

**Project Eligibility Criteria and Prioritization Factors
For the 2010-2013 Development STIP and Construction STIP
Eligibility Criteria**

| Development STIP Major projects | Construction STIP* | | |
|--|---|--|--|
| | Modernization projects | Preservation projects | Bridge replacement/rehabilitation projects |
| <p>Development work on major projects may be eligible for funding if it:</p> <ul style="list-style-type: none"> ◆ Supports the definition of “Development STIP” approved by the Oregon Transportation Commission ◆ Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s). or Addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP. or Is identified as a project of statewide significance or as a federal discretionary project. ◆ Has funding adequate to complete the identified milestone.¹ | <p>Modernization projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> ◆ Are consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.⁵ ◆ Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action 1.G.1), where applicable.⁶ | <p>Pavement Preservation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> ◆ Are identified through the Pavement Management System process.¹² | <p>Bridge replacement and rehabilitation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> ◆ Are identified through the Bridge Management System process.¹⁶ ◆ Are improvements or work needed to rebuild or extend the service life of existing bridges and structures (includes replacement of an existing bridge). |

* To the extent that legislative action (e.g., HB 2041) applies, the criteria in the legislation will control in the event of a conflict.

Prioritization Factors
Used to Select Projects for Funding from the Pool of Eligible Projects

| Development STIP Major projects | Construction STIP | | |
|---|---|---|---|
| | Modernization projects | Preservation projects | Bridge replacement/rehabilitation projects |
| <p>Priority shall be given to:</p> <ul style="list-style-type: none"> ◆ D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone). ◆ Projects that best support the policies of the Oregon Highway Plan.² ◆ Projects that have already completed one or more D-STIP milestones. ◆ Projects that have funding identified for development or construction³ ◆ Major Modernization Projects that leverage other funds and public benefits.⁴ | <p>Priority shall be given to:</p> <ul style="list-style-type: none"> ◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).⁷ ◆ Projects that best support the policies of the Oregon Highway Plan.⁸ ◆ Projects that support freight mobility.⁹ ◆ Projects that leverage other funds and public benefits.¹⁰ ◆ Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects).¹¹ | <p>Priority shall be given to:</p> <ul style="list-style-type: none"> ◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).¹³ ◆ Projects that best support the policies of the Oregon Highway Plan.¹⁴ ◆ Projects that leverage other funds and public benefits.¹⁵ | <p>Priority shall be given to:</p> <ul style="list-style-type: none"> ◆ Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.)¹⁷ ◆ Projects that best support the policies of the Oregon Highway Plan.¹⁸ ◆ Projects that support freight mobility.¹⁹ ◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).²⁰ ◆ Projects that leverage other funds and public benefits.²¹ |

1 **Project Eligibility Criteria and Prioritization Factors**
2 **Process Description and Guidance**
3 **For the 2010-2013 Development STIP and Construction STIP**
4

5 **I. Introduction**
6

7 The Oregon Transportation Commission (OTC) approved the Project Eligibility Criteria and
8 Prioritization Factors to assist Area Commissions on Transportation (ACTs), Metropolitan
9 Planning Organizations (MPOs), or regional or statewide advisory groups advising the OTC on
10 the selection of Statewide Transportation Improvement Program (STIP) projects. The document
11 gives basic definitions and funding information and provides guidance pertaining to roles and
12 responsibilities, project selection and documentation. More information about the ACT process,
13 advisory committees, Oregon transportation management systems, other STIP programs and
14 funding is available on the Internet (see Appendix A).
15

16 The OTC establishes program goals, funding levels and regional funding distribution at the start
17 of each two-year STIP update. Those policy decisions are made separate from these eligibility
18 criteria and prioritization factors and are not part of this document. (See Appendix B for the
19 decision-making process.)
20

21 The OTC's decisions reflect the goals and priorities adopted in the Oregon Transportation Plan
22 (OTP). The OTP sets forth policies that guide decisions and actions of the agency, including
23 project and program funding decisions. The OTP's goals are:
24

- 25 1. Mobility and Accessibility
 - 26 2. Management of the system
 - 27 3. Economic Vitality
 - 28 4. Sustainability
 - 29 5. Safety and Security
 - 30 6. Funding the Transportation System
 - 31 7. Coordination, Communication, and Cooperation
- 32

33 These goals recognize the importance of providing an efficient, optimized, safe, secure, and
34 well-integrated multimodal transportation system that allows for access and connectivity
35 throughout the state to enable a diverse economy while not compromising the ability of future
36 generations to meet their needs. These goals are implemented through the Oregon Highway
37 Plan (OHP) and the other modal plans. This document sets forth criteria in compliance with the
38 OHP to be utilized in the selection and prioritization of transportation projects for the D-STIP,
39 and the C-STIP modernization, preservation, and bridge programs.
40

41 **A. Roles and Responsibilities**
42

43 The OTC will make the final selections for all projects included in the STIP. The Commission
44 will consider the advice and recommendations received from ACTs, MPOs, and regional or
45 statewide advisory groups. ODOT will provide tools necessary to enable an ACT to carry out its
46 responsibilities under these criteria. Geographic areas that do not have an ACT must adhere to
47 the same standards of accountability as ACTs (*Policy on Formation and Operation of the Area*
48 *Commissions on Transportation*, Section VI, Basis for Decision Making) and demonstrate to the
49 OTC that recommendations were developed in accordance with these criteria and factors.
50 ODOT region staff will facilitate this by preparing project summary reports that describe the

1 utilization of the criteria in project selection by the region, ACTs, and/or other groups. They
2 may also utilize or include with the summary reports any other information developed for project
3 analysis or comparison. The reports supplied by each region will be provided to the OTC with
4 the draft STIP. In making final project selections, the OTC will ensure that ACTs, MPOs and
5 regional or statewide advisory groups have based their considerations on the criteria and will
6 ensure projects are distributed according to the funding allocations approved by the OTC for the
7 2008–2011 STIP.

8
9 In making decisions, the OTC applies both regional and statewide perspective, optimizes
10 system effectiveness in decisions for the state system and strives to develop and operate an
11 integrated intermodal transportation system that facilitates the safe, efficient and economic
12 movement of people and goods. (*Policy on Formation and Operation of the Area Commissions
13 on Transportation*, Section III. Authority)

14 15 **B. Definitions**

16
17 STIP includes both the Development and Construction sections of the Statewide Transportation
18 Improvement Program. The D-STIP houses projects that require more than 4 years to develop
19 or for which construction funding needs to be obtained. Projects that can complete the
20 development process and be ready for bid within 4 years or less may be placed directly into the
21 C-STIP.

22 23 Development STIP (D-STIP)

24
25 The Oregon Transportation Commission approved the following definition for the D-STIP:

26
27 *Projects approved and funded for development through specific milestones and within
28 specific timeframes, which include the following characteristics:*

- 29
30 A. *Projects approved for funding through specific milestones such as National
31 Environmental Policy Act (NEPA) design-level environmental documents,
32 right of way acquisition, and final plans; or*
33
34 B. *Projects for which needed improvements have been identified but a final
35 solution either has not been determined or needs further design and analysis.*

36
37 *The types of projects that tend to have one or more of the above characteristics include
38 statewide significant projects, federal earmark or demonstration projects, modernization
39 or major bridge replacement projects, and discretionary projects (projects eligible to
40 receive federal discretionary funds).*

41 42 Construction STIP (C-STIP)

43
44 The C-STIP identifies project scheduling and funding for the state's transportation preservation
45 and capital improvement program for a four-year construction period. This program meets the
46 requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy
47 for Users (SAFETEA-LU), the federal act that provides funds to states for transportation
48 projects. For application of these criteria and prioritization factors, C-STIP means
49 Modernization, Preservation and Bridge projects.

1 Other STIP Programs

2
3 Other STIP programs (examples include Safety, Operations, Bicycle/Pedestrian, Transit,
4 Congestion Mitigation/Air Quality Improvement, Transportation Enhancement, and Scenic
5 Byways) are not addressed in this document. More information about programs funded in the
6 STIP is available in the *Draft 2008-2011 STIP*.

7
8 **C. Project Selection**

9
10 Eligibility Criteria and Prioritization Factors have been developed for both the Development
11 STIP (D-STIP) and the Construction STIP (C-STIP). ACTs, MPOs and others (including
12 participants where an ACT does not exist) shall apply both regional and statewide perspectives
13 in making their recommendations. The Commission anticipates that most projects considered by
14 ACTs, MPOs and regional or statewide advisory groups would be the outcomes of planning and
15 the transportation management systems maintained by ODOT. ODOT Region staff shall assist
16 the ACT in developing recommendations as described in the *Policy on Formation and Operation*
17 *of the ACTS*, Section II. D, Role of ODOT Staff.

18
19 ACTs, MPOs and regional or statewide advisory groups should use this document as a guide
20 when they evaluate projects for the STIP on the state highway system and for off-system
21 projects that support implementation of the Oregon Highway Plan (OHP), in accordance with
22 Policy 2B: off-system improvements. Projects recommended for funding in the STIP should
23 have consistent application of the project eligibility criteria and prioritizing factors. ACTs, MPOs
24 and regional or statewide advisory groups may use additional criteria to select and rank projects
25 provided the criteria are consistent with the project eligibility criteria and prioritization factors
26 adopted by the OTC. If requested, ODOT staff will provide a model to assist with project
27 ranking. This process recognizes regional differences and is consistent with the *Policy on*
28 *Formation and Operation of the Area Commissions on Transportation*, Section VI, Basis for
29 Decision-making.

30
31 **In MPO areas designated as Transportation Management Areas (TMA)**, all projects using
32 federal regulations title 23 (23 CFR) or Federal Transit Act funds, shall be prioritized for
33 programming in the Transportation Improvement Program (TIP) from an approved Regional
34 Transportation Plan by the MPO in consultation with the State and transit operators. The State,
35 MPO and transit operators jointly program the prioritized projects. Should funding conflicts arise
36 within a program year, projects on the NHS and projects funded under the Bridge and Interstate
37 Maintenance programs shall be selected by the State, in cooperation with the MPO, from the
38 approved metropolitan TIP. Other projects utilizing federal funds shall be selected by the MPO
39 in cooperation with the State and transit operators.

40
41 **In MPO areas not designated as TMAs**, projects using federal title 23 or Federal Transit Act
42 funds, other than Federal Lands Highways program funds, shall be selected by the State and/or
43 the transit operator, in cooperation with the MPO, from the approved metropolitan Regional
44 Transportation Plan.

45
46 **Outside MPO areas**, transportation projects undertaken on the NHS and projects funded under
47 the Bridge and Interstate Maintenance programs will be selected by the State in consultation
48 with the affected local officials. Other transportation projects undertaken with funds
49 administered by FHWA, other than federal lands highway projects, shall be selected by the
50 State in cooperation with the affected local officials and projects undertaken with Federal Transit

1 Act funds shall be selected by the State in cooperation with the appropriate affected local
2 officials and transit operators.

3
4 ACTs and MPOs should consult with each other during their STIP and MTIP development
5 processes to achieve a coordination of projects wherever possible. Where ACT and MPO
6 boundaries overlap, a higher level of clearly defined coordination is needed. Where this occurs,
7 the MPO and ACT should jointly agree on a process for maintaining consistency between ACT
8 recommendations and the MPO Plan and MTIP (*Policy on Formation and Operation of the Area*
9 *Commissions on Transportation, Section VII. G, Coordination*).

10 11 Project Eligibility Criteria

12
13 ACTs, MPOs, or regional or statewide advisory groups advising the OTC on the selection of
14 STIP projects for funding on the state highway system or for off-system projects that support
15 implementation of the OHP shall apply the project eligibility criteria. The project eligibility criteria
16 are a first screen so that additional efforts can be focused to determine which projects they will
17 evaluate further for funding. The eligibility criteria are not listed in any particular order. Projects
18 must satisfy these criteria, at a minimum, before they are given further consideration.

19 20 Prioritization Factors

21
22 The prioritization factors are to be used to ensure consistent consideration of the relative merits
23 of projects by ACTs, MPOs and regional or statewide advisory groups. With the exception of
24 project readiness which shall have greater weight, the prioritization factors are not listed in any
25 particular order and do not have any implied weight. To provide for regional differences, ACTs,
26 MPOs and regional or statewide advisory groups may use additional factors to rank projects
27 provided the factors are consistent with the factors adopted by the OTC. If an ACT, MPO or
28 regional or statewide advisory group chooses to use additional prioritization factors, they must
29 inform those developing project proposals about the factors prior to the beginning of the project
30 submittal period. When developing a tool to evaluate OHP policies, OHP Appendix A2 provides
31 definitional information to facilitate shared understanding of the goals, policies and actions of the
32 OHP policy element.

33 34 **D. Project Documentation**

35
36 ACTs, MPOs and regional or statewide advisory groups making recommendations to the OTC
37 shall document the analysis used to develop recommendations. The supporting information
38 should include the following:

- 39
40 1. Project description
41 2. Project justification
- 42 ♦ Identify the planning history
 - 43 ♦ As applicable, describe information provided from the pavements or bridge
 - 44 management system. If the recommendation varies from the prioritization
 - 45 identified by the management system, describe the process used to reach that
 - 46 recommendation.
 - 47 ♦ Describe how this project supports OHP policies (Table 1).
 - 48 ♦ Provide an assessment of the likelihood of the project getting to construction in
 - 49 the timeframe contemplated
 - 50 ♦ Provide supplementary project information if the project leverages additional
 - 51 funding or community benefit

1 3. Applicable additional information

2
3 **E. Funding**

4
5 As required by federal regulations (23 CFR Part 450) the C-STIP is financially constrained by
6 federal fiscal year (October-September). The Eligibility Criteria and Prioritization Factors
7 defined in this document apply to projects that implement current revenue sources. If more
8 funding becomes available, it will be allocated in adherence to any additional funding or
9 selection criteria attached to those new funds.

10
11 The STIP represents multiple funding categories and each category has limits as to how the
12 funding can be obligated. STIP projects must meet the funding source limitations established
13 by state or federal regulations and cannot be selected without looking at those limitations. The
14 D-STIP will be funded with the same funding sources as the C-STIP and the total funds
15 committed to the D-STIP may vary. Funding of the D-STIP may be impacted by several factors,
16 including the following: OTC selection of projects of statewide importance, federal earmarks
17 and discretionary projects, federal and state restrictions on the use of available funds, and the
18 Regional equity distribution of Modernization funds (ORS 366.507).

19
20 Federal discretionary projects

21
22 Federal discretionary projects are a part of federal appropriations or transportation funding
23 legislation. The Oregon Department of Transportation, with direction from the Oregon
24 Transportation Commission, developed guidelines to use in deciding which projects should be
25 submitted as earmark proposals in federal legislation for the reauthorization of transportation
26 funding. The projects are categorized as low or medium risk and can be completed over the life
27 of the federal transportation funding bill. ODOT follows these guidelines for earmark projects
28 and submits them to the Oregon Congressional Delegation for consideration during the federal
29 budget process. Local jurisdictions and proponents that pursue earmark funding for projects not
30 submitted by ODOT or supported by the Oregon Transportation Commission (OTC) are solely
31 responsible for the required matching funds or any shortfalls.

32
33 The OTC recognizes that there may be unique circumstances in which proponents have been
34 successful in obtaining federal discretionary projects that need to be placed in the STIP. These
35 can be brought to the OTC as possible amendments to the STIP provided they meet the
36 eligibility criteria and the match requirements as noted above.

37
38 **II. Development STIP (D-STIP)**

39
40 **A. Introduction to the D-STIP**

41
42 The Oregon Transportation Commission will make the final selections for all D-STIP projects
43 and will apply a statewide perspective to the proposed list of projects, giving highest priority to
44 OTC approved federal discretionary projects that have funding secured through federal
45 legislation.

46
47 It will be important to clearly articulate the rationale and need of a D-STIP project in order to
48 help manage expectations and potential next steps. D-STIP projects will be consistent with
49 statewide policies and may be identified by the state management systems or in one or more
50 planning documents. Planning documents may include system-level plans such as

1 transportation system plans, regional transportation plans, or comprehensive plans, or facility-
2 level plans such as corridor plans, refinement plans, or interchange area management plans.
3 Appendix B illustrates the process that leads to approval of the Final STIP and where plans fit in
4 the process. Additionally, the OTC may choose to fund development work on projects of
5 statewide significance in the D-STIP. The D-STIP includes projects approved and funded for
6 development through specific milestones for planning, environmental or project development
7 activities and within specific timeframes.

8
9 Projects often begin in the D-STIP when they are complex projects that will take more than four
10 years to go to construction or when the appropriate transportation solution is not yet identified.
11 Project choices should address points obstructed by congestion, support regional and local land
12 use plans, and assist in job development or retention.

13
14 The following should be considered when applying the Eligibility Criteria and Prioritization
15 Factors:

- 16
17 ♦ A new alignment will be selected for one or several features in the refinement plan.
18 Project specific refinement plans may be funded in the D-STIP as needed to resolve
19 need, function, mode and general location decisions that could not be made during
20 system plan or corridor plan development. In circumstances where these decisions
21 have already been made, the goal of refinement planning will be to develop a
22 specific solution or a range of solutions to the problems(s) that support the next
23 appropriate project development step.
- 24 ♦ Rapid development is occurring in the area, making corridor preservation critical.
- 25 ♦ Issues needing resolution have a high priority and solutions are likely to be funded in
26 the near future.
- 27 ♦ The highway segment is very sensitive environmentally, and a strategy for the whole
28 segment needs to be approved before work on individual elements can commence.
29 For example, addressing land use to help resolve inconsistencies with planned
30 transportation facilities; planning for compatible land uses along state highways.
- 31 ♦ Public pressure for a sustainable decision is high.

32
33 Selection of D-STIP projects requires application of the D-STIP definition approved by the OTC.
34 D-STIP projects generally fall into the following three categories: federal discretionary projects
35 (earmarks), statewide significant projects, and modernization or major bridge replacement
36 projects.

37 38 Statewide significant projects

39
40 Statewide significant projects are projects that require funding that cannot be achieved within
41 standard STIP allocations but are viewed by the OTC as projects of statewide significance and
42 can be selected by the OTC independent of the ACT process. Identified funds would be used to
43 either keep existing work on very large projects current, or to support development of very large
44 projects (for example, funding a new Environmental Impact Statement or updating an existing
45 EIS).

46 47 Modernization or major bridge replacement projects

48
49 Modernization or major bridge replacement projects are projects that have been approved and
50 funded for development through specific milestones but that cannot be constructed within the
51 four-year timeframe of the STIP and/or within the normal Region STIP allocations. These may

1 include shelf projects, which are high priority projects developed in anticipation of funding but
2 that have no funding identified for construction in the current STIP. Milestones include planning,
3 environmental and project development.

4 D-STIP Project Completion

5
6
7 ODOT and the Department of Land Conservation and Development (DLCD) shall work with
8 affected cities and counties to obtain land use approvals needed to select a specific alignment.
9 The level of land use consistency required will depend on the environmental milestone being
10 completed.

11
12 Projects should remain in the D-STIP until work required to meet the National Environmental
13 Policy Act (NEPA) is completed. NEPA classifications:

- 14
15 ♦ Class 1: Requires draft and final environmental impact statement (EIS). An EIS is
16 required for actions that significantly affect the environment.
- 17 ♦ Class 2: Categorical exclusion (neither an environmental assessment nor an
18 environmental impact statement is required). These actions do not individually or
19 cumulative have a significant environmental effect and are excluded from the
20 requirement to prepare an environmental assessment or environmental impact
21 statement.
- 22 ♦ Class 3: Requires environmental assessment (EA) or revised environmental
23 assessment. The environmental impact is not clearly established. All actions that
24 are not Class 1 or 2 fall into this classification. These actions require preparation of
25 an EA to determine the appropriate environmental document. If it is determined that
26 the action is likely to have a significant impact on the environment, the preparation of
27 an EIS will be required.

28
29 All Class 1 and 3 projects should be in the D-STIP until a final Record of Decision (ROD) or
30 Finding of No Significant Impact (FONSI) has been completed. By programming completion of
31 D-STIP milestones that follow a ROD or FONSI, the project delivery activity can continue
32 through right of way acquisition, advance plans, and/or plans specifications and estimates
33 (PS&E). The project could then be ready for inclusion in the C-STIP at the regular 2-year
34 update. Work on right of way, advance plans or PS&E may be conducted in either the D-STIP
35 or the C-STIP.

36
37 Although the primary purpose of the D-STIP is to develop projects for the C-STIP, inclusion in
38 the D-STIP does not guarantee funding for future D-STIP milestones or that a project will
39 automatically move into the C-STIP. Funding may not be available to construct the final solution
40 or the environmental document may identify the solution as a “No Build”.

41 **B. Development STIP**

42 **B. 1. Development STIP Eligibility Criteria Footnotes**

43 ¹**D-STIP milestones**

44 D-STIP projects must have funding to complete the identified milestone; partial milestones or
45 those with no funding will not be programmed. D-STIP milestones, while not necessarily
46 sequential, include those listed below. Not all projects are required to complete all the
47 milestones.
48
49
50

- ◆ Project specific refinement plan completion
- ◆ Project specific refinement plan adoption
- ◆ Land use consistency/Statewide Goal Compliance. (Project is included in the acknowledged comprehensive plan or transportation system plan as a planned facility, which is a facility allowed by the plan and that is expected to be constructed within the next 20 years with available financial resources. This may include land use decisions that establish need, mode, function and general location.)
- ◆ Interchange Area Management Plan or Access Management Plan
- ◆ Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- ◆ Design EIS ROD
- ◆ Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- ◆ Right of way acquisition
- ◆ Advance plans (or any other applicable project development design milestone)
- ◆ Plans, specifications and estimates (PS&E)

B.2. Development STIP Prioritization Factors Footnotes

²D-STIP Projects that Best Support the Oregon Highway Plan Policies

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

³Funding for D-STIP Projects

A funding scenario should be identified through construction, though not necessarily guaranteed. Congressional high priority projects would fall into this category.

⁴Leverage and Public Benefit for D-STIP Projects

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Those making project recommendations should pursue an agenda to accomplish leverage or community benefits although specific benefits might not always be known at the D-STIP stage. Examples of leverage and public benefits for D-STIP modernization projects could include where applicable, but are not limited to the following:

- ◆ Other funding contributions, such as additional federal funds, local matching funds or provision of project right of way, private funding.
- ◆ Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- ◆ Environmental enhancement, such as culvert replacement and improved drainage or fish passage.
- ◆ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- ◆ Leveraging additional funds that contribute to transportation system effectiveness, system operations, and revitalization of the downtown or main street, etc.
- ◆ Direct benefits to multiple modes of travel, advancement of modal choice and intermodal activities. This would include local efforts to accommodate non-auto modal opportunities.
- ◆ Local circulation improvements that support and complement the state highway project.

- 1 ♦ Improvements in Oregon’s economy by addressing transportation challenges such
- 2 as key bottlenecks or improving transportation service delivery.
- 3 ♦ Potential for collecting toll revenues.
- 4 ♦ Projects that implement other innovative finance techniques.
- 5 ♦ Would facilitate public and private investment that creates or sustains jobs.
- 6
- 7 This determination must be considered within the capacity of the community on a case by case
- 8 basis.

1 **III. Construction STIP (C-STIP)**

2
3 **A. Introduction to the C-STIP**

4 The C-STIP contains projects scheduled for construction and is financially constrained by
5 federal fiscal year. Application of the C-STIP Eligibility Criteria and Prioritization Factors
6 includes Modernization, Preservation and Bridge projects. Information about other programs in
7 the STIP may be found in the *Draft 2006-2009 STIP*.
8

9 **B. Modernization**

10
11 As stated in the *Oregon Highway Plan*, “The primary goal of modernization projects is to add
12 capacity to the highway system in order to facilitate existing traffic and/or accommodate
13 projected traffic growth. Modernization means capacity-adding projects including HOV lanes
14 and off-system improvements. Projects in this category include major widening of lanes or
15 bridges, and the addition of lanes, rest areas or entire facilities.” Where a culvert is replaced
16 with a bridge due to environmental analysis concluding that this is necessary, the project is not
17 considered modernization.
18

19 **B.1. Construction STIP Eligibility Criteria for Modernization Footnotes**

20
21 ⁵**Consistency with Comprehensive Plans and Transportation System Plans (TSP)**

22 The proposal must show that the project is consistent with the applicable adopted
23 comprehensive plan or transportation system plan as a planned facility, including land use
24 decisions that establish need, mode, function and general location, including goal exceptions,
25 where required. If consistency cannot be demonstrated the project submission will describe
26 how the inconsistency will be addressed, including changes to the project, TSP and/or
27 comprehensive plan and when they need to be completed. In such cases, the ACT or regional
28 or statewide advisory group may recommend that the project be included in the D-STIP, and
29 request that Transportation Planning Rule issues be addressed.
30

31 Proposed projects from within MPOs shall be identified in fiscally constrained Regional
32 Transportation Plans and shall meet air quality conformity requirements.
33

34 ⁶**Consistency with Oregon Highway Plan (OHP) Policy 1G, Action 1G.1, on Major
35 Improvements**

36 In order to demonstrate that a project is consistent with OHP Policy 1G, Action 1G.1, the
37 proposal must show that the project and/or the TSP clearly addressed the prioritization criteria
38 found in Action 1G.1 of the OHP.
39

40 Where needed to achieve consistency with the above-noted Oregon Highway Plan policy, the
41 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, shall negotiate
42 conditions for project approval with an applicant. These conditions, if not addressed as the
43 project proceeded through the D-STIP if applicable, shall be attached to the application
44 approved by the ACT, MPO or regional or statewide advisory group, shall be as specific as
45 possible given the stage of development of the project, and may include the following:
46

- 47 ♦ Interchange Area Management Plan or Access Management Plan,
- 48 ♦ Highway segment designations,
- 49 ♦ Needed local street improvements,
- 50 ♦ Traffic management plans,

- ◆ Land use plan designations,
- ◆ Other similar conditions.

B.2. Construction STIP Prioritization Factors for Modernization Footnotes

⁷Project Readiness for C-STIP Modernization Projects

Projects that can begin construction within the timeframe of the STIP and within the timeframe expected are considered to be more ready than those that have many or complicated remaining steps. The overall judgment of a project's readiness is dependent on timeliness of construction expectations not on the number of steps to be completed.

Where applicable, the hurdles to accomplish each of the following steps must be assessed for major modernization projects that have come through the D-STIP and for which a final Record of Decision (ROD) for a design level environmental impact statement or a Finding of No Significant Impact (FONSI) has been made:

- ◆ Public involvement
- ◆ Right of way purchased
- ◆ Final construction and traffic flow management plans developed
- ◆ Additional land use requirements such as completing plans for access management, supporting local transportation system improvements and land use measures to protect the function and operation of the project.

Projects that have not gone through the D-STIP or have not completed a FONSI or ROD must also assess the following:

- ◆ Environmental requirements
- ◆ Land use requirements
- ◆ Applicability of minor improvements and alternative mode solutions

If these components are not completed at the time of the assessment of project readiness, a plan to complete them must be described to help determine whether they can be addressed and construction begun within the projected timeframe. The project budget and timeline must include execution of the plan.

⁸Modernization Projects that Best Support the Oregon Highway Plan Policies

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

⁹Projects that support freight mobility

Projects that support freight mobility are modernization projects on freight routes of statewide or regional significance, including:

- ◆ Highways on the State Highway Freight System as designated in the *Oregon Highway Plan*;
- ◆ Highways or local roads designated as National Highway System intermodal connectors;

- 1 ♦ Other highways with a high volume or percentage of trucks or which are important for
- 2 regional or interstate freight movement;
- 3 ♦ Local freight routes designated in a regional or local transportation plan.

4
5 These projects would remove identified barriers to the safe, reliable, and efficient movement of
6 goods and/or would support multimodal freight transportation movements.

7
8 ¹⁰**Leverage and Public Benefit for C-STIP Modernization Projects**

9 ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects
10 leverage additional funding or collateral community benefits and make wise and efficient use of
11 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP
12 modernization projects include:

- 13
- 14 ♦ Other funding contributions, such as additional federal funds, local matching funds or
- 15 provision of project right-of-way, private funding.
- 16 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on
- 17 project readiness).
- 18 ♦ Environmental enhancement, such as culvert replacement and improved drainage or
- 19 fish passage.
- 20 ♦ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- 21 ♦ Leveraging of additional funds that contribute to transportation system effectiveness,
- 22 system operations, and revitalization of the downtown or main street, etc.
- 23 ♦ Direct benefits to multiple modes of travel, advancement of modal choice and
- 24 intermodal activities. This would include local efforts to accommodate non-auto
- 25 modal opportunities.
- 26 ♦ Local circulation improvements that support and complement the state highway
- 27 project.
- 28 ♦ Improvements in Oregon’s economy by addressing transportation challenges such
- 29 as key bottlenecks or improving transportation service delivery.
- 30 ♦ Potential for collecting toll revenues.
- 31 ♦ Projects that implement other innovative finance techniques.
- 32 ♦ Would facilitate public and private investment that creates or sustains jobs

33
34 This determination must be considered within the capacity of the community on a case by case
35 basis.

36
37 ¹¹**Environmental Classification**

- 38 ♦ Class 1: Requires draft and final environmental impact statement (EIS)
- 39 ♦ Class 2: Categorical exclusion (neither an environmental assessment nor an
- 40 environmental impact statement is required)
- 41 ♦ Class 3: Requires environmental assessment (EA) or revised environmental
- 42 assessment

43
44 This prioritization factor is not intended to give Class 1 and 3 projects priority over or to exclude
45 Class 2 projects, but to give Class 1 and 3 projects with a completed ROD or FONSI priority
46 over Class 1 and 3 projects that require additional environmental documentation.

47
48 **C. Preservation**

49
50 The pavement preservation projects list is developed by ODOT’s Pavement Management
51 System (PMS) and applied by the pavement management selection committees. The PMS is an

1 electronic data management tool used by the department to identify, prioritize and develop
2 needed pavement preservation projects. The role of ACTs, MPOs and regional or statewide
3 advisory groups is to review the timing of the pavement preservation projects as they relate to
4 other local projects or issues; their comments will be considered as part of the process. It is
5 anticipated that these groups will primarily enhance selected projects by leveraging additional
6 funding or collateral community benefit. The interstate preservation projects are selected based
7 on the PMS and a statewide strategy and are therefore not a part of these criteria.
8

9 **C.1. Construction STIP Eligibility Criteria for Pavement Preservation Footnotes**

10 **¹²Pavement Strategy**

11 The department has adopted a pavement preservation program designed to keep highways in
12 the best condition at the lowest lifecycle cost, taking into account available funding. ODOT
13 established a Pavement Strategy Committee in 1999 to address pavement preservation issues,
14 including the development of a statewide pavement strategy for all state highways. The
15 pavement strategy was developed using the department's Pavement Management System.
16 The strategy assumes maintenance of existing traffic capacity; it does not provide for capacity
17 improvements.
18

19
20 Using the list generated by the Pavement Management System (PMS), each Region is
21 responsible for recommending preservation projects for inclusion in the STIP.
22

23 **C.2. Construction STIP Prioritization Factors for Pavement Preservation** 24 **Footnotes**

25 **¹³Project Readiness for C-STIP Preservation Projects**

26 Projects that can begin construction within the timeframe of the STIP and within the timeframe
27 expected are considered to be more ready than those that have many or complicated remaining
28 steps. The overall judgment of a project's readiness is dependent on timeliness of construction
29 expectations not on the number of steps to be completed.
30

31 **¹⁴Preservation Projects that Best Support the Oregon Highway Plan Policies**

32 The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>
33 and a summary list of OHP goals and policies is provided in Table 1. All projects should be
34 consistent with the OHP and this prioritization factor is to help choose among these projects.
35 Not all projects will advance all OHP policies but a project that is strongly supportive of several
36 OHP policies may be chosen over one that offers less support or supports fewer OHP policies.
37
38

39 **¹⁵Leverage and Public Benefit for C-STIP Preservation Projects**

40 ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects
41 leverage additional funding or collateral community benefits and make wise and efficient use of
42 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP
43 pavement preservation projects include:
44

- 45 ♦ Other funding contributions, such as additional federal funds, local matching funds or
46 provision of project right-of-way, private funding.
- 47 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on
48 project readiness).
- 49 ♦ Environmental enhancement, such as culvert replacement and improved drainage or
50 fish passage.

- 1 ♦ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- 2 ♦ Leveraging of additional funds that contribute to transportation system effectiveness,
- 3 system operations, and revitalization of the downtown or main street, etc.
- 4 ♦ Direct benefits to multiple modes of travel, advancement of modal choice and
- 5 intermodal activities. This would include local efforts to accommodate non-auto
- 6 modal opportunities.
- 7 ♦ Local circulation improvements that support and complement the state highway
- 8 project.
- 9 ♦ Improvements in Oregon's economy by addressing transportation challenges such
- 10 as improving transportation service delivery.

11 **D. Bridge**

12
13
14 The process of identifying bridge projects for the STIP relies on the Bridge Management
15 System. ODOT maintains a complete inventory of all state (and local) bridges longer than 20
16 feet. The aggregation of structure inventory, condition data collected on a routine basis, and
17 appraisal data assigned according to national guidelines fulfill the requirements of the National
18 Bridge Inventory (NBI). Data required by the National Bridge Inspection Standards (NBIS) and
19 additional data collected by ODOT bridge inspectors provide the condition and inventory data
20 necessary for the analysis of ODOT bridges. Applying criteria in twelve separate deficiency
21 categories, and considering OTC and program goals and requirements, projects are selected on
22 a statewide basis. After technical review and coordination with the Regions and the statewide
23 Bridge Leadership Team, the State Bridge Engineer recommends a list of projects for inclusion
24 in the STIP. The role of ACTs, MPOs and regional or statewide advisory groups is to review the
25 timing of the bridge replacement/rehabilitation projects as they relate to other local projects or
26 issues; their comments will be considered as part of the process. It is anticipated that these
27 groups will primarily enhance selected projects by leveraging additional funding or collateral
28 community benefits.

1 **D.1. Construction STIP Eligibility Criteria for Bridge Footnotes**

2
3 ¹⁶**Bridge Management System**

4
5 State Bridge Project Selection

6
7 This criterion applies to bridges on the State highway system only. Through an agreement
8 between the State and the Association of Oregon Counties (AOC) and the League of Oregon
9 Cities (LOC), the federal Highway Bridge Program project funds are divided between the State
10 and local agencies based on the percentages of deficient bridges. Local bridge projects are
11 covered through a separate selection process.

12
13 State bridge projects proposed for funding will be selected based on the desire to maintain and
14 improve transportation’s role in Oregon’s economy. Traditionally, modernization funding will pay
15 for major improvements to the transportation system including the bridge work. The State
16 Bridge Program will support OTIA, freight mobility, life safety and protection of the transportation
17 infrastructure investment.

18
19 Focusing on the Interstate Highway and Oregon Highway Plan Freight Routes, consider bridges
20 as candidates based on the following:

- 21
22 ♦ Bridges in need of improvements that eliminate load, width or vertical restrictions or
23 poor structural condition.
24 ♦ Bridges that preserve freight corridors, detour and other lifeline routes.
25 ♦ Other structural, safety and functional considerations.
26

27
28 **D.2. Construction STIP Prioritization Factors for Bridge Footnotes**

29
30 ¹⁷**Bridge Options Report**

31 Priority will be given to projects that support the Bridge Options Report adopted by the Oregon
32 Transportation Commission. The Bridge Options Report helped to organize the needed bridge
33 repairs that were funded under the Oregon Transportation Investment Act III. As of December
34 2006, a majority of these projects are under construction or in final design in preparation for
35 construction. By the time of the OTC’s adoption of the Final 2010-2013 STIP, this program will
36 be largely complete.

37
38 ¹⁸**Bridge Projects that Best Support the Oregon Highway Plan Policies**

39 The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>
40 and a summary list of OHP goals and policies is provided in Table 1. All projects should be
41 consistent with the OHP and this prioritization factor is to help choose among these projects.
42 Not all projects will advance all OHP policies but a project that is strongly supportive of several
43 OHP policies may be chosen over one that offers less support or supports fewer OHP policies.
44

45 ¹⁹**Projects that Support Freight Mobility**

46 Projects that support freight mobility are bridge replacement and rehabilitation projects on
47 freight routes of statewide or regional significance, including:

- 48
49 • Highways on the State Highway Freight System as designated in the *Oregon Highway*
50 *Plan*;

- 1 • Highways or local roads designated as National Highway System intermodal connectors;
- 2 • Other highways with a high volume or percentage of trucks or which are important for
- 3 regional or interstate freight movement;
- 4 • Local freight routes designated in a regional or local transportation plan.

5
6 These projects would remove identified barriers to the safe, reliable, and efficient movement of
7 goods and/or would support multimodal freight transportation movements.

8
9 ²⁰**Project Readiness for C-STIP Bridge Projects**

10 Projects that can begin construction within the timeframe of the STIP are considered to be more
11 ready. The overall judgment of a project's readiness is dependent on timely completion of
12 necessary pre-construction steps and not on the number of steps to be completed.

13
14 ²¹**Leverage and Public Benefit for C-STIP Bridge Projects**

15 ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects
16 leverage additional funding or collateral community benefits and make wise and efficient use of
17 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP
18 bridge replacement/rehabilitation projects include:

- 19
- 20 ♦ Other funding contributions, such as additional federal funds, local matching funds or
- 21 provision of project right-of-way, private funding.
- 22 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on
- 23 project readiness).
- 24 ♦ Environmental enhancement, such as culvert replacement and improved drainage or
- 25 fish passage.
- 26 ♦ Direct benefits to multiple modes of travel, advancement of modal choice and
- 27 intermodal activities. This would include local efforts to accommodate non-auto
- 28 modal opportunities.
- 29 ♦ Improvements in Oregon's economy by addressing transportation challenges
- 30 including improving service delivery.

Oregon Highway Plan Policies

Table 1

| |
|--|
| GOAL 1: SYSTEM DEFINITION |
| POLICY 1A: STATE HIGHWAY CLASSIFICATION SYSTEM |
| POLICY 1B: LAND USE AND TRANSPORTATION |
| POLICY 1C: STATE HIGHWAY FREIGHT SYSTEM |
| POLICY 1D: SCENIC BYWAYS |
| POLICY 1E: LIFELINE ROUTES |
| POLICY 1F: HIGHWAY MOBILITY STANDARDS |
| POLICY 1G: MAJOR IMPROVEMENTS |
| POLICY 1H: BYPASSES |
| GOAL 2: SYSTEM MANAGEMENT |
| POLICY 2A: PARTNERSHIPS |
| POLICY 2B: OFF-SYSTEM IMPROVEMENTS |
| POLICY 2C: INTERJURISDICTIONAL TRANSFERS |
| POLICY 2D: PUBLIC INVOLVEMENT |
| POLICY 2E: INTELLIGENT TRANSPORTATION SYSTEMS |
| POLICY 2F: TRAFFIC SAFETY |
| POLICY 2G: RAIL AND HIGHWAY COMPATIBILITY |
| GOAL 3: ACCESS MANAGEMENT |
| POLICY 3A: CLASSIFICATION AND SPACING STANDARDS |
| POLICY 3B: MEDIANS |
| POLICY 3C: INTERCHANGE ACCESS MANAGEMENT AREAS |
| POLICY 3D: DEVIATIONS |
| POLICY 3E: APPEALS |
| GOAL 4: TRAVEL ALTERNATIVES |
| POLICY 4A: EFFICIENCY OF FREIGHT MOVEMENT |
| POLICY 4B: ALTERNATIVE PASSENGER MODES |
| POLICY 4C: HIGH-OCCUPANCY VEHICLE (HOV) FACILITIES |
| POLICY 4D: TRANSPORTATION DEMAND MANAGEMENT |
| POLICY 4E: PARK-AND-RIDE FACILITIES |
| GOAL 5: ENVIRONMENTAL AND SCENIC RESOURCES |
| POLICY 5A: ENVIRONMENTAL RESOURCES |
| POLICY 5B: SCENIC BYWAYS |

Appendix A

Key Website Addresses

Draft and Final STIP, Project Summary Reports:

<http://www.oregon.gov/ODOT/HWY/STIP/index.shtml>

STIP Users' Guide: <http://www.oregon.gov/ODOT/TD/TP/stipGuide.shtml>

Management Systems: <http://intranet.odot.state.or.us/otms/>

Bridge Options Report:

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

Policy on Formation and Operation of the ACTs:

http://www.oregon.gov/ODOT/COMM/act_main.shtml

Program Advisory Committees, Community Involvement:

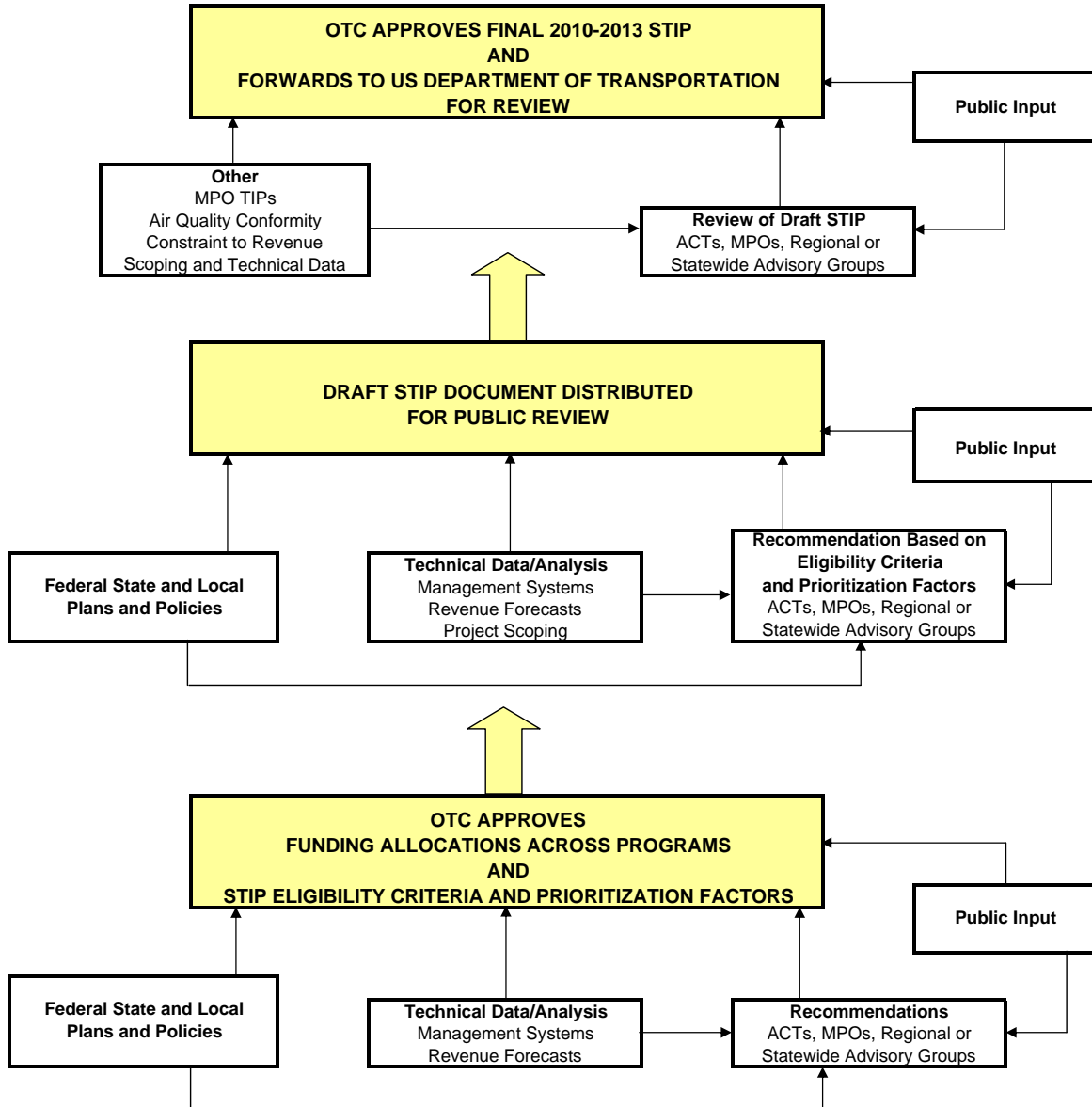
<http://www.oregon.gov/ODOT/involvement.shtml>

OHP Web site: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

OTP Web site: <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

Appendix B

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
DECISION PROCESS



KEY

ACT: Area Commission on Transportation
MPO: Metropolitan Planning Organization
TIP: Transportation Improvement Program