

2010-2013 STIP Project Eligibility Criteria and Prioritization Factors Summary of Changes

This summary lists changes for the 2010-2013 STIP Project Eligibility Criteria and Prioritization Factors. These were agreed to by the STIP Stakeholder Committee at their February 5, 2007 meeting and by email after the original comment period ended April 6, 2007. These changes were then approved by the Oregon Transportation Commission on June 21, 2007. Not included in the list below are several minor corrections such as adding “federal fiscal” to “year” for clarification and changing “these” to “those” or “can” to “may.”

Page 2, Prioritization Factors, Bridge column; page 17, line 45; and page 18, line 9

- The Prioritization Factors for Bridge were updated to include the freight and project readiness factors to parallel the considerations for modernization. The corresponding footnotes were then added as #19 on page 17, and #20 on page 18.

Page 3, line 21

- Language recognizing the updated OTP goals was added to the Introduction.

Page 3, line 50

- Language acknowledging the project summary reports and other information that regions prepare to document use of the criteria in project selection was added.

Page 4, line 46

- The TEA-21 reference was updated to reflect the current legislation: the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU).

Page 5, line 3

- “Operations” was added to the list of examples of other STIP programs.

Page 7, line 47

- This paragraph has been reworked to clarify the different types planning documents and include a reference to Appendix B.

Page 8, line 9

- This paragraph has been added to list further types of potential D-STIP projects.

Page 10, line 19; page 13, line 36; page 15, line 32; and page 17, line 38

- Footnotes 2, 8, 14, and 18 correspond to the prioritization factor “Projects that best support the policies of the Oregon Highway Plan.” The language in each of these has been changed to clarify how this factor is to be used in prioritization rather than listing many possible applicable policies.

Page 10, line 38; page 14, line 14; page 15, line 45; and page 18, line 20

- Footnotes 4, 10, 15, and 21 correspond to the prioritization factor “Projects that leverage other funds and public benefits.” Some of the examples of benefits listed in each of these footnotes have been updated to reflect the new OTP and include improved fish passage in addition to improved drainage as examples of environmental enhancement.

Page 16, line 14; page 17, line 5; and page 17, line 30

- The Bridge Program discussion and Bridge Options Report footnote 17 have been updated to reflect current practice and current status.

Page 19, Table 1

- This table has been changed to simply list all the Oregon Highway Plan policies rather than identify which might apply to each program. This corresponds to the changes in footnotes 2, 8, 14, and 18.

Page 20, Appendix A

- Current links for the STIP Users’ Guide, the Oregon Highway Plan, and the Oregon Transportation Plan have been added.