

**DATE:** August 15, 2006

**TO:** Oregon Transportation Commission

**FROM:** Matthew Garrett  
Director

**SUBJECT:** Draft 2008-2011 Statewide Transportation Improvement Program (STIP)

**Requested Action:**

For information only.

**Background:**

Attached is summary information in response to the Project Eligibility Criteria and Prioritization Factors for the 2008-2011 STIP approved by the Oregon Transportation Commission (OTC) on September 15, 2005 and the *Draft 2008-2011 STIP* document.

Modernization and preservation projects are summarized at a region level and each region has provided individual project reports for modernization projects. Bridge projects are summarized on a statewide level.

**Project Summaries:**

**A. Modernization Projects**

Modernization projects include recommended projects for both Development STIP (D-STIP) and Construction STIP (C-STIP). The approved criteria are included in the *Draft 2008-2011 STIP* document and are summarized below for each category of project. In the discussion and selection of proposed projects, the D-STIP and C-STIP projects are not separated. Both utilize modernization funds. Attachments A1-A5 include cover sheets explaining the local review processes and outreach conducted for each region. These are followed by a map of D-STIP projects and individual D-STIP project summaries with location maps as applicable. Next, there is a map of C-STIP modernization projects and individual C-STIP project summaries with location maps as applicable. Each project summary contains information that demonstrates how the project meets the 2008-2011 STIP eligibility criteria and prioritization factors, as well as any further criteria adopted by the ACT. Lastly, the attachments include summary tables for all D-STIP projects (Attachment A6) and C-STIP projects (Attachment A7) by region.

The projects in this section are those proposed for funding utilizing each region's modernization fund allocation provided under ORS 366.507. There may be projects included that are not directly on the state system, but benefit the state system, if they

are funded under ORS 366.507. If the project has further conditions to be met, these are described in the individual project descriptions and included in the summary tables for all D-STIP and C-STIP projects.

The *Oregon Highway Plan* (OHP) contains investment scenarios to use in planning and prioritizing of programs at a range of potential funding levels. These scenarios are based on four general funding levels. Inherent in these scenarios is the assumption that the Commission has the authority to determine the appropriate program funding levels. The Commission adopted a set of program levels for the 2008-2011 STIP at their December 2005 meeting. The modernization funding levels below were approved for the 2008-2011 STIP. The allocations to the regions are based on six factors: population, vehicle registrations, vehicle miles traveled, ton miles traveled, projected highway revenue, and modernization needs as identified in the OHP.

*2010-2011 Modernization Equity Split Information (includes amounts for D-STIP, Preliminary Engineering, and Right of Way.)*

Total Target for 2010-2011 = \$99,400,000

- Region 1: 36.10 percent \$35,882,000
- Region 2: 29.33 percent \$29,155,000
- Region 3: 15.55 percent \$15,456,000
- Region 4: 10.46 percent \$10,398,000
- Region 5: 8.56 percent \$8,509,000

### 1. Development STIP

The 2008-2011 STIP utilizes adopted criteria and prioritization factors for D-STIP projects. Criteria include:

- Meets the definition of D-STIP projects:  
Projects approved and funded for development through specific milestones and within specific time frames, which include the following characteristics:
  - A. Projects approved for funding through specific milestones such as National Environmental Policy Act (NEPA) design-level environmental documents, right-of-way acquisition, and final plans; or
  - B. Projects for which needed improvements have been identified, but a final solution either has not been determined or needs further design and analysis.
- Addresses an unmet transportation need in an acknowledged plan or adopted Transportation System Plan (TSP) or a project need, mode, function, and general location for a transportation need in an acknowledged TSP, or is identified as a project of statewide significance or federal discretionary project (earmark).
- Has adequate funding to complete the identified milestone.

Adopted prioritization factors for D-STIP projects include:

- Suitability: an assessment of the level of work completed to achieve the planned D-STIP milestone;
- Support of the *Oregon Highway Plan* policies;
- Projects that have already completed one or more D-STIP milestones;
- Projects that have funding identified for development of construction; and
- Leverage of other funds and public benefits.

## 2. Construction STIP

C-STIP modernization projects have two criteria to be eligible for funding:

- They are consistent with the acknowledged TSP, or acknowledged Comprehensive Plan if no acknowledged TSP applies, and any adopted TSP; and
- They are consistent with the *Oregon Highway Plan* policy 1G, action 1G.1, where applicable.

In response to the criteria requirement for consistency with the 1G.1 policy, the following information is provided in support of the projects identified for inclusion in the draft C-STIP. The *Oregon Highway Plan* Major Improvements Policy, 1G, ensures an efficient investment of limited transportation resources. Policy 1G.1 provides that minor improvements to the highway system such as wider shoulders, better access to alternate modes, and local street improvements are addressed before making more substantial improvements such as adding lanes. Policy 1G.1 does not require that minor improvements be implemented before adding capacity when a capacity-increasing solution is more cost effective or better supports safety, growth management, or other livability and economic viability considerations.

In accordance with the criteria, capacity projects considered for funding must be accompanied by a description of the project's compliance with Policy 1G. This description includes: (1) project purpose, (2) project planning history, (3) linkages to other planned improvements, and (4) documentation showing that higher-priority measures have been addressed.

The OTC has also approved prioritization factors for C-STIP modernization projects. The third of these is new this time, in response to legislation that requires ODOT to give priority to projects that improve freight mobility in the STIP. The summary reports will now explicitly discuss the freight factor where it applies and the D-STIP and C-STIP tables that are included show whether or not the project is on a freight route. This new factor follows the criteria developed by the Oregon Freight Advisory Committee for their selection of OTIA projects. The prioritization factors are:

- Project readiness;
- Support of the *Oregon Highway Plan* policies;

- Projects that support freight mobility;
- Leverage of other public funds and benefits; and
- A completed Record of Decision or Finding of No Significant Impact, as applicable.

### **C. Preservation Projects**

Within the *Oregon Highway Plan*, the preservation program includes rehabilitative work on roads and improvements to rebuild or extend the service life of existing facilities. Preservation projects such as paving, striping, and reconstruction add useful life to a road without increasing its capacity. This effort is in keeping with the 1G.1 policy and complies with the highest priority of protecting the existing system. This linkage is also found in the investment policy, which states:

*It is the policy of the State of Oregon to place the highest priority for making investments in state highway system on safety and managing and preserving the physical infrastructure. Maintaining the infrastructure provides a safe and smooth ride for the public, but is also the most cost-effective way to do business in the long term.*

Projects on the preservation list are selected by the Pavement Management System. ACTs are then often invited to examine projects selected and review the prioritization factors for each project. Selection by the Pavement Management System is the only adopted eligibility criterion for preservation projects. Adopted prioritization factors are:

- Project readiness;
- Support of *Oregon Highway Plan* policies; and
- Leveraging of other funds and public benefits.

Summaries at the region level of how the projects were selected are attached (Attachments B1-B5). Also included are project lists by region and maps to indicate project locations. A table of all preservation projects by region is included as Attachment B6.

### **D. State Bridge Projects**

Projects on the bridge list are selected by the Bridge Management System and using the Bridge Options Report. These represent only State Bridge Program projects and not the projects funded by the Local Bridge Program. The local program has its own separate criteria and process for selection. As with the Preservation Program, ACTs are often invited to review the prioritization factors for BMS-selected projects, looking in particular for any leverage that may be available for a project. Adopted criteria for 2008-2011 STIP bridge projects include:

- They are identified through the Bridge Management System process; and
- There are improvements or work needed to rebuild or extend the service life of existing bridges and structures, including replacement of an existing bridge.

Adopted prioritization factors for ACTs to consider are:

- Support the approved Bridge Options Report; and
- Projects that leverage other funds and public benefits.

Attachment C includes a cover sheet summarizing how the projects were selected, a summary table of all bridge projects, and maps of the projects by region.

**Next Steps:**

All projects in the *Draft 2008-2011 STIP* (Attachment D), including those subject to the criteria, will continue to undergo review and project data updating, especially in the area of scoping and refinement of project costs. The *Draft 2008-2011 STIP* document is scheduled to be available for distribution and public review in October 2006.

ODOT public review policy follows the federal requirement of a 45-day public review period and, in addition, requires a minimum of two public hearings be conducted in each ODOT Region. This process will take place during October and November 2006. Hearings are coordinated with the ACTs, and information about them will be available on the STIP and ACT web sites.

The agency will continue to review the draft STIP for consistency with existing state and local plans, financial constraint, and air quality conformity. The 2008-2011 STIP will also need to be consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) legislation and associated planning regulations. ODOT has been meeting with FHWA to determine what measures can be taken to comply with the new law and likely regulations by the July 1, 2007 deadline.

At the culmination of all these steps, the *Final 2008-2011 STIP* will be presented to the OTC for approval. This is scheduled to take place in August 2007. Federal approval of the *Final 2008-2011 STIP* is expected in September 2007.

**Structure of Attached Report**

- A. Modernization Projects (D-STIP and C-STIP)
  - A1-A5 contain the following information for each region:
    - Modernization Cover sheet
    - D-STIP Map
    - Individual D-STIP Project Summaries and Maps
    - C-STIP Map
    - Individual C-STIP Project Summaries and Maps
  - A6 Summary Table: D-STIP Projects for All Regions
  - A7 Summary Table: C-STIP Projects for All Regions
- B. Preservation Projects

B1-B5 contain the following information for each region:

- Preservation Cover sheet
- Map of Preservation Projects

B6 Summary Table: Projects for All Regions

C. State Bridge Projects

- State Bridge Cover sheet
- Maps of Bridge Projects by Region
- Summary Table: Bridge Projects for all Regions

D. *Draft 2008-2011 STIP*

Copies (w/attachments) to:

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