

**Region 3**  
**2010-2013 Development and Construction STIP**  
**Coversheet**  
**Modernization Project Criteria Summary Reports**

**Process used to develop an initial list of modernization projects:** Subsequent to requirements to reduce the modernization program between 2008 and 2011, both ACTs elected to not fund any new projects, and instead fund already approved projects that required additional funding or were part of the reduction. For RVACT, all additional funding went to the I-5: Fern Valley Interchange project. For SWACT, funding was split between the OR: 138 Corridor Solutions project, OR-42: County Line Curves, and OR-42 Expressway Upgrade projects. Each of these projects had already gone through a previous selection process prior to their inclusion in the STIP. That process is described below.

Letters and Modernization Project Applications were sent to all county and city governments within Region 3. The letter indicated that all projects must be identified in the local TSP, and if inside an MPO, must also be identified on the RTP Tier One list. Applications from those governments and ODOT Project Development were received and scored using adopted ACT criteria, by ODOT Planning staff. Within the Rogue Valley ACT (RVACT), those applications were reviewed by the Jackson-Josephine Transportation Committee (JJTC) and the Rogue Valley MPO TAC. Separate recommendations were made to their respective policy bodies; JJTC to the RVACT, and RVMPO TAC to the RVMPO Policy Committee. The MPO Policy Committee next met and made the MPO recommendation to RVACT. RVACT accepted the MPO priorities and inserted non-MPO projects into the list.

In the South West ACT (SWACT), the scored applications were presented to the SWACT Steering Committee along with four separate lists identifying several funding options based upon the technical score. Staff also identified a preferred option. The ACT accepted the staff recommendation.

**Information provided to the ACTs:** (SWACT): Presentation of each local jurisdiction TSP to understand transportation issues faced by each community; Presentation of each project; Presentation on leverage; Modernization Project Applications; Scoring Summary; Staff recommendation on list of projects to fund; Funding target. (RVACT): Presentation of each project; Modernization Project Applications; Scoring Summary; JJTC recommendation; RVMPO recommendation; Funding target.

**Information used by ACTs in selecting the project list (attach additional criteria):** Each ACT have adopted additional Modernization project criteria as permitted by the OTC. See Attached.

**Information disseminated to public and public involvement:** Most public involvement occurred at the time the projects were developed and adopted into the local government TSPs. Each ACT meeting was publicized in newspapers of general circulation and each meeting was open to the public. Projects in the Rogue Valley were also highlighted on Rogue Valley Television (two times) and within the Mail Tribune's "Inside ODOT." Press Releases were sent to newspapers with a listing of projects selected by the ACTs. Additional presentations were made in Roseburg and Medford. In Roseburg, a presentation was made to the Executive Club; a group of local business owners (approximately 45 in attendance). In Medford, a presentation was made to a Rotary group (approximately 115 in attendance). Later that day, a second presentation was made at the Library in Medford (approximately 20 people in attendance).

**Summary of ACT discussions:** Most of both ACT discussions were around equity within the area and leverage of funds. Some felt that smaller jurisdictions should not be penalized if they didn't provide a match. Those were generally responded to by other ACT members indicating that they had already taken the political heat for devising funding strategies to match funds from the state or federal government and that with limited funding, these extra funds should not be so easily dismissed. In RVACT, the discussion of equity between Jackson and Josephine counties arose. The equity issue is one that has already been addressed by an amendment to their charter. Each ten years, the levels of funding will be reviewed to ensure that Josephine County receives their percentage of funds as determined by applying the same formula ODOT uses to distribute modernization funds between highway regions.

**Process used by region to roll up recommendations:** Each ACT was provided a funding target for their specific area (using the same formula ODOT uses to distribute modernization funds between highway regions). They were also aware that they could exceed that target, but no more than the region target, but they would also need to work with the other ACT for those funds. Because each ACT stayed within their funding target, no additional process was necessary.