



The Statewide Transportation Improvement Program is the way transportation projects are identified, scheduled and budgeted in Oregon.

- The STIP serves as Oregon's transportation capital improvement program, identifying the funding and scheduling for transportation projects and programs.
- The STIP covers a four-year period; it is updated every two years.
- Federal regulation requires each state to produce and update the STIP to show that the state is not scheduling more construction projects than it has funding for and to certify that the state's transportation program conforms to federal air quality regulations.

STIP funding

- Funding levels for the STIP are based on state and federal revenue forecasts.
- The current STIP includes projects and programs worth \$1.27 billion (this amount does not include Oregon Transportation Investment Acts funds).

STIP requirements

- Programs and projects funded through the STIP must comply with state and local land use laws.
- Projects are developed in accordance with the goals, policies and guidance set forth in the Oregon Transportation Plan, ODOT's long-range policy document, and its associated modal plans. Many projects also come from local transportation system plans, which are required to be consistent with the guidelines set forth in the Oregon Transportation Plan.

STIP project types

- Most STIP projects fall into one of five categories: pavement preservation, modernization, safety, bridge and operations.
- Pavement preservation projects improve road conditions and address issues such as ruts, slick surfaces, drainage problems, cracks and potholes.
- Modernization projects increase capacity, reduce congestion and improve safety.
- Safety projects are specifically aimed at saving lives and preventing injuries. The goal is to reduce traffic fatalities to less than one per hundred million vehicle miles traveled by the year 2010.
- Bridge projects improve the safety and condition of the state's bridges, overpasses and culverts.
- Operations projects are designed to improve transportation system safety, efficiency and reliability. These projects include items such as TripCheck.com, ODOT's travel information web site; improvements to signs; and rock fall protection.

ODOT's Planning division created a new brochure in English and Spanish to explain what the program is, how it is developed and how citizens can get involved.





Statewide Transportation Improvement Program (continued)

How STIP projects are selected

- On an ongoing basis, local governments, Area Commissions on Transportation and other planning and policy groups review their transportation needs and supply the information to ODOT. The public is encouraged and invited to participate in these local and regional transportation needs discussions.
- ODOT uses this locally compiled information, along with data from the Oregon Transportation Management Systems, to identify and rank project needs throughout the state. A draft STIP is then issued.
- The draft STIP is subject to a final public review before being approved by the Oregon Transportation Commission, the Federal Highway Administration and the Federal Transit Administration.

How the public can get involved with the STIP

- Most major geographical areas in Oregon are covered by an Area Commission on Transportation. These are regionally based transportation advisory commissions chartered by the Oregon Transportation Commission.
- ACT members include local government officials, business representatives, transportation stakeholders and citizens.
- ACTs help set transportation priorities and recommend projects to be included in the STIP.
- For more information about ACTs and getting involved with the STIP, visit www.oregon.gov/ODOT/COMM/act_main.shtml.



ODOT crews worked extra hours to reopen roads that were damaged by slides and flooding during winter storms in late 2005 and early 2006.