

Region 2
2010-2013 Development and Construction STIP
Coversheet
Modernization Project Criteria Summary Reports

Oregon Department of Transportation Region 2, the Northwest Region, contains four Areas. Three of the Areas have formed Area Commissions on Transportation (ACTs) – Northwest ACT (NWACT), Mid-Willamette Valley ACT (MWACT), and Cascades West ACT (CWACT). Area 5 does not have an ACT, but has a transportation decision process utilizing the Eugene-Springfield Metropolitan Planning Organization (MPO) and the Lane County Board of Commissioners.

For Statewide Transportation Improvement Program (STIP) Modernization project selection, Region 2 has developed a comprehensive prioritization and decision-making process that includes the ACTs and Lane County. That process began in the fall of 2007 and has culminated in a list of projects proposed for the Draft 2010-2013 STIP.

As part of the selection process, Region 2 management developed a “straw” proposal list of modernization projects for the whole Region (based on earlier suggestions from each ACT and Lane County) to be considered by the ACTs and Lane County for inclusion in the 2010-2013 STIP. The straw proposal was discussed during regularly scheduled meetings in early 2008 by the NWACT, MWACT, CWACT, and Lane County Board of Commissioners.

Final selection of Modernization projects to be included in the 2010-2013 STIP for Region 2 were agreed upon by representatives from each of the ACTs and Lane County during an All Area ACT meeting held in May 2008 at Region 2 Headquarters.

Following is the project selection summary report for the four Areas:

NORTHWEST AREA:

Process used to develop an initial list of modernization projects: In summer 2007, NWACT formed two regional committees, each representing their respective regions covered by the NWACT: 1) Region 2 (Clatsop and Tillamook counties); and 2) Region 1 (Columbia and Washington counties). At the November 1, 2007 NWACT meeting, the Region 2 committee provided its list of recommended modernization projects. Seven applications were received, one of which did not meet the criteria and was omitted from the list. The remaining projects were prioritized and supported unanimously by the NWACT. The list of projects was further refined with three projects moving forward. At the January 3, 2008 meeting, NWACT formally adopted the 2010-2013 STIP Modernization project list to be forwarded to the Oregon Transportation Commission (OTC).

Information provided to the ACT: In addition to the OTC eligibility criteria and prioritization, and Oregon Highway Plan goals, NWACT members were provided a

summary of each project selected for the 2010-2013 STIP Modernization project list, including a map and project costs.

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

In addition to the OTC eligibility criteria and prioritization factors, NWACT added five prioritization factors that gave additional weight to Oregon Highway Plan policies. The additional criteria used by the NWACT are: 1) Improves Safety; 2) Economic Benefits; 3) Reduces Congestion; 4) Community Partnership (includes local project funding, leverage or other support); and 5) Connect Oregon (multimodal benefits). The criteria and factors were provided to the local jurisdictions in the solicitation for new projects.

Information disseminated to public and public involvement: All information provided to the NWACT was available to the public through the ACT's web site and at its regularly scheduled meetings, which are open to the public. An opportunity for public testimony was also provided at each meeting held by the NWACT.

Summary of ACT discussions: NWACT staff compiled a list of projects. These projects were discussed in relationship to the criteria for modernization projects, which resulted in one project being removed from the list. Six projects were then forwarded to the NWACT's Region 2 committee for ranking, resulting in the US-101: Camp Rilea to Surf Pines project selected as first priority to receive funding so that the NEPA process could be completed. Upon approval of the ranked projects, the NWACT forwarded its project list and comments to ODOT Region 2 staff for consideration. Upon review, the NWACT draft proposal had three projects removed from the original list submitted.

MID-WILLAMETTE VALLEY AREA

Process used to develop an initial list of modernization projects: MWACT used its modernization priority list that was established for the 2008-2011 STIP update as a base. In the summer of 2007, MWACT reviewed proposed eligibility criteria and prioritization factors proposed by the OTC. MWACT added two prioritization factors that gave additional weight to Oregon Highway Plan policies related to congestion and safety. MWACT also applied weights to each prioritization factor. The criteria and factors were provided to the local jurisdictions in the solicitation for new projects.

Information provided to the ACT: In addition to the OTC eligibility criteria and prioritization, and Oregon Highway Plan goals, MWACT members were provided with a summary of each project, including a map and project costs. They were also provided with a rating sheet that included technical information to address each of their prioritization factors. The cost estimates were provided in current year dollars and inflated to 2013. The Salem-Keizer area MPO, which is represented on MWACT, provided input to the ACT about MPO priorities.

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

In the summer of 2007, MWACT reviewed proposed eligibility criteria and prioritization factors proposed by the OTC. MWACT added two prioritization factors that gave

additional weight to Oregon Highway Plan policies. The additional criteria used by the MWACT are: 1) Congestion; and 2) Transportation Safety. MWACT also applied weight to each prioritization factor. The criteria and factors were provided to the local jurisdictions in the solicitation for new projects.

Information disseminated to public and public involvement: All information provided to the MWACT was made available to the public through the distribution of the ACT agenda package. MWACT provided three opportunities for public comments on the projects during their rating process. Advance notice of these meetings (regularly scheduled meetings in August, November, and December) was provided to 150+ agencies, organizations, and individuals on MWACT's notification list.

Summary of ACT discussions: MWACT directed its staff to prepare objective measures to use in scoring the projects. Staff used these measures to develop an initial scoring and ranking of the projects. After the ratings for D-STIP and C-STIP projects were completed by staff, they were reviewed by MWACT in separate meetings in November and December to determine which projects to forward to Region 2. MWACT forwarded its top two C-STIP and D-STIP priorities, respectively, to the Region for consideration. MWACT forwarded their comments to Region 2 on the draft proposal.

CASCADES WEST AREA:

Process used to develop an initial list of modernization projects: CWACT's Technical Advisory Committee (TAC) began the process in January 2008 with a review of the list of modernization projects for the 2008-2011 STIP. The forecasted reduction in available funds for the 2008-2011 STIP and the 2010-2013 STIP led to a TAC recommendation to prioritize only projects already in the STIP. Projects proposed were evaluated by the TAC in order to create a priority ranked recommendation for presentation to the CWACT. A Tier One, prioritized list of projects, and a Tier Two list of projects that have not been prioritized was recommended. This recommendation was forwarded to CWACT Executive Committee for consideration at its January 2008 meeting. CWACT then determined its priority ranking for both C-STIP and D-STIP projects.

Information provided to the ACT: In addition to the OTC eligibility criteria and prioritization information from the 2008-2011 STIP and Oregon Highway Plan goals, CWACT members were provided with a summary of each project, including a map and project costs. They were also provided with the TAC's project rating sheet that included technical information to address each prioritization factor. The cost estimates were provided in current year dollars. The Corvallis Area MPO, which is represented on the ACT, provided input to the ACT about any MPO priorities.

Information used by the ACT in selecting the project list (attach additional criteria): In addition to the OTC eligibility criteria and prioritization factors, CWACT also added a prioritization factor to consider previous priority status by the ACT.

Information disseminated to public and public involvement: All information provided to the TAC and CWACT was available to the public at the Cascades West Council of Governments web site and at each public meeting. An opportunity for public testimony was provided at each meeting held by the TAC and CWACT.

Summary of ACT discussions: The discussion at the CWACT TAC meeting and the CWACT meeting focused on the relative priority of the projects proposed for inclusion, the proposed funding for the projects, and the extreme limitation on available funding. CWACT determined that their highest priority construction project was the US-101/South 32nd Street (Lincoln City) project. CWACT also decided to recommend continued funding for the NEPA evaluation of I-5 improvements between the Santiam River and the OR-34 Interchange. The OR-99W Circle Boulevard to Railroad Overpass project was identified as CWACT's next highest priority project if funding is available.

LANE COUNTY

Process used to develop an initial list of modernization projects: In Lane County (Area 5), the selection process is led by the Lane County Board of Commissioners (BCC) and is accomplished through collaboration with the Central Lane MPO policy body. The 2010-2013 STIP Modernization project selection process was based on the project lists developed during the 2008-2011 STIP update. Two projects, 1) Beltline Hwy: River Rd to Coburg Rd and 2) I-5 Coburg Interchange, which were either cancelled from the 2008-2011 STIP or needed additional funding, were determined to continue to be top priorities for the area.

Information provided to Lane County: ODOT staff provided both the MPO and Lane County staff with a list of Area 5 modernization priorities on the state highway system. MPO and Lane County staff were also provided with updated project cost estimates, scoping reports as available, input on project concepts and constructability, and planning program priorities for project development.

Information used by Lane County in selecting the project list (attach additional criteria): For the 2008-2011 STIP process, MPO and Lane County staff used the D-STIP and C-STIP criteria generally. In addition to the OTC screening criteria and prioritizing factors, MPO staff compared each of the high priority C-STIP projects to relevant policies in the RTP. For the 2010-2013 STIP, the top priorities remained the same from the 2008-2011 STIP and the area determined to continue to utilize the existing project list.

Information disseminated to public and public involvement: The public was provided with all material provided to the MPO and the BCC on the Lane Council of Governments (LCOG) and Lane County web sites. The public was provided an opportunity to provide testimony at each area meeting. Comments were also taken via the MPO website where the projects and process were described.

Summary of Lane County's discussions: In December 2007, ODOT notified the MPO regarding input on this task. In January 2008, the MPC provided input to replace the projects either cut from the 2008-2011 STIP or ones that needed additional funding. In February, ODOT concurred with these recommendations with the proposal of some modifications. In March, the MPO agreed to ODOT's revisions.

CONCLUSION

The Modernization project selection process used in Region 2 for the 2010-2013 STIP worked well. The ACTs were heavily involved and, because the process started in the summer of 2007, the ACTs had enough time to digest and react to the criteria requirements and OTC direction required for a full and comprehensive selection process.