

Region 1
2008-2011 Development and Construction STIP
Coversheet
Modernization Project Criteria Summary Reports

Process used to develop an initial list of modernization projects:

The process used by Region 1 staff was to develop a 150% list of modernization projects by applying the Oregon Transportation Commission (OTC) eligibility criteria and prioritization factors criteria in the following manner:

1. Past commitments: ODOT planners started with a list of projects in the current STIP or planning work program, updated the cost estimates, added additional money as necessary, or funded a next logical phase to honor past commitments.
2. Consistency with acknowledged Transportation System Plan (OTC eligibility factor): ODOT staff submitted for consideration additional potential projects for each county based on the Constrained Regional Transportation Plan (RTP) project list and based on local priorities as identified at the NWACT, County Coordinating Committees and regional stakeholders. (Federal law requires modernization projects to be in the constrained RTP before being included in the STIP, because projects must comply with the air quality conformity analysis.)
3. Project Need: ODOT staff identified the RTP or TSP timeframe, considering 2004-09 or year 0-5 projects as highest priority, and 2016-25 or year 10 -20 projects as lowest priority.
4. Available Funds: staff eliminated projects or project phases over \$ 30 - 50 million due to insufficient funds in this STIP cycle.
5. Leverage: staff identified projects with federal earmarks and/or alternative funding sources (Bridge, Safety, Preservation, Planning) - if the earmark or alternative funding source was deemed sufficient, the project did not need to be on the list of Modernization projects. If the earmark or alternative funding source was insufficient, staff considered adding some Modernization funds to make them whole.
6. Freight: ODOT staff considered freight criteria including OFAC and Portland Freight Committee list of priority projects, and worked closely with ODOT Freight Mobility staff in providing project information to help OFAC refine their list.
7. Oregon Highway Plan support: focused on consistency with Major Improvements Policy, i.e. favored lesser improvements that defer the need for major improvements (OTC eligibility factor).
8. Project-readiness: staff assessed technical, legal, and political project readiness of remaining projects.
9. Geographic distribution: considered equity between Metro vs. non-Metro jurisdictions and between counties within Metro.

The 150% list was then made available to the NWACT, Metro, and the general public.

Information provided to the ACTs:

Initially both Metro and NWACT were provided the 150% list, OTC eligibility and prioritization criteria, and a timeline for comments.

Metro Committees then received memoranda dated April 18 and May 4 setting forth the proposed Metro process and timeline, and subsequently May 22 and May 31 memos including a matrix evaluating both the projects on ODOT's 150% list as well as any additional modernization projects proposed during the public comment period. These memos included links to the region 1 STIP website at <http://www.oregon.gov/ODOT/HWY/REGION1/r1stip/index.shtml>. The website contains project summaries, and summaries and copies of all public comments received.

Information used by ACTs in selecting the project list (attach additional criteria):

Metro applied the OTC criteria as follows:

- A. Project Readiness:
 - Has the proposed improvement been adequately defined through transportation systems planning, corridor planning, and/or environmental analysis?
 - Is the proposed improvement consistent with the RTP and with the local Comprehensive Plan and Transportation System Plan, or is there a need for further planning?
- B. Projects that best support the policies of the Oregon Highway Plan:
 - Is the proposed improvement consistent with the Major Improvements Policy?
 - Is it consistent with the Land Use and Transportation Policy, i.e. does it appropriately support priority 2040 land uses such as Mixed Use Centers and Industrial Areas?
- C. Projects that support Freight Mobility:
 - Is the project on the State and/or RTP Freight system?
 - Is the Highway designated an NHS inter-modal connector?
 - Does it remove barriers to the safe, reliable, and efficient movement of goods?
 - Does it support multi-modal freight movement?
- D. Projects that leverage other funds and public benefits:
 - Is the local jurisdiction willing to contribute to the project by providing an overmatch or is there innovative financing that can be leveraged?
 - Will the project leverage other publicly or privately funded infrastructure projects?
 - Does the project offer opportunity for transfer of jurisdiction?
 - Will the project benefit multiple modes of travel?
 - Will the project aid in traded-sector job creation/retention?
- E. Environmental
 - Will the project require additional environmental documentation or is it based on a completed ROD or FONSI?

These questions were initially assessed by staff in a summary matrix answering each question with either yes/no/unknown or high/medium/low/unknown format and a brief description of why the project received that answer. TPAC and JPACT discussed and amended the matrix, and will be recommending a 100% list of specific projects at specific funding levels. The project list was discussed by TPAC on May 26 and by JPACT on June 8. Additional JPACT discussion is scheduled for June 22.

NWACT formed a subcommittee for each county represented by the ACT. Each subcommittee provided a list of modernization projects. For Region 1, NWACT used the two lists provided by the Columbia County and Western Washington County subcommittees, and assembled a prioritized project list. The Columbia County STIP subcommittee met in July, 2005 and the Washington County STIP subcommittee met in August, 2005 to assemble their respective prioritized lists. Additional criteria used by NWACT included: 1) Improves Safety; 2) Economic Benefits; 3) Reduces Congestion; 4) Community Partnership; and 5) Connect Oregon. See NWACT Project Criteria Summary and NWACT Project Criteria Scoring Form. (PDF file attachments).

Information disseminated to public and public involvement:

ODOT Region 1 created a STIP website on the internet, available to the public. It includes descriptions of the types of projects ODOT Region 1 would be considering for the 2008-2011 Statewide Transportation Improvement Program, in addition to individual candidate project descriptions. Public comments were collected on the 2008-2011 Draft STIP from February 7 - April 15, 2006. The comments were then posted on the website in two formats: sorted alphabetically by

name or organization, including a link to the full original letter, and sorted by project with a brief summary of the original comment. ODOT also conducted public hearings as follows:

1. Portland - Tuesday, February 7th 5 - 8 pm Metro Regional Center;
2. Hillsboro - Thursday, February 9th 5 - 8 pm Hillsboro Civic Center
3. Hood River - Wednesday February 15th 4 - 8pm Hood River Library;
4. Oregon City - Thursday, February 16th 4 - 8 pm Willamette Falls Hospital

In the Metro area, the STIP project lists were discussed by the County Coordinating Committees and by TPAC and JPACT at their (public) meetings in April, May and June of 2006, as described elsewhere in this report.

At the September 1, 2005 meeting, NWACT finalized the prioritized list of modernization projects. NWACT had a 45 day public comment period on the finalized list. Public testimony was also taken at regular meetings prior to list adoption. In addition, STIP outreach was accomplished through open houses in each county. See NWACT Region 1 C STIP Rankings. (PDF file attachment)

Summary of ACT discussions:

In the Metro area, the proposed process and schedule were discussed by TPAC on April 27 and by JPACT on May 11. The staff's technical evaluation matrix (attached) was discussed by TPAC on May 26 and by JPACT on June 8. Additional discussion by JPACT is scheduled for June 22, 2006.



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Primary NWACT concern was coordinating the Tide Creek modernization project in Columbia County with a potential bridge improvement project at the same location.

Process used by region to roll up recommendations:

In developing the recommended (100%) list of projects for inclusion in the 2008-11 STIP, ODOT did the following:

- considered all public comments received;
- considered the recommendations from the MPO's (Metro) Joint Policy Advisory Committee on Transportation (JPACT);
- considered recommendations from the Northwest Area Commission on Transportation (NWACT);
- evaluated projects against OTC prioritization factors; and
- revised cost estimates from scoping, and local agency' match commitments.