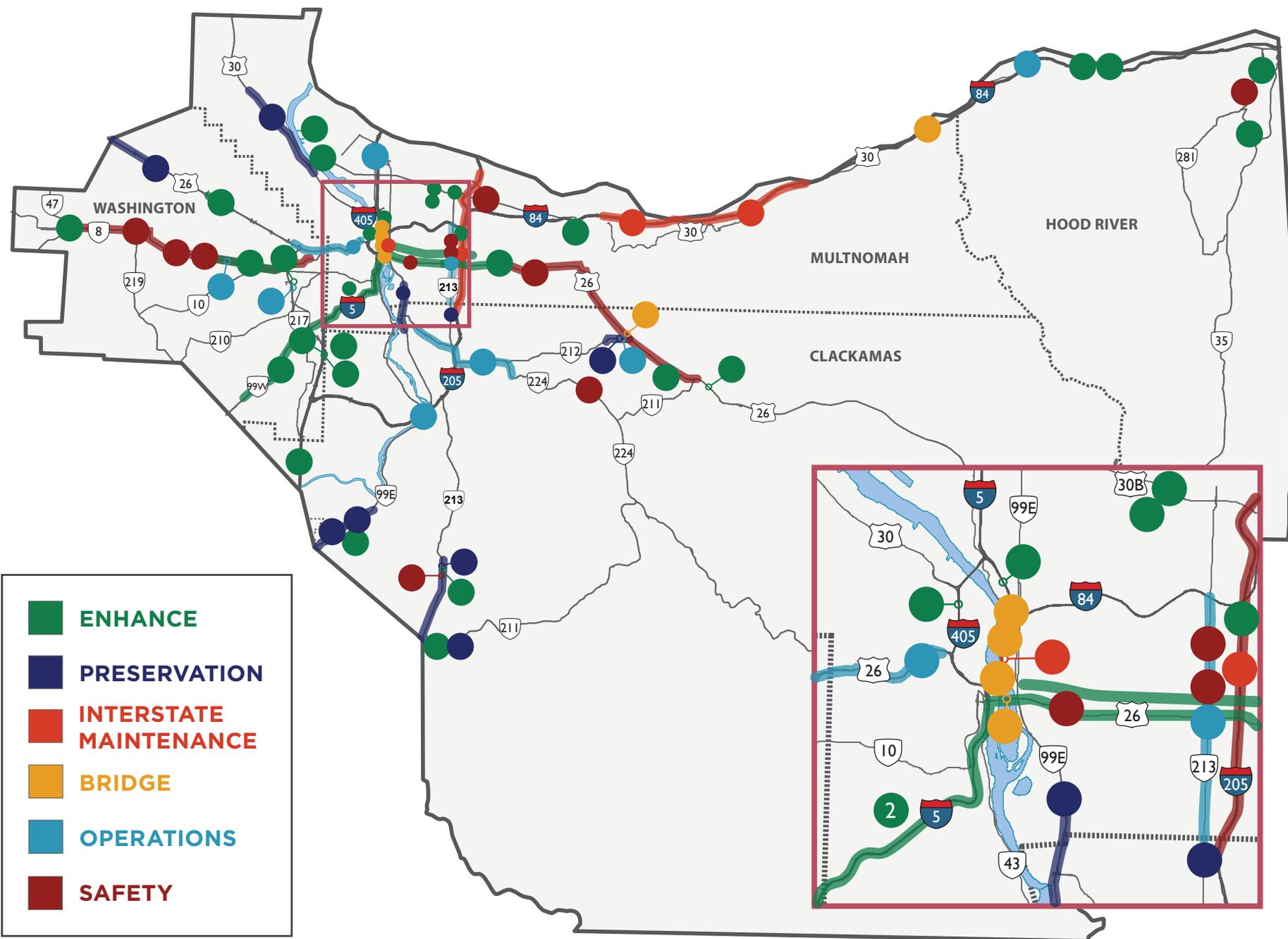


SECTION 1: STIP BASICS

OREGON'S TRANSPORTATION VISION STIP PROJECT REQUIREMENTS



2016-2018 STIP PROJECTS



- ENHANCE**
- PRESERVATION**
- INTERSTATE MAINTENANCE**
- BRIDGE**
- OPERATIONS**
- SAFETY**

INTRODUCTION

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvement program. It is also the document that identifies the funding and schedule for transportation projects and programs. The STIP encompasses all transportation projects that require state or federal oversight and therefore, includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian Reservations. Federal regulations require each state to produce a STIP at least once every four years. This requirement exists for two reasons:

1. **Fiscal Constraint:** To show that a state has the funds necessary to complete scheduled transportation projects; and,
2. **Air Quality Conformity:** To certify that a state's transportation program conforms to federal air quality regulations.

Oregon's STIP covers a four-year period, and is updated every two years. The currently approved program is the 2012-2015 STIP. The Draft 2015-

OREGON TRANSPORTATION PLAN (OTP)

The comprehensive transportation planning document for the State of Oregon; includes six modal plans: Oregon Highway Plan, Oregon Public Transportation Plan, Oregon Rail Plan, Oregon Bicycle/Pedestrian Plan, Oregon Transportation Safety Action Plan, and the Oregon Aviation Plan.

The Statewide Transportation Improvement Program (STIP) is Oregon's 4-year statewide scheduling and funding program for all areas of the state, that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

2018 STIP is under development and is scheduled for approval in February 2015. At that time, the 2015-2018 STIP will replace the 2012-2015 STIP.

Programs and projects funded through the STIP must comply with state and local land use laws. Projects are developed in accordance with federal planning regulations, and the goals, policies, and guidance set forth in the Oregon Transportation Plan (OTP), which is Oregon Department of Transportation's (ODOT) overall policy document directing transportation investment for the state.

OREGON'S TRANSPORTATION VISION

The 2006 Oregon Transportation Plan emphasized the need to maintain and preserve existing transportation assets and set the stage for ODOT's transition into becoming a more multimodal agency. To meet the goals and objectives contained in this plan, the Oregon Transportation Commission (OTC) approved a new multimodal approach for using the limited funding available to maintain and enhance Oregon's transportation system in the summer of 2012. This new approach changed how ODOT and the OTC develops the STIP.

On August 24, 2011, Governor John Kitzhaber met with the OTC to discuss his direction

and expectations. The Governor presented six principles he wanted emphasized in the transportation decision-making process. The six principles are:

1. Have the right group of people at the table at the beginning of the process to define the problem and solution together
2. Determine who is best positioned to manage/ own facilities
3. Create programs that invest in the transportation system AND meet a multitude of community objectives
4. Move us closer to a sustainable, safe, lower carbon, multimodal system
5. Maximize benefit for the least cost under limited resources
6. Move us closer to a transportation funding mechanism for the future

During his presentation, the Governor stressed that to support sustainable communities, state agencies shall seek to help enable and encourage local communities to achieve the following objectives:

- Resilient local economies that provide a diversity of economic opportunities for all citizens



OREGON TRANSPORTATION COMMISSION (OTC)

The OTC establishes state transportation policy. The Commission also guides the planning, development, and management of a integrated statewide transportation network that provides efficient access, is safe, and enhances Oregon's economy and livability.

The OTC consists of five commissioners appointed by the Governor. The appointed commissioners must represent different geographic regions in the state. One member must live east of the Cascade Range, and no more than three can belong to one political party. The OTC meets monthly to oversee ODOT activities relating to highways, public transportation, rail, transportation safety, motor carrier transportation, and drivers and motor vehicles.

- Workers supported by lifelong education to ensure a globally competitive workforce
- An independent and productive citizenry
- Youth supported by strong families and communities
- Downtowns and main street communities that are active and vital
- Development that wisely and efficiently uses infrastructure investments and natural resources
- Affordable housing available for citizens in community centers
- Healthy urban and rural watersheds, including habitats for fish and wildlife

- Clean and sufficient water for all uses
- Efficient use and reuse of resources and minimization of harmful emissions to the environment

In response to the Governor's charge, the OTC conducted a workshop, solicited input from Area Commission on Transportation (ACT) chairs, statewide modal advisory committees, and others to rethink how ODOT schedules and funds transportation projects across the state. Key challenges and opportunities identified through these discussions included:

- Funds are not keeping up with expenditures
- All modes are underfunded
- The transportation system will deteriorate from its current condition, both physically and operationally
- New strategies are being implemented to maximize our investments
- The organization is being reduced in size and services to match projected funding levels

The OTC commissioners identified the following thematic priorities during the workshop:

- The need to achieve a truly multimodal system
- Integrate health into transportation discussions
- Use technology to improve transportation system efficiency
- Identify ways to be innovative in project funding, packaging, and implementation
- Continue developing and seeking approval for sustainable funding mechanisms

- Identify creative ways to resolve intergovernmental transportation system problems cooperatively

Previously, ODOT developed the STIP as a collection of projects for pools of funding dedicated to specific transportation modes or specialized programs. In 2012, OTC and ODOT changed the STIP development process to reflect the changing transportation landscape and issues. Instead of multiple specialized programs, the STIP was divided into two broad programs: (1) Fix-It and (2) Enhance. The goal of the Fix-it program is to fund projects and activities that "fix" or preserve the existing transportation system. The goal of the Enhance program is to fund projects that enhance, expand, or improve the transportation system. The primary objective of this change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in multimodal way.



REGION 1 STIP SELECTION COMMITTEE

The Region 1 STIP Selection Committee was a group of 21 individuals in the public and private sectors charged with developing, refining, and recommending the Enhance list of projects to the Oregon Transportation Commission for inclusion in the Draft 2015-2018 STIP. Each of the four counties had four seats on the committee, along with five seats from the bigger regional agencies.

ENHANCE PROCESS

The Enhance program received 24 percent of the statewide funding programmed in the STIP. ODOT developed a competitive grant application process to allocate the Enhance funds. Public agencies, such as cities and counties, were encouraged to submit applications to fund eligible projects. Non-profit organizations also were encouraged to partner with public agencies on project applications, where applicable.

Types of projects eligible for Enhance funding, included:

- Bicycle and/or pedestrian facilities on or off the highway right-of-way
- Development STIP (D-STIP): which are ready to be designed but not funded for construction
- Modernization projects that add capacity to the system
- Transportation Enhancement
- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian,

Transit and Transportation Demand Management projects, plans, programs, and services)

- Protective right-of-way purchases
- Public Transportation capital projects
- Safe Routes to School infrastructure projects
- Scenic Byways Construction projects
- Transportation Alternatives (from Map-21)
- Transportation Demand Management projects

Types of projects not eligible for Enhance funding, included:

- Public Transportation Operations projects
- Non-Infrastructure Safe Routes to School projects

ODOT Region 1 encompasses all of Hood River and Multnomah counties, as well as most of Clackamas and Washington counties. The Region has the largest population in the state, as Oregon's largest city and three of the state's other ten larger cities (Beaverton, Gresham, and Hillsboro) lie within the it. In addition, Oregon's largest port district, intermodal freight terminals, and the state's only international airport also are within Region 1.

November 2012 was the deadline to submit applications for Enhance funding. The Region received a total of 94 eligible applications for Enhance funding from local government agencies. The applications were reviewed by state modal committees and ACTs prior to consideration by the Oregon Transportation Commission.

STIP SELECTION COMMITTEE

CLACKAMAS COUNTY

Paul Savas: County Commissioner
 Donna Jordan: Lake Oswego City Councilor
 Joel Halloran: Director, Transportation/Traffic, Fred Meyer
 Stephan Lashbrook: Wilsonville Transit Director

HOOD RIVER COUNTY

Ron Rivers: County Commission Chair
 Kate McBride: Hood River City Councilor
 Fred Duckwall: President, Duckwall-Pooley Fruit Company
 Dave Winsor: Plant Manager, Cardinal Glass Industries

MULTNOMAH COUNTY

Diane McKeel: County Commissioner
 Shane Bemis: City of Gresham Mayor
 Barbara Ramirez Spencer: citizen representative; Leadership and Organizational Development consultant
 Kenneth Tracy: Transportation Analyst, Boeing

WASHINGTON COUNTY

Roy Rogers: County Commissioner
 Monique Beikman: Tualatin City Councilor
 Philip Wu: Clinical Pediatric Lead, Kaiser Permanente Care Management Institute
 David Mills: Portland Office Manager, Kittelson & Associates

OTHER

Jason Tell: ODOT Region 1 Manager
 Bill Wyatt: Executive Director, Port of Portland
 Steve Novick: City of Portland Commissioner
 Neil McFarlane: General Manager, TriMet
 Carlotta Collette: Metro Councilor, Chair; Joint Policy Advisory Commission on Transportation



ODOT Region I does not currently have an ACT. Therefore, the OTC directed the Department to establish a region-wide committee to review and select Enhance projects for the 2015-18 STIP. The committee was composed of local government and private sector representatives from each county in the region, an MPO representative (Metro Councilor), the ODOT Region I Manager, and representatives from TriMet and the City of Portland. The Region I STIP Selection Committee reviewed the applications, and in February 2013, the Region I STIP Project Selection Committee voted to include 43 of 94 of the proposed projects on a 150 percent project list for further consideration. On September 11, 2013, the Committee unanimously adopted a 100 percent list to recommend to the OTC for funding consideration.

FIX-IT PROCESS

The Fix-It program received 76 percent of the statewide funding for the STIP and included all capital funding categories that maintain or fix ODOT's portion of the transportation system. Fix-It project identification and prioritization are primarily based on system conditions, or 'needs.' Conditions are monitored using 'management systems.' These are objective, technically-based data collection and analysis tools that track the physical conditions of the state's transportation system. They also predict future conditions based on given investment levels. ODOT uses management systems for the Pavement Preservation, Bridge, and Safety programs. ODOT then applies localized 'in-the-field' knowledge to refine and finalize projects for further consideration and development.

PROJECTS ELIGIBLE FOR FIX-IT FUNDS

REGIONAL PROGRAMS

- Operations, which includes illumination, signs and signals, Intelligent Transportation Systems (ITS), and landslides and rockfalls
- Pavement preservation
- Safety improvements

STATEWIDE PROGRAMS

- Bicycle/pedestrian facility repairs on state routes
- State-owned bridges and culverts
- Interstate maintenance
- Rail-highway crossings
- Fish passages
- Site mitigation and repair
- Stormwater retrofits
- Work zone safety projects

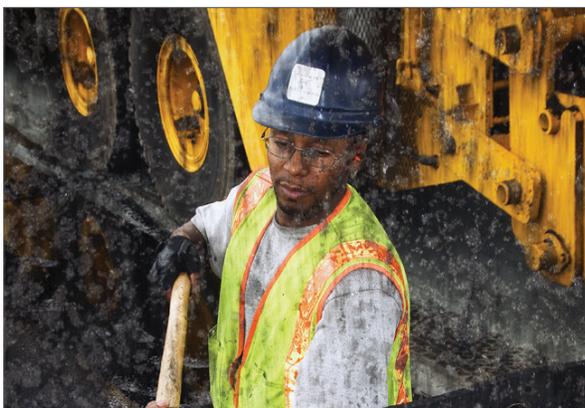
Projects eligible for funding under the Fix-It process were divided into Regional and Statewide programs. ODOT Region I staff developed projects for consideration by the regional programs while ODOT's headquarters in Salem developed projects for consideration by statewide programs.

PAVEMENT PRESERVATION PROGRAM

Projects in the Pavement Preservation program improve the safety of the interstate and the state highway system by improving conditions related to the roadway surface (ruts, slick surfaces,



Photos courtesy of ODOT Photo and Video Services



Photos courtesy of ODOT Photo and Video Services

Preservation improvements add useful service life of existing facilities without adding capacity.

drainage problems, cracks, and potholes) as well as funding a limited number of safety items like durable striping, guardrail, roadside obstacle removal, and slope flattening. Project selection is driven by the Pavement Management System, which tracks the pavement conditions. Potential projects are then provided to the Region staff to develop cost estimates. After reviewing cost estimate information, the program manager determines which projects receive funding based on available funds and opportunities to combine projects for potential cost savings.

INTERSTATE MAINTENANCE PROGRAM

The Interstate Maintenance program provides funding for resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate System. The program is very similar to the Preservation program; however, funds in the program must be spent on the interstate system.

A significant portion of the Region's Interstate Maintenance and Preservation projects are in urban areas where traffic conditions affect the hours available for construction and the mobilization of construction teams during off-peak hours. This in turn leads to higher costs for construction in urban areas compared to projects in rural areas.

Potential projects are determined by the Statewide Interstate Maintenance Program Manager in Salem based on interstate pavement conditions and needs statewide. Potential projects are then forwarded to the Regions to

develop cost estimates. After reviewing cost estimate information, the program manager determines which projects get funded based on overall statewide needs.

BRIDGE PROGRAM

ODOT's Bridge program funds improvements to rebuild or extend the service life of existing bridges and structures beyond the scope of routine maintenance. Projects funded through the Bridge Program improve the safety and condition of bridges, overpasses, and culverts. Projects vary from complete replacement/rehabilitation/repair of a structure to bridge painting or cathodic protection—protecting the reinforced steel inside bridges from the effects of rust—and can include safety items such as overpass screening, bridge end treatments, and fixing deficient railing. The only projects that are eligible for Bridge funds are those that are identified and prioritized through the ODOT Bridge Management System process. Projects would rebuild or extend the service life of existing bridges and structures. Replacement of an existing bridge may be eligible for funding under this category.

Potential projects are determined by the Statewide Bridge program manager in Salem based on bridge conditions and needs. Potential projects are then forwarded to the Regions to develop cost estimates. After reviewing cost estimate information, the program manager then determines which projects are funded based on overall statewide needs.



OPERATIONS PROGRAM

There are four sub-program areas in the Operations program. These sub-programs are (1) Intelligent Transportation Systems; (2) Signs, Signals and Illumination; (3) Slides and Rockfalls; and, (4) Transportation Demand Management.

Projects that may be funded through the Operations program could include:

- Installing/maintaining Intelligent Transportation System (ITS) elements, such as ODOT's website for travelers (TripCheck.com)
- Mountain pass and urban traffic cameras
- Variable Message Signs (VMS)
- Ramp metering
- Traffic management operations centers and incident response vehicles
- Installing new or upgraded signals and signs
- Fixing slides and rockfalls

The Operations program is a regional program. Potential projects are identified by Region I staff,

who also develop cost estimates for the proposed projects. After reviewing the cost estimate information, Region staff select projects to fit the available funding and look for opportunities to leverage resources with other proposed projects.

SAFETY PROGRAM

While every project includes elements of safety, ODOT also funds specific, qualifying Safety projects identified by the Safety Investment Program (SIP) and the Safety Priority Index System (SPIS). The SPIS is updated annually with site-specific accident history by highway mile point. The data is then used to identify problem areas where safety countermeasures are needed.

After a preliminary project list is compiled and assessed for meeting program goals and objectives, it is moved forward to develop cost estimates. Region staff narrow the candidate list to fit available funds and leverage resources with other proposed projects.

STIP PROJECT REQUIREMENTS

Federal regulations require that all federally funded transportation projects and all 'regionally significant' transportation projects be identified in the STIP. Regionally significant refers to a project that is on a facility that serves regional transportation needs and would be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all capacity-expanding projects on principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. Regionally significant also refers to projects that are of significant interest to the local community.

Additionally, all projects in a Metropolitan Planning Organization Transportation Improvement Program (MPO TIP or MTIP) must be included in the STIP exactly as they are listed in the MTIP. Most projects in the STIP fall into two categories:

1. Projects that protect the state's investment in the transportation infrastructure by systematically preserving all elements of the existing system; and,
2. Projects that primarily add new capacity to the system. Under these two broad categories are many work types (e.g., Pavement Preservation, Safety, Operations, Bicycle/Pedestrian).

Most of the projects in the STIP have elements of Safety, Preservation, and Operations in them. The following are descriptions of the major work types in the STIP.

Projects cannot be included in the STIP unless funding is available to complete all phases of the project listed. All projects are scheduled for construction or implementation according to their priority and timing of funding availability.

Recognizing that a project may be unavoidably delayed or actual revenues from state and federal sources may differ from those originally forecast; projects in the STIP can be moved from one year to another.

CLEAN AIR ACT COMPLIANCE

All projects in the STIP must conform to the goals of the federal Clean Air Act Amendments (CAAA) and the related State Implementation Plan for Air Quality. Oregon has nine areas that fall under the CAAA designation of ‘non-attainment or maintenance’ relating to the quality of air. These areas are Portland/Metro, Salem/Keizer, Eugene/Springfield, Medford, Grants Pass, Klamath Falls, Lakeview, Oakridge, and La Grande. All regionally significant projects (those that may impact air quality) proposed for construction in these areas must conform to the goals of the CAAA in order to be approved for funding. A transportation modeling process is used to determine an area’s or project’s conformity. The modeling is complex, expensive and lengthy at usually about four months and upwards of \$80,000 per area. Modeling takes place after the public review period for the draft STIP and prior to the approval of the final STIP.

FISCAL CONSTRAINT/FINANCIAL BASIS

By federal regulation, all four years of the STIP must be fiscally constrained. This means the STIP can only include projects for which the state can reasonably expect adequate funding. No projects will be listed unless the funding source is identified. The fiscal constraint requirements apply to local, regional, and state projects.

The Draft 2015-2018 STIP contains almost \$1.25 billion in projects and programs over the four-year period. Sources available for funding include



federal transportation funds, state highway funds, and other funds. Federal funding levels are based on the current federal funding act, the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). MAP-21 is the federal law that provides federal funds for transportation projects to move people and freight, and was enacted July 6, 2012. The law authorizes Federal surface transportation programs for highways, highway safety, and transit for the two-year period 2013-2014. A new federal act will need to be passed by the federal government to continue funding for transportation programs once the funding authorization expires at the end of federal fiscal year 2014. Actual federal funds coming to the state may vary considerably based on factors such as the solvency of the Highway Trust Fund and if a new authorization act or continuing resolutions are passed by the US Congress in a timely fashion.

The approved funding levels, or ‘targets’, are allocated to the five ODOT regions of the state. The regions use the management system lists of identified needs, transportation system plans, corridor plans, and other long and short-range plans, and work with centrally located ODOT staff and transportation stakeholder groups, to transform the targets into projects for the draft program. Typically, the new projects are only added to the STIP’s third and fourth years; the program’s first and second years contain the projects from the previous STIP’s third and fourth years. The proposed projects need to support the performance goals approved by the OTC.

VIEW THE STIP

- The approved STIP may be viewed at: <http://www.oregon.gov/ODOT/TD/STIP/Pages/STIPDocs.aspx>



PUBLIC AND GOVERNMENT INVOLVEMENT REQUIREMENTS

There are federal regulations and state policies regarding local government and public involvement for the STIP. The federal regulations state that a documented public involvement process must be developed and used that provides opportunities for public review and comment at key decision points. The regulations stipulate that the state:

- Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision making processes to citizens, affected public agencies, representatives of public transportation employees, freight shippers, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;
- Provide reasonable public access to technical and policy information used in the development of the STIP;
- Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed STIP;
- To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;
- Demonstrate consideration and response to public input during the development of the STIP; To the maximum extent practicable, make public information available in electronically accessible formats and means,

Federal regulations state that a documented public involvement process must be developed and used that provides opportunities for public review and comment at key decision points.



such as the internet, as appropriate to afford reasonable opportunity for consideration of public information;

- Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and
- Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.

ODOT's own Public Involvement Policies and Procedures document (revised May 28, 2009) is more prescriptive, stating that:

- The Department will provide a 45-day public review of the draft STIP, and a 45-day public review of any major revision of the approved STIP;
- The Department will provide statewide opportunities for public comment on the draft STIP by scheduling at least two public meetings in each of ODOT's five regions prior to adoption of the program by the OTC;
- The Department will work with MPOs to coordinate public involvement on the draft STIP with public involvement on the MTIP; and

- The Department will consider all public comment on the draft STIP prior to adoption of the program by the OTC.

The federal planning requirements (23 CFR 1410.216(b)) state that:

- MPOs shall be involved on a cooperation basis for the portions of the program affecting metropolitan planning areas;
- Indian Tribal Governments and the Secretary of the Interior shall be involved on a consultation basis for the portions of the program affecting areas of the state under the jurisdiction of an Indian Tribal Government;
- Federal lands managing agencies shall be involved on a consultation basis for the portions of the program affecting areas of the state under their jurisdiction; and
- Affected local officials with responsibility for transportation shall be involved on a consultation basis for the portions of the program in non-metropolitan areas of the state.

OUTREACH OPPORTUNITIES

‘Outreach’ activities—focused discussions with transportation stakeholders, community groups and civic clubs, city and county public works officials and staff, and councils of governments (COGs)—are part of each ODOT region’s monthly public involvement activities. These meetings provide the public with opportunities to learn about and comment on ODOT’s programs, projects, goals, and challenges. Ongoing feedback from this interaction provides ODOT management with necessary guidance as it develops the biennial STIP funding proposal.

SUMMARY

The STIP is a four-year transportation project scheduling and funding program that is updated every two years. The Draft 2015-2018 STIP is built on revenue estimates of \$1 billion. It includes all federally funded projects, all regionally significant state and locally funded projects, projects on Indian reservation roads, and alternate mode (bicycle, public transit) projects. As the schedule at right illustrates, it is developed with ongoing public, local government, and transportation stakeholder involvement. Before final approval, it goes through a public review process, where comments are received and relayed to the OTC and ODOT management. Programs and projects funded in the STIP reflect these public involvement efforts.

NOTE: Dates after February 1, 2014 are estimates and are subject to change.

