OREGON'S

STATEWIDE

TRANSPORTATION

IMPROVEMENT

PROGRAM

# A Citizen's Primer

Oregon Department of Transportation

What is the Statewide Transportation Improvement Program (STIP)?

• The Statewide Transportation Improvement Program (STIP) is the funding and scheduling document for major road, highway, and transit projects in Oregon. It lists projects for the next four years.

• The STIP is important because federal and state money cannot be spent on projects unless they are listed in the STIP. It's the law! Every state adopts its own STIP.

• Projects are listed in the STIP based on where they are located and which program is paying for them.

• The STIP is not a plan; it is a budget document that is used to schedule and fund projects. The projects listed in the STIP typically come from local- and/or state-approved plans.

• The STIP covers a four-year period, but projects in year four are included for information—funding is not obligated to them.

You can learn more at the STIP web site. See the STIP *Users' Guide* or view the adopted STIP at: www.oregon.gov/ODOT/HWY/STIP .

When does the state prepare the STIP?

• It takes about 2¹/2 years to prepare the STIP. The work begins in odd-numbered years. The STIP Clock below shows when the process starts and finishes. There also is a flow chart on pages 8-9 that shows the process steps.

• In odd-numbered years, there is a time when ODOT is working on three different STIP cycles; however, there is only one approved STIP in effect at any time.

• The STIP is adopted by the Oregon Transportation Commission (OTC) in odd-numbered years, usually in August.

STIP CLOCK
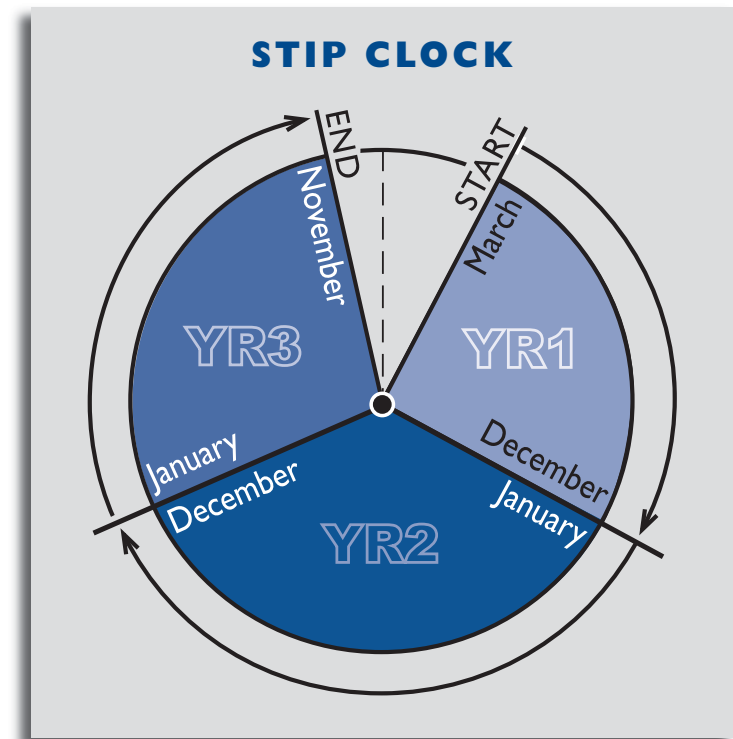
Who participates in the STIP process?

• While Oregon's STIP is adopted by the Oregon Transportation Commission (OTC), many groups are involved in the process.

• The following list shows some of the agencies and interest groups involved with the STIP process:
  - Area Commissions on Transportation (ACTs)
  - Cities and counties
  - Federal agencies
  - Freight Advisory Committee (FAC)
  - Indian tribal governments
  - Metropolitan Planning Organizations (MPOs)
  - ODOT program advisory groups
  - Transit districts, port districts

• Metropolitan Planning Organizations (MPOs) are planning agencies that prepare and adopt transportation plans for large cities. Oregon's MPOs include: Bend, Central Lane, Corvallis, Portland Metro, Rogue Valley, and Salem/Keizer.

• Area Commissions on Transportation (ACTs) advise the OTC about transportation issues. Most highway regions have several ACTs and each ACT covers several counties. For information about the ACT where you live, go to:
www.oregon.gov/ODOT/COMM/act_main.shtml .

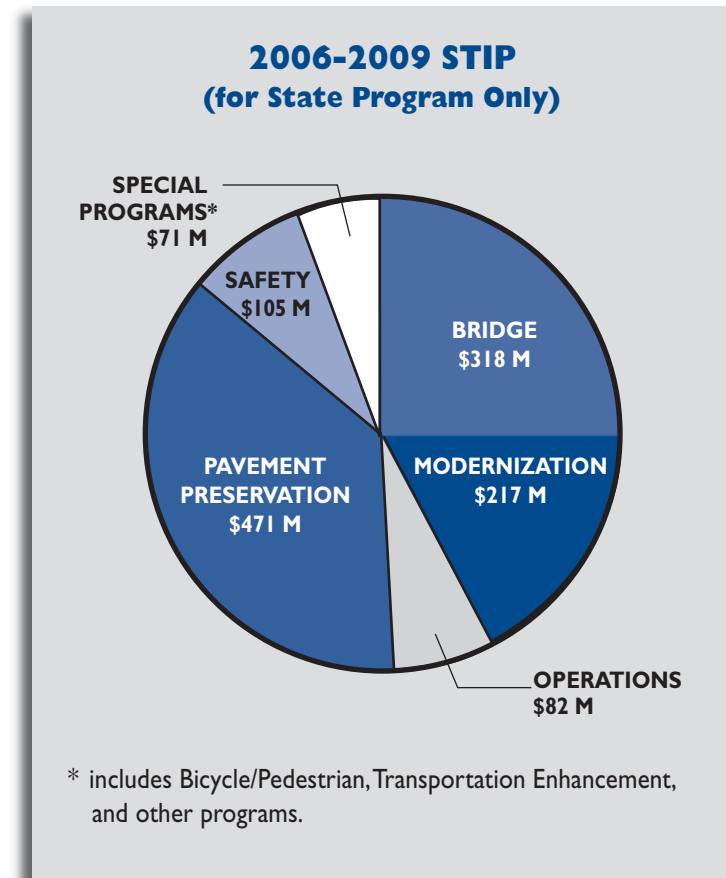## How can citizens participate effectively in the STIP?

• Getting involved *before* a project makes its way into the STIP is the most effective way to influence a project.

• STIP projects are chosen from adopted plans, so the most important way to affect the STIP is to get involved with the transportation planning for your community. Local plans that are used to prepare the STIP include:
  - City and county transportation system plans (TSPs)
  - Regional transportation plans for metropolitan areas (RTPs)
  - Transit agency plans
  - Tribal government transportation improvement plans (TIPs)
  - ODOT facility plans

• Major highway projects are selected from local transportation plans and are prioritized by each of Oregon's five highway regions. To learn about highway planning projects in your region, go to:
www.oregon.gov/ODOT/TD/TP/resourcelinks.shtml .

• The process for selecting new construction projects in metropolitan areas is a cooperative process between the MPO and ODOT. Citizens in large urban areas should contact their MPO about their process. Go to www.oregon.gov/ODOT/TD/TP/resourcelinks.shtml for a listing of MPOs and other transportation planning agencies.
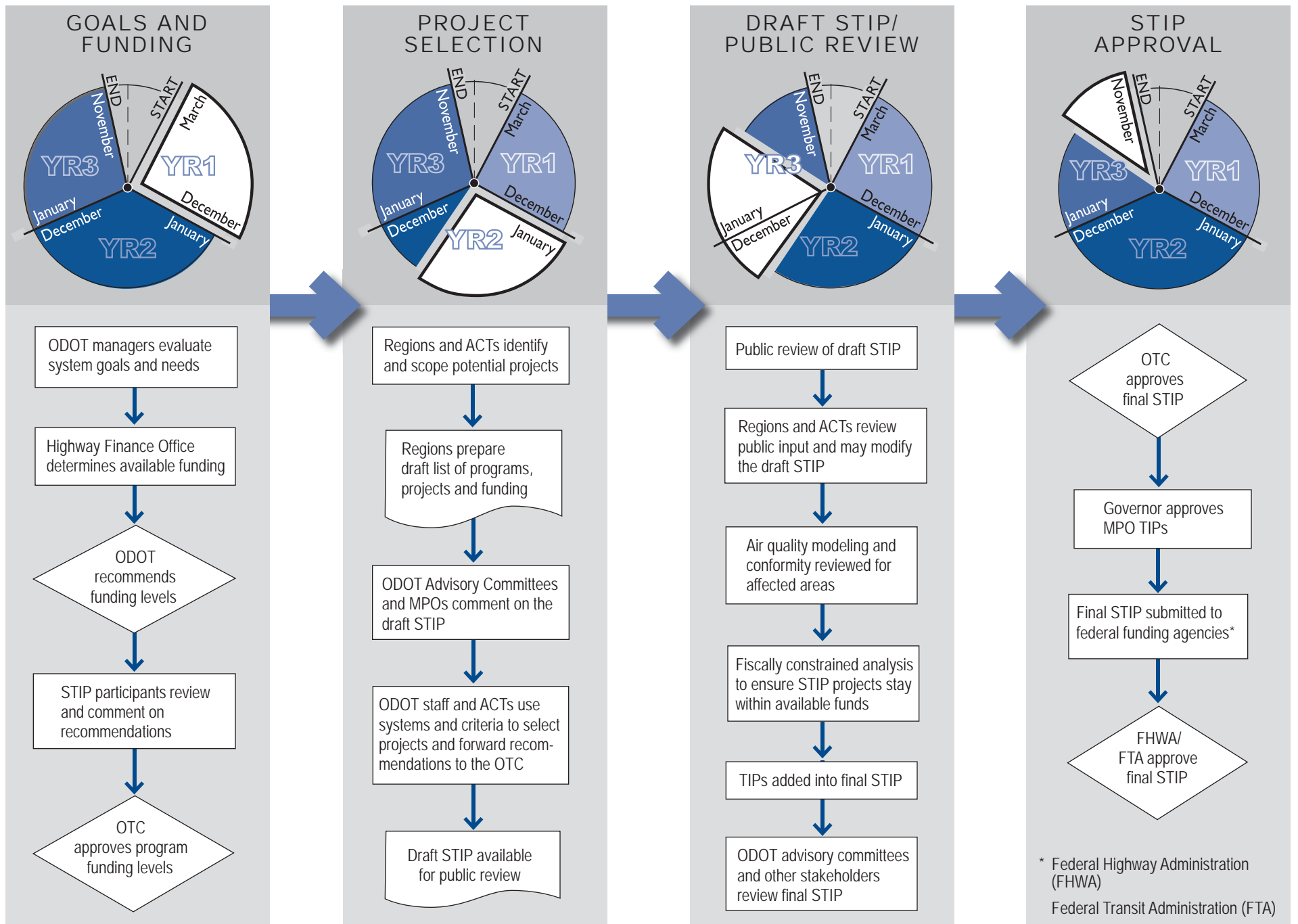
How is the STIP document organized?

• The STIP is organized in four sections. The Introduction explains how ODOT prepares the STIP. It also describes the programs that pay for the projects listed in the STIP.

• The "Construction STIP" (C-STIP) lists all approved construction and transit projects. The C-STIP is organized by highway region, and then by county. A map showing the state's highway regions is on the back cover of this brochure.

• A third section includes the "Development STIP" (D-STIP), which lists multi-year planning and engineering projects. This section also lists projects of statewide significance and federal "earmarks" approved by Congress. Earmarks are for special projects and the money may only be spent on that project. Projects in the D-STIP are not yet approved for construction; they are still getting ready for construction.

• The last section of the STIP lists adopted criteria that affect some programs. For example, there are criteria for selecting Bridge, Pavement Preservation, and Modernization projects.

• Programs such as Pavement Preservation, Safety, Modernization, and Bicycle/Pedestrian are the building blocks for the STIP. The STIP process is all about deciding which projects to approve and which program(s) should pay for them.

What programs are funded through the STIP and how much money is involved?

• The pie chart below shows the main ODOT programs and how much money will flow through them during the current STIP cycle.

2006-2009 STIP
(for State Program Only)

SPECIAL PROGRAMS* $71 M

SAFETY $105 M

BRIDGE $318 M

PAVEMENT PRESERVATION $471 M

MODERNIZATION $217 M

OPERATIONS $82 M

* includes Bicycle/Pedestrian, Transportation Enhancement, and other programs.

STIP DEVELOPMENT PROCESS

GOALS AND FUNDING

ODOT managers evaluate system goals and needs

↓

Highway Finance Office determines available funding

↓

ODOT recommends funding levels

↓

STIP participants review and comment on recommendations

↓

OTC approves program funding levels

PROJECT SELECTION

Regions and ACTs identify and scope potential projects

↓

Regions prepare draft list of programs, projects and funding

↓

ODOT Advisory Committees and MPOs comment on the draft STIP

↓

ODOT staff and ACTs use systems and criteria to select projects and forward recommendations to the OTC

↓

Draft STIP available for public review

DRAFT STIP/ PUBLIC REVIEW

Public review of draft STIP

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Regions and ACTs review public input and may modify the draft STIP

↓

Air quality modeling and conformity reviewed for affected areas

↓

Fiscally constrained analysis to ensure STIP projects stay within available funds

↓

TIPs added into final STIP

↓

ODOT advisory committees and other stakeholders review final STIP

STIP APPROVAL

OTC approves final STIP

↓

Governor approves MPO TIPs

↓

Final STIP submitted to federal funding agencies*

↓

FHWA/ FTA approve final STIP

* Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Where does ODOT find the projects listed in the STIP?

Projects listed in the STIP come primarily from two sources: **local transportation plans** or **program data and management systems**.

Local transportation plans contribute projects to the STIP, especially Modernization projects. OTC criteria and policies influence the selection of projects from local plans. Plans may include:

PLAN TYPE	PREPARED BY	CONTENTS
Transportation System Plan	Cities and counties; ODOT participates	20 year plan—part of local land use plans
Regional Transportation Plan	Metropolitan Planning Organization (MPO)	20 year plan—lists needs and funding sources
Land Management Agency Transportation Plans	Federal agencies, tribal governments, state agencies	Long-term plans that identify needs
Refinement Plans/ Facility Plans	ODOT, MPOs, local governments	Concept designs for specific locations
Transit Agency Strategic Plans	Transit districts and agencies	Long-term plans for transit services
Special studies and reports	ODOT	Special reports like the *Bridge Options Report* or *I-5 Conditions Report*

Program data and management systems are used to monitor conditions on state highways and help managers prioritize needs. The following table lists some of the important management systems and databases for the state's highway system. For some programs, the OTC adopts criteria that are used along with the management system to decide which projects to select. The Pavement Preservation and Bridge programs use OTC adopted criteria to help select projects.

PROGRAM DATA AND MANAGEMENT SYSTEM	RESPONSIBLE DIVISION	USED FOR
Bridge Management System	Highway – Bridge	Repair and replacement
Congestion Management System	Transportation Development – Planning Analysis	Identify and monitor congested areas
Pavement Management System	Highway – Preservation	Highway resurfacing
Safety Management System	Highway – Traffic Safety	Crash-prone areas
Culverts/Fish Passage database	Highway – Hydrologist/ Fish Biologist	Replace culverts and improve fish habitat
Signs, Signals, Illumination database	Highway – Region Traffic/ Operations	Asset replacement and improvements
Slides and Rockfalls database	Highway – Geologist/ Region Traffic Manager	Preventive measures and repairs

What programs are in the STIP?

Listed below are some of ODOT's major programs. Some programs include several funding sources that are managed separately.

PROGRAM NAME	USED FOR
Modernization	Building/expanding roads and highways
Public Transportation Programs	Multiple programs for capital purchases and operations
Pavement Preservation	Resurfacing state highways
State and Local Bridge	Building/repairing bridges
Highway Safety	Improvements to reduce crashes and make highways safer
Bicycle/Pedestrian	Improvements for these users
Transportation Enhancement	Projects that improve the appearance and function of the transportation system
Operations	Multiple programs that affect highway operations (signals, rockfalls, signs, lighting)

There are other programs funded through the STIP. For more information, go to the STIP web site and browse through the Program Descriptions chapter of the STIP *Users' Guide* at: www.oregon.gov/ODOT/HWY/STIP .

Where does the STIP fit into the project development and construction process?

The STIP is one of the last steps in the project approval process. The sequence for most transportation improvement projects is as follows:

PLANNING PHASE – Projects are identified in one or more of the following types of plans/systems:

SOURCE DOCUMENT	PREPARED BY
Transportation system plans	Local government
Facility plans	ODOT
Regional transportation plans	MPOs
Tribal government plans	Tribal governments, e.g., Klamath, Umatilla, Warm Springs
Federal agency plans	Federal agencies, e.g., BLM, U.S. Forest Service
Oregon Transportation Management System	ODOT

STIP FUNDING/SCHEDULING PHASE – Projects are selected from plans and approved in the STIP.

PROJECT DELIVERY PHASE – State highway projects are assigned to a project team in the region where the project is located for design and construction. To learn more about how projects get built, go to www.oregon.gov/ODOT/HWY/OPD/PDguidebook.shtml .

How would a typical project approval process work?

The example below outlines the typical approval process for a Modernization program project (i.e., a project that adds capacity, like highway widening or new interchanges).

MODERNIZATION PROGRAM PROJECT APPROVAL PROCESS
Project identified in local, state, or regional transportation plan.
Project refinement plan prepared using combined state/local funding.
Project environmental impact study prepared; sometimes this is funded through the D-STIP.
Project recommended to be in the STIP by the ACT and approved by the OTC (approval may require several attempts).
After STIP approval, a project team designs the project and manages the construction process (for state system projects).

The approval process for projects funded through other STIP programs is similar to the steps shown for a Modernization project.

Some programs, such as Bicycle/Pedestrian and Transportation Enhancement, have special application procedures. Other programs have their own advisory committees that review projects before they go into the STIP (e.g., Bike/Ped Advisory Committee, Transportation Enhancement Advisory Committee).

For more information about the project approval process, see the STIP *Users' Guide* at: **www.oregon.gov/ODOT/HWY/STIP** .

Participation Tips

To effectively advocate for a project, proponents must know how far along the path to completion the project is. Here are some examples.

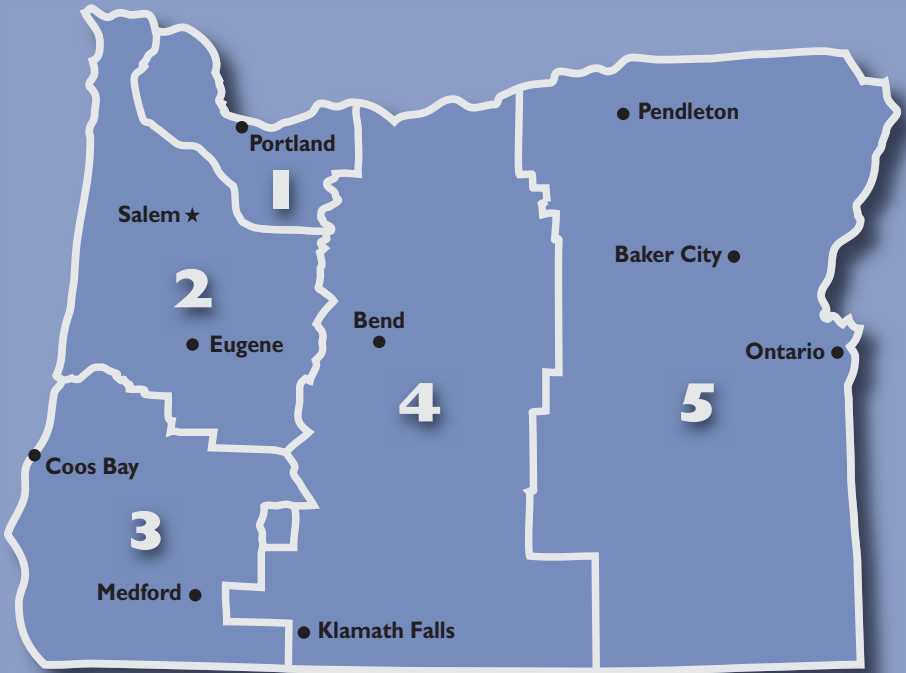| PROJECT STATUS	PROCESS STEP
Our town has congestion problems but we're not sure how to fix them. The bridge doesn't seem to be meeting current traffic needs.	Local city or county Transportation System Plan or Highway Corridor Study (20-year plans)
Fixing the highway is in the local plan but the solution is not clear. We need an environmental study for a major project.	Development STIP (construction 4+ years away)
The engineering design is complete and the local match is approved. The city is scheduling future utility work.	Construction STIP (construction within 4 years)
The project is funded, but how will it affect my property?	Project Delivery (project design and right-of-way issues)

Contacts

ODOT Highway Region:
www.oregon.gov/ODOT/HighwayRegions.shtml

Area Commissions on Transportation:
www.oregon.gov/ODOT/COMM/act_main.shtml

Local government contacts:
www.bluebook.state.or.us/local/cities/cities.htm

ODOT HIGHWAY REGIONS

Pendleton

Portland

1

Salem ★

2

Baker City

Bend

Eugene

Ontario

4

5

Coos Bay

3

Medford

Klamath Falls

OREGON DEPARTMENT OF TRANSPORTATION
355 Capitol Street NE, Salem, OR 97301
888-275-6368
www.oregon.gov/ODOT