training classes
 - o Turner School of Construction Management
 - o BDI MED Week: small business training and diversity practitioner workshops
 - o BDI Breakthrough Breakfast Workshops
 - o Metropolitan Contractors Improvement Partnership (MCIP)
- Civil Rights and Labor Compliance Workshops – ODOT Construction Projects: Each year ODOT civil rights and labor compliance staff collaborate with the Oregon Bureau of Labor and Industry (BOLI) to bring construction project training workshops to Contractors and Subcontractors (including DBE subcontractors) who work or are considering working on ODOT projects, Local Agency Partners, Consultants, and agency project contract administration staff around the state.

The workshops are intended to improve understanding of compliance with ODOT's construction project civil rights programs requirements and Oregon's prevailing wage rate laws. The following information is covered:

- o ODOT and BOLI payroll forms explained - what information is needed and where.
- o BOLI will cover the prevailing wage rate law requirements for contractors and subcontractors will be covered.
- o Where to find current DBE, EEO and OJT forms and what these programs require for compliance.
- o Other tools and resources and an opportunity ask questions of the Agency and to network with other contractors.

In the spring of 2015, training workshops in Region 1 (Barlow Office), Region 2 (R 2 Headquarters), and Region 4 (Klamath Falls) were held.

What type of data tracking systems are used by the DBE Program?

- Civil Rights Compliance Tracking (CRCT) Database: CRCT is an in-house database built to store and organize project data and track civil rights programs compliance. This system provides tracking and reporting capabilities on companies, including DMWESB firms, who bid or respond on projects and the tracking of actual utilization. It also captures amounts paid to all contractors, generates the Federal semi annual report and tracks Equal Employment Opportunity (EEO) and On-the-Job Training (OJT) information as well.
- Additional details about DBE program data tracking are available in ODOT's DBE Program Plan. See Sections 5.2.C. DBE Activity Reporting Forms and 7.1 Civil Rights Compliance Tracking System (CRCT) available at: http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/dbe_prog_plan.aspx.

ODOT Procurement

- ODOT Procurement Office – Construction Contracts Unit (CCU) is responsible for the ad, bid, and award procurement processes for ODOT's highway construction contracts. CCU receives and responds to bid protests and rejects bids for non-responsiveness. CCU tracks bid protests and caution notices it issues to non-low bidders when their bid would have been found non-responsive had they been a low bidder. CCU has on file and provide to OCR the following reports in July 2015 for review as part of the agency's 2016 disparity study effort.
 - o 2010-14 Summary of Protests Received (PDF)
 - o 2005-2014 Caution Notices (Excel)
- ODOT Procurement Office – A&E and Personal Services Contracts Unit does not currently track protest or proposal rejection trends. However, procurement and contracting issues and informal industry complaints are brought up and addressed collaboratively through ODOT's industry leadership committees. See the notes on and links to ACEC-ODOT Partnership and ODOT Construction Industry Leadership information in the following two subheadings below.

ACEC-ODOT Partnership

http://www.oregon.gov/ODOT/HWY/MPB/Pages/acec_odotpartnership.aspx

- The ACEC-ODOT Partnership page has information about the ACEC Steering and Liaison Committees. The committees were formed to help the agency address and work through design and engineering industry concerns in a collaborative way.
- Over the last few years, ODOT has been proactive about encouraging more DMWESB participation at these meetings, and OCR has become a regular attendee and contributor to the discussions.
- Meeting agendas, minutes, and handouts are all posted to the webpage. These documents show the procurement and contracting issues or challenges the agency and industry work on together through the Steering, Liaison, and subcommittees.
- Many of the minutes also address DBE and small business participation issues or initiatives.

ODOT Construction Industry Leadership

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/pages/agc_odot_presentation.aspx

- The Construction Industry Leadership group was formed to help the agency address and work through construction contracting industry concerns in a collaborative way.
- Over the last few years, ODOT has been proactive about encouraging more DMWESB participation at these meetings, and OCR has become a regular attendee and contributor to the discussions.
- Meeting minutes that show the procurement and contracting issues and challenges the agency and industry work on together through this committee

and other subcommittees.

- Meeting minutes are posted to an ODOT webpage. The minutes are also posted on the AGC heavy/highway council webpage: <http://www.agc-oregon.org/government-affairs/heavyhighwayutility-contractors-council/>.
- Many of the minutes address DBE and small business participation issues or initiatives.

Title VI/Environmental Justice:

What review procedures are in place to ensure subcontract agreements, first and second tier, material supply and equipment lease agreements contain the required Title VI contract provisions?

- The FHWA Form 1273 - Required Contract Provisions Federal-Aid Construction Contracts, which includes the Title VI contract provisions, is physically included in every ODOT federally-funded contract. Our Contractor Request for Subcontract Consent form (734-1964) has a box the contractor checks certifying that the Federal Form FHWA 1273 as well as a DBE Policy Statement are a part of the subcontract. Agency Project Manager staff review each request for subcontract consent to ensure this is requirement is met before they approve the request.

Small Business Programs

SCP/ ESB presentations to leadership teams

- July 29th: Region 4 SCP/ ESB presentation to leadership team.
- Region 3 SCP/ ESB presentation to leadership team.
- Region 5 SCP/ ESB presentation to leadership team.

External trainings

- Turner School of Construction
- NW Utility Contractors Association
- Occasionally the AGC/ ODOT conference
- Connect-to-Oregon "roadshows
- SBDC Small Business Management Classes – Oct, Jan, April, and May
- Oregon Small Business Initiative (ODOT, AGC, OAME)
- GCAP train-the-trainer – completed in June 2015.
- 3-5 SBDC symposiums – various locations across the state. Typically in fall and spring
- Veteran Owned Business Opportunity Showcase (VOBOS) event

Education and Training

Outreach & Diversity:

1. **During the reporting period what efforts were made to encourage participation by minorities and women in National Highway Institute's (NHI) education and training programs?**
 - a. **List any NHI sponsored or co-sponsored NHI programs.**
 - Hydraulic Design of Safe Bridges
 - Traffic Monitoring Programs: Guidance and Procedures
 - Bridge Safety Inspection Refresher Training
 - b. **How many were State participants?**
 - Out of 71 participants in 2 NHI courses, 32 were state employees (45%).
 - c. **How many were minorities and women?**
 - Total 26 (37%) ODOT: 12; Others: 14
 - d. **Were there any Title VI or Environmental Justice Trainings offered?**

No.

 - If training was offered; please list the titles and dates of the training.

Training Staff:

2. **Please identify the agency's personnel who are responsible for training according to title, ethnicity and gender.**

<u>Title</u>	<u>Ethnicity</u>	<u>Gender</u>
SBSB Branch and Project Delivery Services Manager	White	Female
SBSB BPDS Senior Training Consultant	White	Female

Maintenance

Maintenance (23 CFR Part 635)

The Maintenance and Operations Branch leads and supports highway maintenance activities throughout the State by developing and implementing programs to ensure efficient, effective and consistent maintenance and operation of Oregon's transportation infrastructure.

The Maintenance and Operations Branch (MOB) should ensure that the prioritization process to determine when and routine and preventive maintenance of the state highway system is not discriminatory in its application. Additionally, the MOB needs to evaluate the feasibility of adapting the 511 Architecture (traffic information) and Variable Message Signs to more than one language if the Limited English Proficiency Four-Factor Analysis identifies the need. Also, written and telephonic contacts regarding maintenance issues from the Public need to be monitored. (Having variable message signs in multiple languages is not feasible; we could evaluate the 511 system however). Complaints are disseminated by the ASK ODOT Program out of the Directors Office. We will evaluate the ability to provide 511 services in a second language, but it is not feasible for our variable message signs.

The Office of Maintenance works with ODOT's Regions and Districts to provide expertise in forestry, vegetation management, utility permits, emergency management, field services, training, clean water, salmon recovery and directly administers the Snowmobile, Sno-Park, Adopt-A-Highway and Youth Litter Patrol programs.

Responsibilities relating to Title VI / Nondiscrimination

- Process to ensure that the development and implementation of the Maintenance Program is compliant with Title VI/Nondiscrimination requirements;
- Process to periodically review the implementation of the actual process to ensure the Maintenance Program is being implemented in a non-discriminatory manner;

1. **Provide the name of the Title VI Liaison responsible for Title VI matters. If there is no designee, describe efforts to designate Title VI Liaison. Does the Title VI Liaison serve on the Title VI Disciplinary Team?**

This would be the Maintenance and Operations Engineer for the Maintenance/Operations functions.

2. **Has the Department translated any of its documents in languages other than English? If so, describe the languages used and whether the Division used in-house or contracted services to translate the documents.**

Yes, we had a notice of personal property removal from illegal campsites translated into Spanish by an ODOT contractor.

Transportation Infrastructure Safety

Safety (23 CFR Part 924)

The Traffic-Roadway Section of ODOT manages the highway engineering (infrastructure) safety programs, including the Highway Safety Improvement Program,

the Project Safety Management System, applications of the AASHTO Highway Safety Manual, and other related tools and evaluations. The Traffic - Roadway Section administers the Highway Safety Program to encourage engineering improvements that address identified safety needs. The Oregon Transportation Commission (OTC) has allocated about \$30 million dollars a year (for 2014-15) to ODOT's infrastructure safety program. The mission of the Safety Program at ODOT is to carry out safety improvement projects to achieve a significant reduction in traffic fatalities and serious injuries. Region staff identifies, prioritize and select safety projects, based on established guidance.

The Transportation Safety Action Plan (TSAP) is a uniquely Oregon document that has been developed to lay out a set of actions that Oregonians have identified as steps to a safer travel environment. The document also serves as the State of Oregon's Strategic Highway Safety Plan (SHSP), a document required by federal law.

***Nondiscrimination statement included in the Oregon Traffic Safety Performance Plan-2014*

Liaison:

1. **Provide the name of the Title VI Liaison responsible for Title VI matters.**

In each region the Title VI field coordinator assist region staff with Title VI matters in the project delivery phase.

Dissemination:

2. **Does the department disseminate Title VI information to the public? Describe the efforts.**

Generally speaking the Safety Program does not disseminate this information on its own. But the Department does disseminate Title VI information on every project that might involve Title VI populations through the Public Involvement process on projects (detailed more thoroughly in question 12) and through contract bid documents (detailed more thoroughly in question 3).

Contract Administration:

3. **Is the following Title VI / Nondiscrimination paragraph from the U.S. DOT Standard Title VI Assurances inserted into all solicitations for bids and requests for proposals? How is this verified?**

The (Recipient), in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office the Secretary, Part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidden that it will affirmatively insure that in any contact entered into

pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Yes, all Construction contracts include FHWA-1273, which requires compliance with Title VI of the Civil Rights Act of 1964. This is again required in the DBE Supplemental Required Contract Provisions. These same documents are also included in all alternative contracting (DB, CM/GC, etc.) Request for Proposals (RFP).

4. **How does the department ensure its sub-recipients (local public agencies) who receive federal funds include the Title VI / Nondiscrimination paragraph from the Standard Title VI Assurances (see above) into all its solicitations for bids and requests for proposals? How is this verified?**

All Construction contracts include FHWA-1273, which requires compliance with Title VI of the Civil Rights Act of 1964. This is again required in the DBE Supplemental Required Contract Provisions. These same documents are also included in all alternative contracting (DB, CM/GC, etc.) Request for Proposals (RFP).

ODOT's Planning and Local Government Sections report on their Title VI activities, including all monitoring activities of MPO (Metropolitan Planning Organizations) and local agency federally funded projects and the performance of Title VI sub-recipient review outcomes and recommendations. ODOT's Title VI program has developed various review tools, including a scorecard, questionnaire, survey, and report template for monitoring ODOT programs and sub-recipients.

5. **Are the clauses of Appendix A of the U.S. DOT Standard Title VI Assurances included in all contracts and consultant agreements?**

- a. **How is this verified?**

The construction contracts are all managed centrally and if there is federal money involved these clauses are included

- b. **Does the department ensure its sub-recipients receiving federal funds include the Title VI Assurances?**

Yes by inclusion of FHWA-1273 in all sub-contracts.

Complaints:

6. **Describe the department's procedures on identifying areas of risk where Title VI complaints of discrimination might potentially arise.**

Typically the best practice is to collect and analyze relevant current demographic data for the best available sources on race ethnicity, age, gender, disability, limited English proficiency and income of the population in the project area and identify potential issues of impact early in the scoping (STIP) and design process.

Also actively seeking and involving the public in the decision making process with special attention to reaching the under-represented classes. Outreach is conducted as per ODOT policy.

Project Delivery Notice:

<http://www.oregon.gov/ODOT/HWY/PDU/docs/pdf/PDLTNotice12.pdf>

Transportation Commission Policy:

http://www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf

Part of the process should include analyzing how potential projects could impact Title VI

Procurement:

7. **How many FY2013 federally funded projects did the Department manage? What was the total dollar amount?**

This is unknown we don't break the numbers down like this, for 2014-2016 we targeted about \$28 million toward safety programs each year. In 2017-18 there is about \$37 million targeted toward safety projects in the Statewide Transportation Improvement Program each year, and in 2019-2021 there is about \$31 million per year for Safety.

8. **Did the Department's FY2014 contracts include a DBE goal? If so, what was the total DBE dollar amount?**

Yes if the contracts are over one million dollars, generally the ODOT Office of Civil Rights sets these goals.

Operations Manual:

9. **Does the department's operations manual include the language referencing following:**
 - a. **Title VI / Nondiscrimination**

b. **Limited English Proficiency**

c. **Environmental Justice:** Each project has an environmental component (NEPA) to look at these issues (they are typically handled in the ODOT regions by Environmental Engineers and part of every project team). Procedures are contained and thoroughly discussed in ODOT's Environmental Procedures Manual and issues are identified and evaluated in NEPA documents.

10. **Describe the Department's procedures to ensure that the bidding and award process for consultant agreements and construction contracts is conducted in a Title VI / Nondiscrimination compliant manner.**

a. **Describe how the Department monitors sub-recipients bidding and award process.**

Sub-contractors receive the same contract documents and are required to abide by the same requirements as the prime contractors. The Agency has to approve all sub- contractors, the contractor must submit qualifications and information on the sub-contractor, the agency reviews all sub-contractors and verify their compliance with Contract documents.

11. **Describe the Department's procedures to ensure the following paragraph from the U.S. DOT Standard Title VI Assurances is included in:**

a. **The Department's solicitations for bids and in the operations manual**

b. **Monitoring sub-recipient solicitations for bids**

The process is all monitored centrally through the Office of Project Letting in the Highway Division for all Construction Contracts and the paragraph is included in all federal aid projects.

Planning and Public Involvement:

12. **How does the Department implement its public participation plan process to effectively include Title VI and EJ populations in the following:**

a. **Location determination and development of Safety-related projects?**

The location determination of Safety Projects follows the Federal Highway's Highway Safety Improvement Program (HSIP) guidance. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on reducing traffic fatalities and serious injuries. HSIP requires an analysis of crash, roadway and traffic data to identify safety

problems and prescribe solutions to implement HSIP safety projects.

Title 23 code of Federal Regulations, Part 924 (23 CFR 924) establishes how safety data is used, at a minimum crash, traffic, and roadway information should be used, but a more robust system uses also vehicle, drivers, citation, adjudication and injury/ medical data. Oregon DOT has been working for several years to integrate crash, traffic and roadway data and is looking forward to integrating these other data sources as they become available. ODOT has a plan for advancing the State's capability for safety data collection and analysis by improving timeliness, accuracy, completeness, uniformity, integration and accessibility.

Traditionally ODOT has used an analysis of high crash locations to identify potential project locations for improvement. These locations are typically diagnosed and a solution is proposed for reducing crashes. Starting in 2010 ODOT began using an alternative systemic method to identify locations for a portion of their Safety Funding. Rather than looking at certain locations, the systemic method takes a broader view and looks at risk across an entire system for particular areas identified in the strategic planning process. It uses low cost solutions spread widely across the road system, such as rumble strips. The identification of potential corridors for improvement still use crash data but also use risk factors such as number of lanes, presence of driveways, lighting, parking, traffic volumes and speeds to name a few.

Most transportation projects might have the potential to impose negative burdens or impacts on communities, groups of people or individuals. Safety projects are often trying to address undue burden on groups or individuals, or are trying to address situations where the negative impact of rebuilding would be an undue impact. Sometimes the Safety solutions themselves can be perceived negatively. Often times it is a matter of communicating the problem trying to be addressed, how the decisions were made and what alternatives were considered. Sometimes just minor changes to a design are all that is required to address concerns.

Often times Safety improvements may involve more meaningful public outreach than conventional roadway projects. This enables the engineering professional a better understanding of the problems associated with safety concerns and provides for better solutions, ultimately saving more lives and providing better transportation decisions that meet the needs of all people and all modes of transportation.

b. **In the development of Safety environmental documentation an project plans**

Safety projects are no different than other highway construction projects in this aspect. Through ODOT policies, procedures and practices ODOT

makes efforts to ensure compliance with Title VI. Specific guidance includes project development guidance in the form of policies outlining appropriate actions and procedures. Training is provided to staff, meaningful access is provided to public forums, identification of minority populations, conducting outreach to impacted communities, analysis of potential impacts, and the avoidance, if not avoid then minimizing and if not minimizing then developing mitigation measures.

13. **Describe how Title VI and EJ populations are identified (i.e. census data etc.).**

Region planners and environmentalists usually identify if there are Title VI issue for all projects. For NEPA projects Class I and III the Environmental Project Manager or Contract administrator is typically responsible to ensure outreach efforts and results are documented. For NEPA Class II projects the responsibility for outreach efforts lies with the Project Leader with help from the Public Information Officer as needed.

During STIP and program development, the STIP Coordinator is responsible for ensuring that the outreach efforts are made and documented. For the project development phase, the Regional Environmental Coordinator (REC) carries and refines the information forwarded from the planning and programming phases, and documents project-specific outreach efforts.

For Local Agency projects, MPOs and other sub-contractors, a combination of expertise is used. This includes the Area Planner, REC, and Field Coordinators. However, it is the responsibility of the Local Agency Liaison (LAL) to ensure that outreach efforts are adequately accomplished and documented. Throughout construction, the Field Coordinators ensure that goals are met and guidelines are followed.

The Office of Civil Rights has developed a "Civil Rights in Project Development" matrix.

14. **Describe how the Department ensures that Safety projects follow the same public participation process that non-Safety projects follow.**

The expectations are the same for any type of roadway infrastructure project, it may vary depending on location and type of fix, so for example an access management project might be more contentious and require more outreach. Safety projects are likely to have the same outreach or communication, but so do other types of projects.

The Project Leader and Community Affairs staff do outreach to the community and public contact. Since ODOT uses a data driven process the locations are selected primarily to address those high crash locations, the real ability to

mitigate Title VI concerns is to choose the correct solutions. Sometimes the specific safety mitigation decisions will include Title VI and Environmental Justice considerations. Every effort should be made to avoid impacts, but if that isn't possible then minimize the impact. Finally if neither of those efforts work then mitigating the impact may be an option if an impact cannot be avoided. Through the entire process the responsible person for the project should be documenting the outreach, the concerns and the decisions made within the project.

Most transportation projects might have the potential to impose negative burdens or impacts on communities, groups of people or individuals. Safety projects are often trying to address undue burden on groups or individuals, or are trying to address situations where the negative impact of rebuilding would be an undue impact. Sometimes the Safety solutions themselves can be perceived negatively. Often times it is a matter of communicating the problem trying to be addressed, how the decisions were made and what alternatives were considered. Sometimes just minor changes to a design are all that is required to address concerns.

The program can be continually enhanced by improving public outreach efforts, providing access to all public outreach and events, noting any significant problem areas that are obstacles to addressing Title VI and mitigating them, and finally good training for project development staff to understand Title VI concerns.

15. **Explain how the Department notifies the public of public meetings and hearings?**

ODOT is committed to meaningful involvement from the public while developing the list of Statewide Transportation Improvement Projects. ODOT has established a policy that every region uses for public involvement http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/titlevi/docs/otc_public_inv_policy.pdf

Also ODOT has a policy for expectation for public involvement for project delivery at: <http://www.oregon.gov/ODOT/HWY/TECHSERV/BPDS%20docs/pdlnotice12.pdf>

ODOT Regions use a variety of methods to assure public involvement, including advertising public meeting through local newspapers, websites, signs, mailings, emails, notice in utility bills, community newsletters, announcements posted in businesses, etc. Many of the public meetings were held in conjunction with city or county council meetings and they have their regularly scheduled methods of advertising meetings.

Many of the councils and commission also have representatives of disabled community, women and men, tribes, varying ages and ethnicities, also property owners, business owners and residents. Some have expanded their stakeholder

representation to include community development organizations, partnership organizations for disabled, veteran's organizations so that their advisory committees include not only disabled representatives but representatives for low income and homeless populations.

Accommodations for language interpretation and disability-related modifications are available upon request at most events and meetings and notices are often provided in multi-language.

In some cases special efforts are made to interview affected residents, businesses and property owners to gain insight into perceptions within project areas and Facebook and Twitter have been used successfully to provide updates to interested citizens. Also providers of transit and emergency services are often approached for input, including bicycle and pedestrian advocates, schools, senior housing services and other transportation providers impacted within project limits.

a. **How are public comments from these events addressed?**

The ODOT Project Leader would evaluate comments and bring them to the project team. The project teams decide which changes to incorporate into projects, which fit the scope of the project and which are outside the scope. Often minor design changes can address complaints or impacts. Good public involvement can also help improve the understanding of the public on how a project may or may not impact them and can also be a remedy.

The Project Leader is responsible for documenting how the comments were handled and how decisions were made by whom and for what reasons.

Limited English Proficiency:

16. **Describe which documents were translated into languages other than English.**

a. **Which languages were identified for the purposes of translation or interpretation?**

Typically Spanish but also Russian. Where Department of Motor Vehicles has translated brochures dealing with new traffic controls there may be other languages they have translated forms and brochure into.

b. **Identify whether the Department used in-house or external contracted services to translate the documents.**

Typically documents are translated using external contracted services,

primarily for printed documents where a brochure or program may be used to reach a LEP individual.

17. **Describe how the Department notifies LEP individuals of language services available?**

ODOT has guidance in their LEP Plan that contains recommendations and resources. Also ODOT Regions know where there are certain communities (geographic areas) with more LEP individuals, when dealing with establishing new traffic controls and/or changing traffic controls or roadway alignment, extra efforts are made to reach LEP individuals through different forms of media, or print. As a general rule where new traffic controls are placed and LEP individuals may have exposure to the devices and it is critical to make reasonable efforts to reach the population nearby the installations. Often region staff reaches out with public information campaigns to these groups and/or reach out to community organizations that serve these groups. Other resources include using internet web site that allow users to access the website using various languages or may provide language services by request or even provide language translation at public involvement events.

Training / Education:

18. **What guidance documents or training was generated by the Department section in order to increase Title VI and other nondiscrimination awareness?**

The Office of Civil Rights within ODOT provides annual training to keep staff abreast of requirements and new methods. They also publish resources for employees: <http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/wdp.shtml>

Also ODOT's Title VI program has developed various review tools, including a scorecard, questionnaire, survey, and report template for monitoring ODOT programs and sub-recipients.

19. **List any training attended by Department staff.**

Staff attends annual training and monitors changes to Title VI program.

20. **What steps are taken to ensure that Title VI and related nondiscrimination obligations are integrated into the day-to-day program area operations?**

ODOT's Title VI program manager performs regular program audits for each division within ODOT. FHWA and USDOT also perform audits of programs and projects occasionally.

Administration

Summary of Division Affirmative Action Parity

For the 2015-2017 Affirmative Action Plan, ODOT focused on three agency goals:

1. **People with Disabilities:** Increasing the number of people with disabilities in administrator positions (salary range 24-31+), professional positions (this includes computer analyst, program coordinator, Right of Way coordinator, etc.) and skilled crafts positions (this includes Highway maintenance, mechanics, carpenter, plumber, etc.) (EEO A, B, G).
2. **Women:** Increasing the number of women in administrator positions (salary range 24-31+) and skilled crafts positions (this includes Highway maintenance, mechanics, carpenter, plumber, etc.) (EEO A, G).
3. **Under-represented minorities:** Increasing the number of historically under-represented minorities in professional positions (this includes computer analyst, program coordinator, Right of Way coordinator, etc.) and skilled crafts positions (this includes Highway maintenance, mechanics, carpenter, plumber, etc.) (EEO B, G).

Affirmative Action parity goals are set for the state of Oregon as one employer. Each EEO category is further broken down and given parity goals for each under-represented group.

The tables in this report highlight ODOT's current workforce strengths and areas of under-representation by division. The division parity and representation data is as of June 30, 2015.

- **CURRENT GROUP COUNT:** Number of under-represented employees in that EEO Category, in that division.
- **CURRENT TOTAL:** Total number of employees in that EEO Category, in that division.
- **PREVIOUS AAP:** Total number of employees above or below parity and identified in the previous Affirmative Action Plan (2013-2015).
- **CURRENT AAP:** Current number of employees above or below parity as of June 30, 2015.
- Under-represented areas help us identify areas of emphasis and goals for divisions and hiring managers to consider in their recruitment, hiring, retention, and promotion opportunities.

Areas needing improvement, as reflected by the divisional goals indicated in Section V, are highlighted in **bold text**.

Parity by EEO Category by Division

NOTE: Some divisions do not employ staff in some of the EEO categories. For instance, the Motor Carrier Transportation Division does not have currently employees in the EEO G category and will therefore be unable to effect any changes.

Central Services Division

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	21.9%	7	32	-6	-6
EEO B: Professionals	41.2%	45.5%	132	290	9	13
EEO C: Technicians	43.6%	18.8%	3	16	-4	-4
EEO F: Clerical	70.3%	89.8%	44	49	10	10
EEO G: Skilled Crafts	18.4%	0.0%		9	-2	-2
EEO H: Maintenance	37.8%	0.0%		6	-2	-2
MINORITY						
EEO A: Officials & Admin.	12.9%	6.3%	2	32	-2	-2
EEO B: Professionals	10.8%	9.3%	27	290	-5	-4
EEO C: Technicians	9.0%	6.3%	1	16	-1	0
EEO F: Clerical	9.7%	14.3%	7	49	3	2
EEO G: Skilled Crafts	8.5%	22.2%	2	9	1	1
EEO H: Maintenance	11.6%	0.0%		6	-1	-1
DISABLED						
EEO A: Officials & Admin.	6.0%	3.1%	1	32	0	-1
EEO B: Professionals	6.0%	6.6%	19	290	4	2
EEO C: Technicians	6.0%	12.5%	2	16	1	1
EEO F: Clerical	6.0%	2.0%	1	49	-2	-2
EEO G: Skilled Crafts	6.0%	11.1%	1	9	0	0
EEO H: Maintenance	6.0%	0.0%		6	0	0

(*Previous AAP data is from June 30, 2014) (**Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, Central Services' efforts in the area of Affirmative Action may be described as follows:

- **Women:** it did not experience any changes regarding women in the categories of Officials or Technicians. However it made significant improvements in the Professionals category. The division does not currently have any women in the Skilled Crafts category, so it is below parity.
- **Minorities:** it made slight improvements in the Professionals and Technicians categories, while the rest of the categories remained the same. The division remains above parity for Skilled Crafts category.

- **Disabled:** Overall, it experienced a decrease in the representation of this protected class. The slight decrease affected two of the three target areas (Officials and Professionals).

Central Services is continuing its efforts to promote employment of women, and disabled employees in under-represented areas.

Driver and Motor Vehicles Services Division (DMV)

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	68.6%	35	51	14	15
EEO B: Professionals	41.2%	62.2%	51	82	16	17
EEO C: Technicians	43.6%	67.5%	199	295	63	70
EEO F: Clerical	70.3%	77.9%	261	335	28	25
EEO H: Maintenance	37.8%	0.0%	0	1	0	0
MINORITY						
EEO A: Officials & Admin.	12.9%	15.7%	8	51	2	1
EEO B: Professionals	10.8%	13.4%	11	82	2	2
EEO C: Technicians	9.0%	28.5%	84	295	50	57
EEO F: Clerical	9.7%	17.6%	59	335	21	27
EEO H: Maintenance	11.6%	0.0%	0	1	0	0
DISABLED						
EEO A: Officials & Admin.	6.0%	2.0%	1	51	-2	-2
EEO B: Professionals	6.0%	6.1%	5	82	0	0
EEO C: Technicians	6.0%	4.4%	13	295	-6	-5
EEO F: Clerical	6.0%	11.9%	40	335	21	20
EEO H: Maintenance	6.0%	0.0%	0	1	0	0

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, the DMV's efforts in the area of Affirmative Action may be described as follows:

- **Women:** the DMV continues to be at or above parity in all areas for women. The DMV does not utilize the Skilled Craft category.
- **Minorities:** the DMV continues to be at or above parity in all areas for minorities. There was an increase in the case of the Technicians and Clerical categories, which were not target area but still an increase in the overall representation of diverse staff.
- **Disabled:** There were no significant changes in this target area but no ground was lost.

Motor Carrier Transportation Division (MCTD)

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	54.5%	12	22	4	3
EEO B: Professionals	41.2%	44.7%	38	85	3	3
EEO C: Technicians	43.6%	41.6%	57	137	3	-3
EEO F: Clerical	70.3%	86.2%	25	29	5	5
MINORITY						
EEO A: Officials & Admin.	12.9%	0.0%	0	22	-3	-3
EEO B: Professionals	10.8%	8.2%	7	85	-1	-2
EEO C: Technicians	9.0%	14.6%	20	137	3	8
EEO F: Clerical	9.7%	17.2%	5	29	0	2
DISABLED						
EEO A: Officials & Admin.	6.0%	13.6%	3	22	2	2
EEO B: Professionals	6.0%	9.4%	8	85	2	3
EEO C: Technicians	6.0%	8.0%	11	137	3	3
EEO F: Clerical	6.0%	20.7%	6	29	3	4

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, the MCTD's efforts in the area of Affirmative Action may be described as follows:

- **Women:** the MCTD is at or above parity in the Officials category. There was no virtual change in the representation of women. The MCTD does not utilize staff in the Skilled Craft category.
- **Minorities:** the MCTD had a slight decrease in the Professional category. It remains below parity in the Officials category.
- **Disabled:** The MCTD continues to be above parity in the Officials category. The MCTD does not utilize staff in the Skilled Craft category.

Transportation Safety Division

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	0.0%	0	1	0	0
EEO B: Professionals	41.2%	57.1%	8	14	4	2
EEO F: Clerical	70.3%	100.0%	6	6	1	2
MINORITY						
EEO A: Officials & Admin.	12.9%	100.0%	1	1	1	1
EEO B: Professionals	10.8%	14.3%	2	14	0	0
EEO F: Clerical	9.7%	16.7%	1	6	0	0
DISABLED						
EEO A: Officials & Admin.	6.0%	100.0%	1	1	1	1
EEO B: Professionals	6.0%	0.0%	0	14	-1	-1
EEO F: Clerical	6.0%	16.7%	1	6	1	1

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, the Safety Division's efforts in the area of Affirmative Action may be described as follows:

- **Women:** there was no change in the representation of women in the Professionals category.
- **Minorities:** there was no change in the representation of minorities in the Professionals category.
- **Disabled:** There were no changes over the last fiscal year.

Transportation Safety is near or at parity for all categories.

Highway Division

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	17.7%	32	181	-42	-40
EEO B: Professionals	41.2%	29.1%	167	574	-70	-69
EEO C: Technicians	43.6%	18.5%	82	444	-112	-112
EEO F: Clerical	70.3%	90.0%	117	130	25	26
EEO G: Skilled Crafts	18.4%	6.9%	71	1035	-115	-119
EEO H: Maintenance	37.8%	16.7%	2	12	-2	-3
MINORITY						
EEO A: Officials & Admin.	12.9%	6.6%	12	181	-13	-11
EEO B: Professionals	10.8%	8.5%	49	574	-16	-13
EEO C: Technicians	9.0%	13.1%	58	444	17	18
EEO F: Clerical	9.7%	11.5%	15	130	0	2
EEO G: Skilled Crafts	8.5%	7.3%	76	1035	-21	-12
EEO H: Maintenance	11.6%	0.0%		12	-1	-1
DISABLED						
EEO A: Officials & Admin.	6.0%	0.6%	1	181	-9	-10
EEO B: Professionals	6.0%	3.8%	22	574	-16	-12
EEO C: Technicians	6.0%	3.4%	15	444	-9	-12
EEO F: Clerical	6.0%	11.5%	15	130	6	7
EEO G: Skilled Crafts	6.0%	0.8%	8	1035	-52	-54
EEO H: Maintenance	6.0%	8.3%	1	12	0	0

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, the Highway Division's efforts in the area of Affirmative Action may be described as follows:

- **Women:** There was no change in the Officials category. While the number got closer to parity that was because the total number of employees in this category decreased. There was a decrease in the number of women in the Skilled Craft category, and that had the net effect of increasing the parity gap.
- **Minorities:** there was a slight increase in the representation of minorities in the Professionals category. There was a significant change in the number of minorities in the Skilled Craft category which accounted for a visible change in the parity number.
- **Disabled:** There was a decrease in the Professionals and Skilled Craft categories. But there was an increase in the number of disabled employees in the Professionals category.

The Highway Division has not met parity in all areas but it has had a visible change

in the hire of minorities in the Skilled Craft positions. There have been continuing efforts to develop programs and outreach efforts that more effectively target and successfully recruit women and historically under-represented minorities into all positions in the highway division. New and renewed efforts are underway to target skilled crafts positions which are the positions that maintain our roads and highways and will not be eliminated over the next biennium. A promising new option is the Maintenance Trainee Program which has just began in the last few months. The program targets women and under-represented minorities. As noted in the changes listed in this summary, we believe that the program is beginning to yield dividends with greater representation.

Transportation Development Division

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	41.7%	5	12	0	0
EEO B: Professionals	41.2%	45.6%	31	68	3	3
EEO C: Technicians	43.6%	34.5%	10	29	-2	-3
EEO F: Clerical		81.8%	18	22	17	18
MINORITY						
EEO A: Officials & Admin.	12.9%	0.0%	0	12	-1	-2
EEO B: Professionals	10.8%	13.2%	9	68	0	2
EEO C: Technicians	9.0%	17.2%	5	29	2	2
EEO F: Clerical		13.6%	3	22	3	3
DISABLED						
EEO A: Officials & Admin.	6.0%	0.0%	0	12	-1	-1
EEO B: Professionals	6.0%	1.5%	1	68	-3	-3
EEO C: Technicians	6.0%	10.3%	3	29	1	1
EEO F: Clerical	6.0%	13.6%	3	22	2	2

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, the Transportation Development Division's efforts in the area of Affirmative Action may be described as follows:

- **Women:** There was no change in the Officials category. The division remains at parity. There are no employees in the Skilled Craft category.
- **Minorities:** there was a slight increase in the representation of minorities in the Professionals category, which helped the Division to exceed parity. There are no employees in the Skilled Craft category.
- **Disabled:** There was no change in the Officials category; the division remains close to parity. The division remains below parity in the Professionals category. There are no employees in the Skilled Craft category.

Transportation Development meets or exceeds parity in several areas including women and historically under-represented minorities in professional positions, and for historically under-represented minorities in technician positions. The division does not have any minority employee employed in the Officials category. All other areas they are close to parity.

Public Transit / Rail Division

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	40.0%	2	5	1	0
EEO B: Professionals	41.2%	37.5%	15	40	6	-1
EEO F: Clerical	70.3%	100.0%	6	6	1	2
MINORITY						
EEO A: Officials & Admin.	12.9%	0.0%	0	5	0	-1
EEO B: Professionals	10.8%	7.5%	3	40	-1	-1
EEO F: Clerical	0.097	0.2	1	6	1	0
DISABLED						
EEO A: Officials & Admin.	6.0%	0.0%	0	5	0	0
EEO B: Professionals	6.0%	2.5%	1	40	-1	-1
EEO F: Clerical	6.0%	0.2	1	6	1	1

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Important Note: As a result of reorganization, Public Transit and Rail merged since the last AAP was published. This table reflects their combined numbers as a single division. The numbers listed in the previous AAP* column reflect the transition and may not be entirely accurate. However, the numbers listed in the AAP** are accurate as of June 30, 2015

Over the fiscal year ending on June 30, 2015, the PT/Rail's efforts in the area of Affirmative Action may be described as follows:

- **Women:** the division is at parity in the Officials' category. There was no change in the representation of women.
- **Minorities:** the division had a slight decrease in the Professional category.
- **Disabled:** There were no changes over the last fiscal year

ODOT Headquarters

The ODOT headquarters Division includes Communications, ODOT HQ, and Office of the Director.

EEO Category	Parity %	Current %	Current Group Count	Current Total	Previous AAP*	Current AAP
FEMALE						
EEO A: Officials & Admin.	39.8%	42.9%	6	14	-1	0
EEO B: Professionals	41.2%	56.8%	21	37	7	6
EEO F: Clerical	70.3%	85.7%	6	7	1	1
MINORITY						
EEO A: Officials & Admin.	12.9%	35.7%	5	14	2	3
EEO B: Professionals	10.8%	8.1%	3	37	0	-1
EEO F: Clerical	9.7%	14.3%	1	7	1	0
DISABLED						
EEO A: Officials & Admin.	6.0%	0.0%	0	14	-1	-1
EEO B: Professionals	6.0%	13.5%	5	37	3	3
EEO F: Clerical	6.0%	0.0%	0	7	1	0

(*Previous AAP data is from June 30, 2014) (** Data as of June 30, 2015)

Over the fiscal year ending on June 30, 2015, ODOT Headquarters' efforts in the area of Affirmative Action may be described as follows:

- **Women:** there was an increase in the representation of women in the Officials category bringing ODOT HQ closer to parity. ODOT HQ has no employees in the Skilled Craft category.
- **Minorities:** there was an increase in the representation of minorities in the Officials category and the division continues to exceed parity. There was a slight decrease in the representation of minorities in the professional category but ODOT HQ is still close to parity. ODOT HQ has no employees in the Skilled Craft category.
- **Disabled:** There were no changes over the last fiscal year for ODOT HQ. ODOT HQ has no employees in the Skilled Craft category.

Complaints

No Title VI Complaints were received for the reporting period.



CC



Braille



Your Rights Under Title VI Of The Civil Rights Act

The Oregon Department of Transportation (ODOT) complies with Title VI and the other federal nondiscrimination statutes which prohibit discrimination based on race, color, national origin, age, disability, or gender in ODOT's programs, activities, services, operations, delivery of benefits, or opportunities to participate.

In an effort to provide equitable access, ODOT provides accessibility aids, translation, and interpretation services for all public events and vital documents free of charge upon request. These services can be obtained by providing reasonable advance notice.

- Need assistance or information?
- Require translation of another ODOT publication?
- Require interpretation for an ODOT event or activity?
- Requesting an aid to improve accessibility to a public event?
- Believe you've been discriminated against?

Please contact the ODOT Office of Civil Rights:

Title VI Officer

ODOT.TITLEVI@odot.state.or.us

Toll Free: (855) 540-6655

For an Interpreter: 711

Internet Relay: <http://www.sprintip.com>

FAX: (503) 986-6382

Non Discrimination Policy





Sus Derechos Bajo El Título VI La Ley De Derechos Civiles

El Departamento de Transportación del Estado de Oregon (ODOT) cumple con las obligaciones del Título VI y otras leyes federales contra la discriminación. Estas leyes prohíben la discriminación en base a raza, color, origen nacional, edad, discapacidad, o sexo en nuestros programas, actividades, servicios, operaciones, otorgación de beneficios, o en las oportunidades de participación.

En nuestro esfuerzos para proveer acceso equitativo, ODOT provee, bajo su solicitud, accesorios de ayuda a personas con discapacidades, traducción, y servicios de interpretación, sin cobro, para todos los eventos públicos y documents importantes.

- ¿Necesita ayuda o información?
- ¿Requiere la traducción de alguna publicación de ODOT?
- ¿Requiere servicios de interpretación para algún evento o actividad patrocinada por ODOT?
- ¿Quiere pedir un accesorio para mejorar su acceso a un evento público?
- ¿Piensa que han discriminado en su contra?

Por favor, póngase en contacto con la Oficina de Derechos Civiles de Oregon:

Title VI Officer

ODOT.TITLEVI@odot.state.or.us

Toll Free: (855) 540-6655

Para un Intérprete: 711

Internet Relay: <http://www.sprintip.com>

FAX: (503) 986-6382

Política Contra la Discriminación



Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Title 42 U.S.C. Section 2000d

Title II of the Americans with Disabilities Act (ADA) applies to State and local government entities. Title II protects qualified individuals with disabilities from discrimination on the basis of disability in services, programs, and activities provided by State and local government entities. Title II extends the prohibition on discrimination established by section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, to all activities of State and local governments regardless of whether these entities receive Federal financial assistance.

(Cite Source)

Please provide the following information necessary in order to process your complaint. A formal complaint must be filed within 180 days of the occurrence of the alleged discriminatory act. Assistance is available upon request. Please contact ODOT OCR at (503) 986-4350.

Complete this form and return to:

Oregon Department of Transportation
Office of Civil Rights
Title VI / Environmental Justice Program Manager, ADA Coordinator
355 Capitol St. NE
Salem, OR 97301

Complainant's Name:

Address:

City:

State:

Zip Code:

Telephone (Home):

Alternate (Work, Cell, Message):

Person(s) discriminated against (if other than complainant)

Complainant's Name:

Address:

City:

State:

Zip Code:

Telephone (Home):

Alternate (Work, Cell, Message):

What is the discrimination based on?

- Race/Color National Origin Sex Disability
 Low Income Limited English Proficiency

Date of the alleged discrimination:

Location:

Agency or person that was responsible for alleged discrimination:

Describe the alleged discrimination. Explain what happened and whom you believe was responsible (for additional space, attach additional sheets of paper to this form).

List names and contact information of persons who may have knowledge of the alleged discrimination.

How can this complaint be resolved? How can the problem be corrected?

Please print, sign, and date. The complaint will not be accepted if it is has not been signed. You may attach any written materials or other supporting information that you think is relevant to your complaint.

Signature

Date

YOUR RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT

The Oregon Department of Transportation (ODOT) complies with Title VI and the other federal nondiscrimination statutes which prohibit discrimination based on race, color, national origin, age, disability, or gender in ODOT's programs, activities, services, operations, delivery of benefits, or opportunities to participate.

In an effort to provide equitable access, ODOT provides accessibility aids, translation, and interpretation services for all public events and vital documents free of charge upon request. These services can be obtained by providing reasonable advance notice.

- Need assistance or information?
- Require translation of another ODOT publication?
- Require interpretation for an ODOT event or activity?
- Requesting an aid to improve accessibility to a public event?
- Believe you've been discriminated against?

Please contact the ODOT Office of Civil Rights:

Title VI Officer
ODOT.TITLEVI@odot.state.or.us
Toll Free (855) 540-6655
TTY 711
Internet Relay: <http://www.sprintip.com>
FAX (503) 986-6382

This notice is required by the Title VI of the Civil Rights Act of 1964, Executive Order 13166 on Limited English Proficiency and Executive Order 12898 for Environmental Justice.





**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

April 11, 2013

ACTION MEMORANDUM TO THE SECRETARY

From:

for Mary N. Whigham Jones
Camille M. Hazeur, Director
Departmental Office of Civil Rights, S-30
X64648

Through:

Mary N. Whigham Jones, Deputy Director
Departmental Office of Civil Rights, S-30
X64648

Prepared by:

Joseph E. Austin, Associate Director
External Civil Rights Programs Division, S-33
X65992

Subject:

DOT Standard Title VI Assurances and Non-Discrimination Provisions

ACTION REQUIRED

I request that you sign the attached order, which contains the U.S. Department of Transportation (DOT) Standard Title VI Assurances and Non-Discrimination Provisions.

SUMMARY

The Departmental Office of Civil Rights has prepared the attached DOT Order, which revises the Standard DOT Title VI Assurances in DOT Order 1050.2, signed August 24, 1971. The Assurances apply to the Office of the Secretary and the operating administrations with regard to any program or activity for which Federal financial assistance is authorized under a law administered by the Department.

BACKGROUND

Section 21.7(a) of Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964, requires that all applications for Federal financial assistance from the U.S. Department of Transportation must contain Title VI Assurances. This order requires the Office of the Secretary and each operating administration to secure from applicants and recipients receiving Federal financial

assistance the attached Standard DOT Title VI Assurances. Those assurances are meant to ensure that no one is excluded from participation in Federally funded transportation projects on the grounds of race, color, or national origin. The assurances may be supplemented by additional paragraphs by the Office of the Secretary and the operating administrations desiring to expand the assurances in order to make them more applicable to a particular program or activity. All such changes or expansions shall be coordinated with the Departmental Office of Civil Rights.

RECOMMENDATION

I recommend that you sign the attached DOT Order 1050.2A, DOT Standard Title VI Assurances and Non-Discrimination Provisions.

Attachments

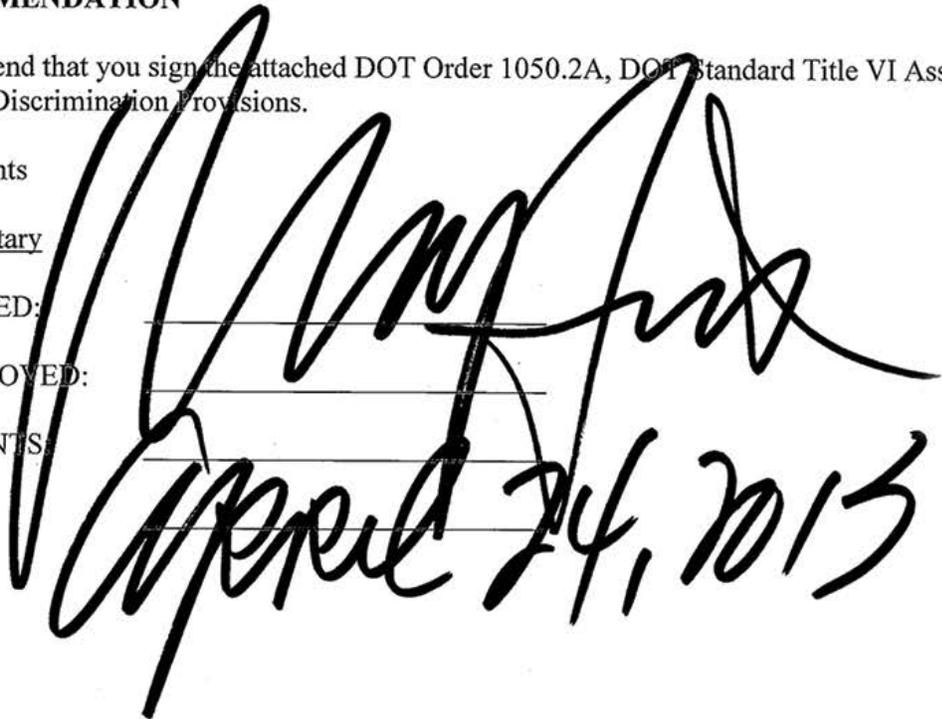
The Secretary

APPROVED: _____

DISAPPROVED: _____

COMMENTS: _____

DATE: _____

A large, handwritten signature in black ink is written over the signature line. Below the signature, the date "April 24, 2013" is written in the same ink, extending across the date line and partially into the comments area.



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

Phone: (503) 986-3289

Fax: (503) 986-3432

DATE: February 23, 2015
TO: All ODOT Employees
FROM: Matthew L. Garrett, Director
SUBJECT: Equal Employment Opportunity / Affirmative Action

As the Director of the Oregon Department of Transportation, I want to assure you of my commitment to achieving a diverse workforce and creating a work environment that supports and respects the diverse agency we strive to be.

Through Affirmative Action and Equal Employment Opportunity (EEO) it is our policy that all employees and applicants shall receive fair consideration and treatment in hiring and employment without regard to race, color, religion, gender, age, national origin, disability, or sexual orientation.

Each and every one of us is responsible for creating and contributing to an inclusive and professional work environment that is safe for everyone, free of discrimination, harassment and retaliation. Managers have the added responsibility to provide leadership in this area both in terms of behavior that they themselves model and in the resources they provide to their employees. Additionally, Managers' efforts and accomplishments in creating and sustaining a diverse work environment (Affirmative Action and EEO) will be included in their annual performance appraisals.

It is important for all employees to be an active participant in creating a positive work environment and taking an active role in encouraging as many diverse individuals as possible to apply for job opportunities at ODOT. Word of mouth from you is one of the most powerful ways that we can encourage a diverse array of people to think about ODOT as a preferred employee organization.

To support our efforts, the Office for Employee Civil Rights oversees ODOT's internal process and procedures related to questions, issues or complaints regarding discrimination, harassment and Americans with Disabilities Act (ADA) accommodations. Any employee has a right to get more information regarding these issues or to file a complaint without fear of reprisal by contacting:

Hector Rios, Employee Civil Rights and Diversity Manager
Transportation Building
355 Capitol St NE
Salem, Oregon 97301
503-373-7093
hector.rios@odot.state.or.us

Our commitment to EEO and Affirmative Action extends to ODOT's public contracting practices as allowed by public contracting statutes and rules. ODOT will engage in public contracting practices to promote affirmative action goals, policies and/or programs to ensure equal opportunity in employment and business for persons otherwise disadvantaged by the same reasons listed above.



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

TITLE VI AND RELATED STATUTES NONDISCRIMINATION STATEMENT

October 2nd, 2015

The Oregon Department of Transportation (ODOT) assures that no person shall on the grounds of race, color, national origin, gender, age or disability be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any ODOT program or activity as provided by Title VI of the Civil Rights Act of 1964 and related statutes. ODOT further assures every effort will be made to prevent discrimination through the impacts of its programs, policies and activities, on minority and low-income population.

In the event ODOT distributes Federal-Aid funds to another entity, ODOT will include Title VI language in all written agreements and will monitor for compliance.

ODOT's Office of Civil Rights is responsible for coordinating and monitoring Title VI compliance activities, preparing reports and other state responsibilities, as required by federal regulations.

Matthew L. Garrett, Director