

# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

For the Development STIP, Modernization,  
Preservation, and State Bridge Programs

Approved by the Oregon Transportation Commission  
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**2012-2015 STIP Project Eligibility Criteria and Prioritization Factors**

**Table of Contents**

Table of Contents ..... 2

Introduction ..... 4

From Plans to Projects ..... 5

    STIP Program Funding ..... 7

    Discretionary Projects ..... 7

House Bill 2001 Implementation..... 8

    The Ten STIP Criteria Considerations ..... 8

    Least Cost Planning ..... 10

    Practical Design ..... 11

Additional Principles for STIP Project Selection ..... 11

    OTP / OHP Goals and Policies ..... 12

    Long-term Perspective ..... 13

    House Bill 2001 Considerations 7 and 10 ..... 13

STIP Project Documentation ..... 15

    Documentation Expectations Overall ..... 15

    Eligibility and Prioritization ..... 15

    Documentation for Each Program..... 16

    Conditions of Approval..... 17

    Intergovernmental Agreements ..... 18

Development STIP ..... 19

    Development STIP Eligibility Criteria and Prioritization Factors ..... 20

    Development STIP Eligibility Criteria Explanations ..... 21

    Development STIP Prioritization Factors Explanations ..... 22

Construction STIP ..... 26

    Construction STIP Eligibility Criteria and Prioritization Factors for the Modernization,  
    Preservation, and State Bridge Programs..... 27

    Construction STIP Eligibility Criteria Explanations ..... 28

    Construction STIP Prioritization Factors Explanations ..... 29

Appendix A: Glossary ..... 37

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Appendix B: Internet Resources.....	40
Appendix C: Plans to Projects and STIP Process Diagrams.....	41
Appendix D: Eligibility Criteria and Prioritization Factors Summary Tables.....	45

# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

## 1 **Introduction**

2 The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria  
3 and Prioritization Factors to declare expectations for projects that are recommended for  
4 inclusion in the Statewide Transportation Improvement Program (STIP). The STIP is a  
5 listing of Oregon’s intended transportation investments over a four-year period. It is  
6 updated every two years and constrained to ensure that estimated expenditures match  
7 expected funds available. This document includes some basic STIP information,  
8 provides guidance for using the included criteria for project prioritization and selection,  
9 and explains expectations for project documentation. The included criteria apply to  
10 projects funded from current revenue sources. If other funding becomes available, it will  
11 be allocated in adherence to any funding or selection criteria attached to those new  
12 funds.

13  
14 The STIP Project Eligibility Criteria and Prioritization Factors apply to the Development  
15 STIP, Modernization, Preservation, and State Bridge programs, which cover most of the  
16 Oregon Department of Transportation’s (ODOT’s) major transportation investments.  
17 The criteria are renewed with the help of the STIP Stakeholder Committee every two  
18 years. The STIP Stakeholder Committee represents a variety of transportation interests  
19 including freight, public transit, cities, counties, state agencies, Metropolitan Planning  
20 Organizations (MPOs), Area Commissions on Transportation (ACTs), and private  
21 interests.

22  
23 The STIP Stakeholder Committee meets to agree on a draft of the new criteria to send  
24 out for review and comment. After the comment period, the STIP Stakeholder  
25 Committee prepares a revised draft to forward to the OTC for approval. After approval,  
26 the STIP Project Eligibility Criteria and Prioritization Factors (known as the “STIP  
27 criteria”) are distributed for use in STIP project selection. The STIP criteria are used  
28 throughout the STIP development process to narrow the list of possible investments.  
29

30 Upon approval, the STIP criteria are used immediately by ODOT and local jurisdiction  
31 staff to decide which projects should be “scoped” in more detail, meaning more  
32 information about the cost and extent of the project is developed. Scoping and project  
33 prioritization and selection continue for about six months until the draft STIP program is  
34 complete. The ACTs, MPOs, and local jurisdictions, in coordination with their respective  
35 ODOT Regions, use the approved criteria to prioritize and select investments to fund in  
36 the STIP. This activity occurs primarily during the six months of scoping and project  
37 selection for the Draft STIP. Steps between the Draft STIP and Final STIP approval  
38 include making sure expected revenues and expenditure totals match, public review  
39 and comment, air quality conformity modeling, and approval and inclusion of the MPO  
40 transportation investment programs in the STIP. Altogether, it is approximately a year  
41 and nine months between the OTC approval of the STIP criteria and the approval of the  
42 Final STIP. The OTC (and the Federal Highway and the Federal Transit  
43 Administrations) must approve the Final STIP before investments in the recommended  
44 projects can go forward.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 The STIP criteria themselves consist of two parts: Eligibility Criteria and Prioritization  
3 Factors. The Eligibility Criteria list requirements that projects must meet for further  
4 consideration. If at any time during scoping and evaluation of a project, it is found not to  
5 meet the Eligibility Criteria, then it is eliminated from further consideration. Investments  
6 that do meet the Eligibility Criteria are then prioritized by ODOT, ACTs, MPOs, and local  
7 jurisdictions using the approved Prioritization Factors.

8  
9 How project comparison and prioritization is done varies by area and region of the state.  
10 Some ACT or MPO areas have project application processes where project proponents  
11 fill out an application that relates to the Eligibility Criteria and Prioritization Factors.  
12 Other areas may compare projects in a discussion format. They may also choose to  
13 add criteria to aid their local project selection, so long as these additional criteria do not  
14 conflict with the approved statewide STIP criteria. In all cases, Development,  
15 Modernization, Preservation, or State Bridge projects or investments recommended for  
16 inclusion in the STIP are documented showing how they meet the approved Eligibility  
17 Criteria and Prioritization Factors. This documentation is delivered to the OTC for their  
18 consideration and is published on ODOT's website for stakeholders statewide.

19  
20 This document clarifies expectations for transportation investments under the  
21 Development STIP, Modernization, Preservation, and State Bridge programs and the  
22 STIP decision process for those programs. This document, as a whole, will be  
23 approved by the OTC before it is released for use. It explains overall expectations and  
24 direction for STIP project selection, lists the STIP Project Eligibility Criteria and  
25 Prioritization Factors for the 2012-2015 STIP, and describes the documentation  
26 necessary to show how a project meets each criterion or factor.

27  
28 Further descriptions of the STIP development procedures are provided in various  
29 documents available on ODOT's website on the STIP Background Information page. A  
30 short summary brochure describes the STIP process in general, and the STIP User's  
31 Guide includes more detailed information about the processes and procedures for  
32 developing the STIP.

33  
34 The Policy on Formation and Operation of the Area Commissions on Transportation  
35 (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy  
36 and other information about the ACTs can be found on the ACT homepage. See  
37 Appendix B for links to documents and resources referenced in this document and other  
38 STIP information.

### 39 **From Plans to Projects**

40 The STIP Eligibility Criteria and Prioritization Factors are used to select transportation  
41 investments to fund for development and implementation, and should be considered  
42 from when a need is identified to selection of project for the STIP. This decision  
43 process is a transitional point in a project's lifecycle. Management system analysis or

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 planning processes are where the problem is identified and the general idea for a  
2 solution is developed. Among the programs covered by these criteria, management  
3 system analysis is used for State Bridge and Preservation projects, and planning  
4 primarily applies to Development STIP and Modernization projects. Projects described  
5 in plans are not guaranteed funding in the STIP. Candidate projects must go through  
6 the STIP prioritization and selection process described in this document and be found to  
7 meet the criteria in place at the time of selection in order to be funded in the STIP.

8  
9 Management system analysis and planning steps come before STIP selection and  
10 detailed project design and implementation come after. See Appendix C for diagrams  
11 showing how all these steps flow. The first diagram shows the different levels of  
12 planning that help shape a project from policy to facility level plans and how these feed  
13 into the STIP. The second diagram shows the steps in the project delivery process,  
14 particularly those following the STIP. The others offer information about development of  
15 the STIP itself.

16  
17 The planning processes come first, before the STIP. They start broad and are  
18 progressively refined:

- 19 • The Oregon Transportation Plan (OTP) and its mode and topic plans, such as  
20 the Oregon Highway Plan (OHP), describe the vision, policies, and priorities for  
21 the statewide transportation system
- 22 • Local and regional transportation system plans and ODOT facility plans describe  
23 specific facilities, identify transportation problems or needs, and describe  
24 possible projects

25  
26 The project development processes come after the STIP decisions are made:

- 27 1. Environmental documentation is produced and possible alternative designs are  
28 evaluated in detail in accordance with the National Environmental Policy Act  
29 (NEPA) requirements
- 30 2. Environmental and other permits needed to implement the project are sought and  
31 so is right-of-way needed for the approved design
- 32 3. A detailed construction plan is developed
- 33 4. The project is constructed or implemented

34  
35 Planning and project development are described here as two distinct processes, but  
36 there is overlap between the two. Improving coordination between planning and project  
37 development is an area in which ODOT is continuing to make improvements. For  
38 example, ODOT is looking for ways to include and document the broadest levels of  
39 NEPA analysis during planning so that some decisions can be carried forward into the  
40 detailed NEPA analysis that occurs during project development.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***STIP Program Funding***

2 Not included in the plan to project flow diagrams is a very important step that begins the  
3 STIP update process and determines how much funding is available to each of the  
4 different STIP programs. STIP programs are the categories to which funding amounts  
5 are allocated. Each STIP program funds different types of projects and has its own  
6 requirements for projects to qualify. The Development STIP, Modernization,  
7 Preservation, and State Bridge programs are covered by the criteria and factors in this  
8 document. There are state and federal laws and rules that define each program and  
9 establish its requirements, and sometimes set a specific amount of funding for that  
10 program. For example, the Modernization program is defined and has a minimum  
11 amount of funding allocated to it in Oregon statute (ORS 366.507).

12  
13 Assigning fund levels to programs is actually a process called “program funding  
14 allocations” consisting of a few steps:

- 15 1. System goals and needs are identified. For example, if the goal is to maintain  
16 78% of state highway pavement in fair or better condition, then the Pavement  
17 Management System will help ODOT determine how much work needs to be  
18 done to reach for this goal.
- 19 2. The amount of funding available to the STIP is determined.
- 20 3. ODOT recommends program funding levels to the OTC.
- 21 4. STIP participants and ODOT partners review and comment on ODOT’s  
22 recommended funding allocations.
- 23 5. The OTC approves final program funding allocations.

24  
25 The OTC’s program funding decisions reflect the goals and priorities adopted in the  
26 OTP. These are policy decisions that are made separate from the STIP Eligibility  
27 Criteria and Prioritization Factors and are not part of this document. After the program  
28 allocation decisions are made, the STIP Eligibility Criteria and Prioritization Factors are  
29 used to prioritize and select projects for the Development STIP and Construction STIP  
30 (Modernization, Preservation, and State Bridge programs) to the funding levels  
31 approved by the OTC.

### 32 ***Discretionary Projects***

33 The STIP project selection process assigns program funding to specific projects that are  
34 then listed in the STIP. Some projects, especially those that are too expensive to fund  
35 with the usual level of STIP program funding, may be directly assigned funding in state  
36 or federal legislation. These are called discretionary projects or “earmarks”.

37  
38 Federal discretionary projects are a part of federal appropriations or transportation  
39 funding legislation. The OTC has adopted a policy that describes a process to use in  
40 developing a coordinated list of projects to be submitted as earmark proposals. ODOT  
41 then submits the coordinated list to the Oregon Congressional Delegation for  
42 consideration during the federal budget process. Projects that receive funding via this  
43 process will be included in the STIP.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 Local jurisdictions and proponents that pursue earmark funding for projects not  
3 submitted by ODOT or supported by the Oregon Transportation Commission are solely  
4 responsible for the required matching funds and any shortfalls. The OTC recognizes  
5 that there may be unique circumstances in which proponents have been successful in  
6 obtaining federal discretionary projects that need to be placed in the STIP. These can  
7 be brought to the OTC as amendments to the STIP provided they meet the match  
8 requirements noted above.

9  
10 Similarly, specific projects may receive funding via state legislation. These projects will  
11 be included in the STIP as legislated. If additional funds are needed for legislated  
12 projects, then these projects will be subject to selection for the STIP using these  
13 approved criteria.

### 14 **House Bill 2001 Implementation**

15 There at least three aspects of Oregon's 2009 House Bill 2001 that affect the STIP  
16 decision process. The first is Section 17 that lists ten considerations for use in  
17 developing STIP project selection criteria. The second is Section 6 that defines least  
18 cost planning for Oregon and directs ODOT to work with partners to develop least cost  
19 planning for use as a decision making tool. These criteria respond to the ten  
20 considerations and start to point towards least cost planning, which will be more defined  
21 and developed after these 2012-2015 STIP criteria are approved. When the STIP  
22 criteria are next updated for the 2014-2017 STIP, they will reflect what has been learned  
23 through the least cost planning development process.

24  
25 The third is Section 19 that requires ODOT to implement "practical design" procedures  
26 allowing for "maximum flexibility in application of standards that reduce the cost of  
27 project delivery while preserving and enhancing safety and mobility." This is another  
28 area where ODOT is currently developing procedures. The new procedures will ensure  
29 that practical design is routinely utilized in project development. When the criteria are  
30 updated for the 2014-2017 STIP, the new practical design procedures will be developed  
31 and the criteria can be made to better reflect the procedures.

### 32 ***The Ten STIP Criteria Considerations***

33 The ten STIP criteria considerations in House Bill 2001 (HB 2001) are:

- 34 1. Improves the state highway system or major access routes to the state highway  
35 system on the local road system to relieve congestion by expanding capacity,  
36 enhancing operations or otherwise improving travel times within high-congestion  
37 corridors.
- 38 2. Enhances the safety of the traveling public by decreasing traffic crash rates,  
39 promoting the efficient movement of people and goods and preserving the public  
40 investment in the transportation system.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 3. Increases the operational effectiveness and reliability of the existing system by  
2 using technological innovation, providing linkages to other existing components  
3 of the transportation system and relieving congestion.
- 4 4. Is capable of being implemented to reduce the need for additional highway  
5 projects.
- 6 5. Improves the condition, connectivity and capacity of freight-reliant infrastructure  
7 serving the state.
- 8 6. Supports improvements necessary for this state's economic growth and  
9 competitiveness, accessibility to industries and economic development.
- 10 7. Provides the greatest benefit in relation to project costs.
- 11 8. Fosters livable communities by demonstrating that the investment does not  
12 undermine sustainable urban development.
- 13 9. Enhances the value of transportation projects through designs and development  
14 that reflect environmental stewardship and community sensitivity.
- 15 10. Is consistent with the state's greenhouse gas emissions reduction goals and  
16 reduces this state's dependence on foreign oil.

17  
18 The 2012-2015 STIP criteria directly address the HB 2001 considerations in the  
19 following ways:

- 20 • New emphasis and project reporting requirements are added to reflect OTP  
21 Policy 1.1 and OHP Policy 1G that prioritize operations, management, and other  
22 non-construction improvements first, ahead of capacity construction  
23 improvements (considerations 1, 2, 3, and 4).
- 24 • Explanations and documentation requirements are included to clarify use of off-  
25 system improvements (consideration 4) and to better address the prioritization  
26 factor addressing freight (consideration 5).
- 27 • New prioritization factors are added to address safety (consideration 2),  
28 economic development (consideration 6), the land use and transportation  
29 relationship (consideration 8), and environmental concerns (consideration 9).

30  
31 HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign  
32 oil dependency reduction are included primarily as additional principles to consider as  
33 STIP selection choices are evaluated. Tools, methods, and procedures are currently  
34 under development to evaluate benefits in relation to costs and to evaluate greenhouse  
35 gas emissions contributions. These will relate to the procedures developed for least  
36 cost planning and practical design implementation. When the criteria are updated for the  
37 2014-2017 STIP, they will further reflect and help implement decisions made during the  
38 greenhouse gas planning, least cost planning, and practical design implementation  
39 processes.

40  
41 Another section of HB 2001, HB 2186, and Senate Bill 1059 of 2010 require  
42 development of targets and processes for metropolitan area greenhouse gas planning.  
43 This work has begun and will be conducted by ODOT and other state agencies working  
44 with metropolitan planning organizations, local governments, and other stakeholders.  
45 Metropolitan-level targets for greenhouse gas reduction will be set by rule in 2011.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Guidelines for developing and evaluating alternative land use and transportation  
2 scenarios that may reduce greenhouse gas emissions will be developed. A “toolkit” for  
3 use in planning for greenhouse gas reductions is under development and publication is  
4 expected by the end of 2010.

5  
6 In addition, the practical design implementation process has begun and these  
7 procedures will also address cost-efficiency. The purpose of practical design is to make  
8 sure that what are delivered are the right projects, at the right time, at the right cost, and  
9 in the right way. Practical design will help direct available funds toward activities and  
10 projects that optimize the transportation system, develop solutions to address the  
11 specific purpose and need of the project, and design projects that meet but not  
12 necessarily exceed the defined purpose and need.

### 13 ***Least Cost Planning***

14 Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will  
15 turn its attention to least cost planning and assist ODOT to develop least cost planning  
16 implementation methods as required by HB 2001. Implementing least cost planning  
17 will require a broad perspective on possible solutions to transportation problems and  
18 methods of comparison to find cost-effective options that respect the goals and policies  
19 of the Oregon Transportation Plan as well as state targets such as those for  
20 greenhouse gas emission reduction. Also, much of the least cost planning process will  
21 likely need to be implemented at the transportation system or corridor planning levels.  
22 Selection of possible transportation solutions for funding and implementation, through  
23 application of the STIP criteria, is a later process that follows the transportation system  
24 or corridor planning stages. How these pieces relate is described above in the From  
25 Plans to Projects section and the flow of steps is illustrated in Appendix C. It will be  
26 important for least cost planning work to help complete initial steps to set the stage for  
27 practical design and project development activities.

28  
29 The 2012-2015 STIP criteria begin to reflect the priorities of least cost planning and  
30 other current concerns by setting appropriate eligibility thresholds and prioritization  
31 factors. The HB 2001 considerations reflect priorities that the least cost planning  
32 process is likely to address, and these STIP criteria take steps to integrate these  
33 considerations in the STIP decision process. The 2012-2015 STIP criteria represent a  
34 first step toward a least cost planning perspective.

35  
36 The least cost planning process will require comparison of possible investments to find  
37 the best transportation solutions, ideally without regard to limitations due to program  
38 funding rules and “silos” that allow funding for some types of work and not others.  
39 However, at this time, the constraints of various program funding limitations do apply.  
40 While the 2012-2015 STIP criteria apply across programs, they do not change program  
41 funding requirements. The grouping of the Modernization, Preservation, and State  
42 Bridge criteria indicate broad concerns that all projects may address, facilitate reading  
43 of and reduce duplication in this document, and are intended to encourage prioritizing

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 the best solutions no matter the type of work. However, the application of the criteria  
2 does not change the funding sources or their restrictions. The level of funding allocated  
3 for each program is determined separately by the OTC and various rules and laws.  
4

5 For several STIP cycles, documentation has been required to show how the  
6 Development STIP and Construction STIP (Modernization, Preservation, and State  
7 Bridge) projects meet the approved criteria. This documentation requirement will be  
8 strengthened for 2012-2015. Explanation of what meeting the criteria means will be  
9 provided in this document and responses on the reporting “templates” will be expected  
10 to be thorough enough to answer the questions posed. This is also an interim step  
11 towards identifying future criteria that projects may be expected to meet following  
12 development of least cost planning methodologies.

### 13 ***Practical Design***

14 New procedures are being developed to ensure that “practical design” is used routinely.  
15 Practical design is an approach to improving the transportation system with the  
16 resources available by making sure solutions are focused on addressing specific  
17 problems and are designed to fit their context. In many places, particularly built-up  
18 urban areas, the full solution needed to fix a problem may be too expensive to be  
19 feasible or it may not even fit in the right-of-way available. Practical design will allow for  
20 targeted improvements to be made that help address the specific problem in that area.  
21 (See ODOT’s *Draft Practical Design Strategy*.) Many of the practical design activities  
22 that give specific shape to a project will occur during project development. Planning can  
23 help set the stage for these later activities by describing the expected function of a  
24 facility, transportation problems to be addressed, and the objectives and the agreed  
25 scale of the future solutions.  
26

27 The procedures to implement practical design are being developed by ODOT separate  
28 from the STIP Stakeholder Committee activities. Much of the project design aspect of  
29 practical design will take place after the STIP funding decisions are made. However,  
30 practical design likely relates in some ways to the least cost planning methodology that  
31 the STIP Stakeholders will help ODOT develop. Consequently, efforts will be made to  
32 ensure that least cost planning and practical design procedures complement and  
33 supplement one another.  
34

35 Also, in starting to develop draft practical design procedures, ODOT has identified a  
36 new check-in point at the beginning of the STIP process that is to verify the purpose and  
37 scale of possible projects. When the procedures for conducting that check-in are  
38 established, this will be another opportunity to ensure that the next edition of the STIP  
39 criteria reflect the principles and procedures identified.

### 40 **Additional Principles for STIP Project Selection**

41 There are principles that should be employed during the selection of STIP projects, in  
42 addition to the criteria listed on the following pages. These principles reflect

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 transportation policies described in the Oregon Transportation Plan, the Oregon  
2 Highway Plan and in HB 2001, particularly considerations 7 and 10: benefit-cost  
3 comparison and greenhouse gas reduction. ACTs, MPOs, ODOT Regions, advisory  
4 committees, and local jurisdictions are expected to consider and discuss these  
5 principles as STIP selections are made. If any project information is developed to  
6 respond to these principles, it should be included in the project documentation.

### 7 ***OTP / OHP Goals and Policies***

8 One additional principle is the goal context of projects. The Oregon Transportation Plan  
9 sets forth policies that guide decisions and actions of the agency, including project and  
10 program funding decisions. The OTP's goals are:

- 11
- 12 1. Mobility and Accessibility
- 13 2. Management of the System
- 14 3. Economic Vitality
- 15 4. Sustainability
- 16 5. Safety and Security
- 17 6. Funding the Transportation System
- 18 7. Coordination, Communication, and Cooperation
- 19

20 These goals recognize the importance of providing an efficient, optimized, safe, secure,  
21 and well-integrated multimodal transportation system that allows for access and  
22 connectivity throughout the state to enable a diverse economy while not compromising  
23 the ability of future generations to meet their needs. These goals are implemented  
24 through the Oregon Highway Plan and the other mode and topic plans.

25

26 Projects recommended for inclusion in the STIP are expected to be consistent with the  
27 Oregon Transportation Plan and the Oregon Highway Plan. Both plans contain goals  
28 and policies; the OTP has strategies to implement the goals and policies, while the OHP  
29 has actions to implement its goals and policies. These goals and policies set a general  
30 framework for projects to advance. The STIP Project Eligibility Criteria and Prioritization  
31 Factors then set specific thresholds to meet and factors to use for prioritization of  
32 possible STIP projects.

33

34 In the past, OHP policy support in general was one prioritization factor, but this proved  
35 difficult to apply. For the 2012-2015 STIP, certain policies are called out in the  
36 prioritization factors because they contain ideas that will likely prove important as least  
37 cost planning is developed or because they list ways of implementing these ideas.  
38 These include OTP Policy 1.1 and OHP Policies 1B: Land Use and Transportation, 1G:  
39 Major Improvements, and 5A: Environmental Resources. This does not imply that only  
40 these policies apply when considering what solutions to fund in the STIP. Rather, the  
41 goals of the OTP and OHP overall should be furthered by choices made for the STIP.  
42 OTP and OHP goals and policies should be kept in mind during STIP project

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 prioritization and selection and appropriate choices made, even though documentation  
2 required will focus on certain policies.

### 3 ***Long-term Perspective***

4 A second principle is that a long-term broad perspective should be used when choosing  
5 solutions to fund. Whether a project will be effective in the short term or the long term  
6 and how well the transportation solution will further transportation goals should be  
7 considered in relation to the overall cost of the project. Similarly, the corridor or system  
8 level effects of the project and how well it integrates with other investments and  
9 applicable plans should be considered. For example, does the candidate  
10 transportation solution make sense in the context of land use plans and other  
11 investments within the planning area or along the transportation corridor? STIP  
12 decisions should reflect consideration of the long-term impacts of the investment.

### 13 ***House Bill 2001 Considerations 7 and 10***

14 Project proponents should expect that these considerations regarding benefit-cost  
15 comparison and greenhouse gas reduction will be included as criteria for future STIPs  
16 beginning with 2014-2017. Methods and measures for evaluating these will be  
17 developed through the greenhouse gas reduction planning, least cost planning, and  
18 practical design implementation efforts. Even though formal evaluation procedures are  
19 not yet developed, benefit-cost comparison (or cost-efficiency) and greenhouse gas  
20 reduction should be considered and discussed as part of 2012-2015 STIP project  
21 selection. An appropriate way to consider these would be to try to select solutions that  
22 are consistent with and support the ideas described in this document. If interim  
23 methods of evaluating and reporting on these have been developed by affected  
24 jurisdictions, then any results of project evaluations should be included in the project  
25 documentation.

26  
27 Cost-efficiency should be considered throughout STIP development and project  
28 prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or optimum  
29 results or return relative to the expenditure. Results considered in a cost-efficiency  
30 comparison should not only include funds saved or spent, but also the progress made  
31 toward achieving goals with the investment. Various goals that transportation projects  
32 may help achieve include economic development, community livability, and  
33 environmental sustainability.

34  
35 For the purposes of a transportation project, cost-efficiency is being defined by the effort  
36 to implement practical design. Things to consider in determining the cost efficiency of a  
37 project include (from ODOT's March 2010 *Draft Practical Design Strategy*):

- 38 • Can any elements of the project be eliminated, phased or separated to a more  
39 appropriate project and still address the problem?
- 40 • Have we identified the alternatives and the cost/benefit (value) of each in relation  
41 to risk?

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • What is the return on the investment (quantifying time, money, economic growth,  
2 etc.)?
- 3 • What is the lifespan of the solution?
- 4 • What are the future maintenance/operations costs?
- 5 • Is there minimal re-work for future projects/needs?
- 6 • What is the minimum fix, and what would trigger a larger, more expensive fix?

7  
8 Greenhouse gas reduction is another priority for the state and is reflected in HB 2001  
9 consideration 10. Project proponents should be aware of the state greenhouse gas  
10 reduction targets and any local greenhouse gas reduction plans and are encouraged to  
11 select investments that contribute to achievement of the goals described. The state  
12 GHG reduction targets are listed in ORS 468A.205:

- 13 (a) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to  
14 reduce greenhouse gas emissions.
- 15 (b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.
- 16 (c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990  
17 levels.

18  
19 Methods, rules, procedures, and regional targets to evaluate contributions to state  
20 greenhouse gas reduction goals are currently under development in response to House  
21 Bills 2001 and 2186 and Senate Bill 1059. Possible factors to address greenhouse  
22 gas reduction in future STIP solution prioritization processes include the following:

- 23 • Demonstrate a material contribution to reducing greenhouse gas emissions  
24 consistent with adopted state goals (HB 2001 consideration #10)
- 25 • Reduce Oregon's dependence on imported fossil fuels (HB 2001 consideration  
26 #10)
- 27 • Reduce vulnerability of essential transportation infrastructure (and of the  
28 communities and commerce that rely upon it) to climate change-associated  
29 effects such as flooding and fire
- 30 • Project designs that anticipate future needs to reduce greenhouse gas emissions  
31 and adaptation to climate change

32  
33 Application of the first two possible prioritization factors in this list will recognize that  
34 different communities and regions within the state, such as urban and rural areas, will  
35 have different capabilities to reduce greenhouse gas emissions and fossil fuel  
36 consumption. Such differences will be acknowledged; while also acknowledging that all  
37 areas should be capable of reductions of emissions as compared to their historical  
38 record.

1 **STIP Project Documentation**

2 ***Documentation Expectations Overall***

3 The documentation requirements described in this document are more extensive than in  
4 the past and are designed to explain what is needed to sufficiently show that the criteria  
5 are met. Due to the short timeline available to implement the 2012-2015 STIP criteria,  
6 explanations in the documentation are expected to rely primarily on narrative  
7 descriptions of anticipated effects, though project proponents should provide data to  
8 support their conclusions where such data is available. More objective and data-based  
9 criteria may be implemented in the future, particularly as analysis methods and  
10 measures are agreed during the least cost planning methodology development process.

11  
12 Here are some overall principles for documentation for 2012-2015 STIP projects:

- 13 • Use brief but sufficient explanations; extensive explanations are not required.
- 14 • Yes or no without explanation is not an acceptable answer, unless yes or no is  
15 the only possible answer, e.g. is the project on a designated freight route?
- 16 • If data or other documentation is available to support the explanation, cite or use  
17 it. For example, if travel model data is available that shows the impact of the  
18 candidate project, describe those results. Or, if a letter of commitment from  
19 another partner or investor or an intergovernmental agreement is in place,  
20 include those facts in the explanation.
- 21 • It is not required that any special study be done to show that the project meets  
22 the criteria. At this time, descriptions of expected effects are sufficient.  
23 However, if information from such a study is already available, describe those  
24 results in the explanation.

25  
26 ODOT staff, stakeholders, and project proponents should develop the information  
27 needed to show how candidate projects meet the appropriate criteria and factors ahead  
28 of stakeholder discussions to prioritize and select STIP projects. This will provide  
29 important information to assist those decisions. ODOT staff, stakeholders, and  
30 proponents should communicate and share the project documentation and other STIP-  
31 related information as early as practicable to enable timely and informed project  
32 prioritization.

33  
34 ODOT Region staff should share as much of their full STIP programs as is known at the  
35 time of the prioritization discussions to enable a broad understanding of the investments  
36 planned. This includes projects selected from the Safety Management System list and  
37 other STIP funding programs and the level of funding allocated to each program.

38 ***Eligibility and Prioritization***

39 This document lists and explains expectations for meeting approved eligibility criteria  
40 and prioritization factors for the Development STIP and the Construction STIP  
41 (Modernization, Preservation, and State Bridge programs). Project documentation is

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 expected to show how the selected project meets the criteria. The information required  
2 to show that the project meets the criteria is listed in this document. There are two  
3 types of criteria: Eligibility Criteria and Prioritization Factors.  
4

- 5 • *Eligibility Criteria* are criteria that must be met in order for the project to be  
6 considered further. All of the eligibility criteria listed must be met or the project  
7 may not move on to prioritization. The eligibility criteria are a pass-fail test that a  
8 project must pass.  
9
- 10 • *Prioritization Factors* are criteria that are used to choose projects to be funded  
11 from among eligible projects. All prioritization factors may not apply to all  
12 projects. Generally, a project that meets more prioritization factors or meets  
13 them more fully should be advanced ahead of a project that meets fewer  
14 prioritization factors or meets them to a lesser degree.  
15

16 The project documentation must clearly show how all the applicable eligibility criteria are  
17 met by providing the information requested. The prioritization factors are designed to  
18 be broadly applicable to the different programs, but not all prioritization factors will apply  
19 in all cases. This is especially true for Preservation and State Bridge projects that  
20 typically maintain the existing system. For prioritization factors that do not apply, “not  
21 applicable” is an acceptable response to that factor.

### 22 ***Documentation for Each Program***

23 Each ODOT Region will submit a cover sheet describing the process for their STIP  
24 programs overall. The cover sheet will describe the public involvement and project  
25 selection processes, including the process used to “roll-up” area recommendations to  
26 the Region-level program. The cover sheet will describe any additional criteria applied  
27 by the ACT or similar body and include an overview of ACT or similar body discussions.  
28 The description of the discussions should include how cost-efficiency was considered  
29 and how this impacted project selection. In addition, if greenhouse gas reduction was  
30 discussed, the description should include how greenhouse gas reduction was  
31 considered and what impact this had on project selection.  
32

33 The cover sheet will indicate what other programs’ information was shared with the  
34 advisory bodies (such as safety, bike/ped, transportation enhancement, etc.) Projects  
35 considered for other STIP programs should be shared with the ACT, MPO, or advisory  
36 bodies as much as is feasible during STIP program development so that the advisory  
37 body members can understand the full STIP program proposed for their area.  
38

39 Each ODOT Region will also submit summary tables listing Development STIP,  
40 Modernization, and Preservation projects separately to Transportation Development  
41 Division Planning staff and Geographic Information Services Unit. For State Bridge  
42 Program projects, the Highway Bridge Office will submit the summary table broken out  
43 by ODOT Region. The summary tables will be used as an index to the projects and for

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 mapping of the projects. Region staff will be responsible for ensuring that maps  
2 prepared by the Geographic Information Services Unit are accurate and submitting the  
3 final maps to TDD Planning staff.  
4

5 State Bridge projects may be reported on a statewide basis. The overall cover memo  
6 prepared by the Region will describe the public input process and advisory body  
7 discussions. The Highway Bridge Program staff will describe how the proposed State  
8 Bridge program meets the appropriate eligibility criteria and prioritization factors. Where  
9 a factor does not apply, the report may indicate that fact.  
10

11 Preservation projects may be reported on a region-wide basis. The region-wide report  
12 will describe how the proposed Preservation program meets the appropriate eligibility  
13 criteria and prioritization factors. Where a factor does not apply, the report may indicate  
14 that fact.  
15

16 Candidate Modernization and Development STIP projects will be documented  
17 individually. Each project's documentation will describe how the candidate project  
18 meets the appropriate eligibility criteria and prioritization factors. Where a factor does  
19 not apply, the project report may indicate that fact.

### 20 ***Conditions of Approval***

21 ODOT staff and project proponents should remember that Conditions of Approval may  
22 be applied to projects. Applying Conditions of Approval should be considered where  
23 they will assist the project to meet these criteria or overall goals. What Conditions of  
24 Approval are applied and what they are expected to accomplish should be included in  
25 the project documentation.  
26

27 Staff and project proponents should consider whether conditions would benefit the  
28 investment in terms of better meeting the approved criteria or in terms of lengthening  
29 the time that the investment successfully resolves the transportation problem. For  
30 example, ODOT regularly requires an Interchange Area Management Plan (IAMP) that  
31 includes binding implementation steps and strategies with interchange improvements.  
32 Would a similar management plan or other type of agreement between affected  
33 jurisdictions and ODOT be beneficial for non-interchange projects? If so, applying such  
34 conditions to the project should be considered.  
35

36 These conditions reflect specific implementation steps that a jurisdiction or ODOT must  
37 take to maintain the integrity of the recommended transportation solution. The  
38 Conditions of Approval are delivered to the OTC for approval as a part of the  
39 transportation solution's final STIP approval. They are considered a part of the  
40 transportation solution and are binding on the jurisdiction and ODOT.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***Intergovernmental Agreements***

2 Intergovernmental agreements (IGAs) are another tool that may be used to specify  
3 actions that will be taken, instead of or in addition to Conditions of Approval. IGAs may  
4 be sufficient for some projects or a Condition of Approval can be used to formalize  
5 agreements, such as where local jurisdictions have agreed to contribute funds or other  
6 resources to the project. Because the OTC approves the project and conditions  
7 together, thereby making the project approval dependent on the condition, specifying  
8 important aspects of intergovernmental agreements in a Condition of Approval may give  
9 them more weight and clarify that they are binding.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **Development STIP**

2 The Development STIP (D-STIP) is intended for transportation solutions that will take  
3 more than the four years of the STIP to reach construction or implementation. The  
4 ACTs, MPOs, and ODOT Regions determine what financial resources available to their  
5 area they will assign to their D-STIP programs; there is no funding level for the D-STIP  
6 set by the OTC. If the ACT, MPO, or Region determines that a solution needing further  
7 development work is a high priority, that work may be funded in the D-STIP. However,  
8 inclusion in the D-STIP does not guarantee future funding in the Construction STIP (C-  
9 STIP). Generally work begun in the D-STIP will go to final completion via the C-STIP,  
10 but the solution must have sufficient priority and funding at the time of development of  
11 the next STIP and meet the adopted criteria for that STIP in order to move on.

12  
13 D-STIP solutions do not have construction funding assigned to them. Solutions may  
14 need to complete further planning steps such as refinement planning or environmental  
15 documentation such as an Environmental Impact Statement. Solutions should remain  
16 in the D-STIP through completion of any necessary environmental documentation  
17 phases. In many cases, the final specific solution is not yet defined at the D-STIP  
18 stage. The Eligibility Criteria and Prioritization Factors for Development STIP projects  
19 reflect this special nature of D-STIP work. Also, the term “solution” is used in the criteria  
20 for work in the D-STIP. “Solution” reflects that the final decision developed through D-  
21 STIP work may be a modernization or other construction project or another type of  
22 transportation solution such as an operational or management strategy.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### *Development STIP Eligibility Criteria and Prioritization Factors*

<b>Development STIP Eligibility Criteria</b>
<p>Development work on major transportation solutions may be eligible for funding if it:</p> <ul style="list-style-type: none"><li>• Supports the definition of “Development STIP” approved by the Oregon Transportation Commission.<sup>1</sup></li><li>• Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s); or addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP; or is identified as a federal discretionary project.<sup>2</sup></li><li>• Has funding adequate to complete the identified milestone.<sup>3</sup></li></ul>

<b>Development STIP Prioritization Factors</b>
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none"><li>• Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup></li><li>• Is suitable for the D-STIP.<sup>5</sup></li><li>• Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup></li><li>• Is for a solution that has funding identified for development or construction.<sup>7</sup></li></ul>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***Development STIP Eligibility Criteria Explanations***

2 These eligibility criteria establish what types of transportation solutions are eligible for  
3 funding in the Development STIP. The eligibility criteria are not listed in any particular  
4 order nor is there any implied weighting of the various criteria. Development STIP  
5 projects must meet all these eligibility criteria in order to be eligible for funding.

### 6 **<sup>1</sup>Supports Development STIP Definition**

7 Solutions selected for funding in the Development STIP must meet this definition for D-  
8 STIP projects approved by the Oregon Transportation Commission:

9  
10 *Projects approved and funded for development through specific milestones and*  
11 *within specific timeframes, which include the following characteristics:*

- 12  
13 A. *Projects approved for funding through specific milestones such as*  
14 *National Environmental Policy ACT (NEPA) design-level environmental*  
15 *documents, right of way acquisition, and final plans; or*  
16  
17 B. *Projects for which needed improvements have been identified but a*  
18 *final solution either has not been determined or needs further design*  
19 *and analysis.*

20  
21 *The types of projects that tend to have one or more of the above characteristics*  
22 *include federal earmark or demonstration projects, modernization or major bridge*  
23 *replacement projects, and discretionary projects (projects eligible to receive*  
24 *federal discretionary funds).*

25  
26 Documentation provided in response to this criterion must:

- 27  
28
  - Briefly explain how the candidate project meets this definition

### 29 **<sup>2</sup>Addresses an Unmet Need in a Plan**

30 Transportation solutions funded for further development in the D-STIP must:

- 31
  - Address an unmet need described in a plan,
  - 32 • Address the general need, mode, function, and location described in an
  - 33 acknowledged TSP, or
  - 34 • Be identified as a federal discretionary project.

35  
36 Projects in the STIP are expected to support and implement state, regional, or local  
37 transportation and land use plans. Projects selected for further development in the D-  
38 STIP should develop specific solutions for needs described in plans, typically  
39 transportation system plans or comprehensive plans, or be identified in legislation as a  
40 discretionary project. Occasionally, funding for a specific project is included in federal

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 legislation as a discretionary project. If such a project is still under development, it will  
2 be a high priority to include in the D-STIP.

### 3 4 Documentation provided in response to this criterion must:

- 5
- 6 • Note the federal discretionary project status of the candidate project, if applicable
- 7 • Describe the planning history of the solution and the unmet need:
  - 8 ○ Identify the plan that describes the need
  - 9 ○ Describe briefly how the work will meet the need

### 10 **<sup>3</sup>D-STIP Milestone(s) Funded**

11 D-STIP projects must have funding to complete the identified milestone. Partially  
12 funded milestones or those with no funding will not be included in the STIP. Possible D-  
13 STIP milestones include those listed below. Not all projects are required to complete all  
14 the milestones.

- 15
- 16 • Refinement plan completion and adoption (see ODOT's Facility Plan Adoption  
17 Procedure for information about plan adoption)
- 18 • Land use consistency. This may include land use decisions that establish need,  
19 mode, function and general location for a project that is included in the  
20 acknowledged comprehensive plan or transportation system plan as a planned  
21 facility and that is expected to be constructed within the next 20 years with  
22 available financial resources
- 23 • Interchange Area Management Plan or Access Management Plan
- 24 • Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- 25 • Design EIS ROD
- 26 • Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- 27 • Right of way acquisition
- 28 • Advance plans (or any other applicable project development design milestone)
- 29 • Plans, specifications and estimates (PS&E)
- 30

### 31 Documentation provided in response to this criterion must:

- 32
- 33 • Identify what milestone(s) will be funded during the four years of the STIP

### 34 ***Development STIP Prioritization Factors Explanations***

35 Use these factors to prioritize among eligible Development STIP projects. These  
36 prioritization factors are not listed in any particular order. Not all the Prioritization  
37 Factors will apply to all projects, but D-STIP project documentation should respond to  
38 each prioritization factor, indicating any that do not apply. Work that better meets more  
39 of the factors generally should be chosen over work that meets fewer prioritization  
40 factors or meets them to a lesser degree.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 4**Implements OTP Policy 1.1**

Priority should be given to Development STIP solutions that meet the intent of OTP Policy 1.1:

*It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.*

In particular, see Strategy 1.1.4:

*In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:*

- *Managing the existing transportation system effectively.*
- *Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.*
- *Adding capacity to the existing transportation system.*
- *Adding new facilities to the transportation system.*

This Strategy lists a hierarchy of solution types, giving highest priority to system and demand management solutions, then minor improvements such as including a turn lane, then adding capacity, and finally adding new facilities. Development STIP work should follow this hierarchy by determining if the need may be resolved by a higher priority solution in this list, or by determining if including a mix of listed types of solutions may minimize the new capacity needed.

#### Documentation that responds to this criterion should:

- Describe how the candidate transportation solution meets the intent of this Policy and Strategy with respect to the hierarchy of priorities described in OTP Strategy 1.1.4
- Describe whether the solution can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the transportation solution will include providing additional highway capacity or adding new facilities, documentation should:
  - Describe whether higher priority solutions as listed in OTP Strategy 1.1.4 have already been considered or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long-term need
  - Describe why higher priority solutions would not be effective, or why they do not apply to the situation if system or demand management, operations, or minor improvements have not been implemented

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1                    previously, or are not being evaluated for inclusion with the current  
2                    capacity project
- 3                    ○ Describe why a capacity increasing solution is likely to be the most  
4                    effective solution to address the long term need

### 5 **5D-STIP Suitability**

6 Candidate solutions recommended for development work should be suitable for  
7 inclusion in the Development STIP. Priority should be given to projects for which the  
8 milestone funded is expected to be completed during the four years of the STIP.

9

10 Also, D-STIP projects are typically completing planning or preliminary milestones for a  
11 transportation solution that is intended to be funded for implementation later in the  
12 Construction STIP. Therefore, care should be taken to select solutions for development  
13 that will likely be able to meet the C-STIP eligibility criteria and prioritization factors.  
14 Solutions that will not be able to meet the intent of the C-STIP criteria and factors  
15 should not be selected. Where solutions are not yet defined, steps may be taken during  
16 development work to help the solution better meet the C-STIP criteria and factors.  
17 Remember that future STIP criteria will include factors reflecting what is learned about  
18 evaluating greenhouse gas emissions reduction and cost-benefit comparison over the  
19 long term, so these should be considered in selecting work for the D-STIP and in  
20 shaping the scope of work to be completed in the D-STIP.

21

22 Documentation that responds to this criterion should:

23

- 24                    • Indicate whether or not the milestone can be completed in the time period of the  
25                    STIP, and if not, how the milestone is to be completed
- 26                    • Briefly describe how the solution is expected to be able to meet the C-STIP  
27                    eligibility criteria and prioritization factors

### 28 **6D-STIP Milestone(s) Completed**

29 D-STIP projects that build on work completed in prior D-STIP periods generally should  
30 be given priority over D-STIP projects just beginning. For example, one D-STIP period  
31 may complete a refinement plan; in the next D-STIP period, the milestone may be the  
32 required environmental document. However, for each STIP period, the project must be  
33 of high enough priority to be chosen over other projects. It is possible that a different  
34 need takes on more urgency in the following STIP period, or that limited funds available  
35 do not allow further work on a project in the next STIP period. Inclusion in the D-STIP  
36 does not guarantee further work in future D-STIPs, nor does it guarantee future  
37 inclusion in the Construction STIP.

38

39 Documentation that responds to this criterion should:

40

- 41                    • Indicate any previous milestones completed in a D-STIP

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **7Funding has been Identified for Future Development or Construction**

2 Development STIP projects that have funding already identified for future steps to  
3 completion should be given priority over projects that do not have future funding  
4 identified.

5  
6 Documentation that responds to this criterion should:

- 7
- 8 • Identify the source of funding for future steps and the sufficiency of that funding  
9 to complete the future step.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **Construction STIP**

2 The C-STIP identifies project scheduling and funding for the state's transportation  
3 Modernization, Preservation and State Bridge programs for a four-year construction  
4 period. This program meets the requirements of the Safe, Accountable, Flexible,  
5 Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the federal act  
6 that provides funds to states for transportation projects. For application of these criteria  
7 and prioritization factors, C-STIP means Modernization, Preservation and State Bridge  
8 projects. Information about other programs in the STIP may be found in the *Draft 2010-*  
9 *2013 STIP* and the *STIP Users' Guide*.

10

11 The Construction STIP Eligibility Criteria and Prioritization Factors for the three  
12 programs covered are listed together in one column. In earlier versions of this  
13 document, the three construction STIP program criteria and factors were listed in  
14 separate columns. There was an increasing amount of repetition between the columns,  
15 particularly for Modernization and State Bridge; as a result, they are now combined.  
16 This is also to encourage consideration of the best solutions no matter the program.  
17 However, each program is still funded separately and all program requirements apply to  
18 projects funded under each program. In no way is the listing of the Eligibility Criteria  
19 and Prioritization Factors for the three programs together intended to give projects of  
20 any one program priority over projects of the other two programs, and the criteria and  
21 factors should not be applied in that manner.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### *Construction STIP Eligibility Criteria and Prioritization Factors for the Modernization, Preservation, and State Bridge Programs*

#### **Eligibility Criteria for Modernization, Preservation, and State Bridge**

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

#### **Prioritization Factors for Modernization, Preservation, and State Bridge**

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and local economic development plans and goals.<sup>12</sup>
- Support freight mobility.<sup>13</sup>
- Improve the safety of the transportation system.<sup>14</sup>
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.<sup>15</sup>
- Leverage other funds and public benefits.<sup>16</sup>
- Are ready to go to construction within the four years of the STIP.<sup>17</sup>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***Construction STIP Eligibility Criteria Explanations***

2 Eligibility criteria establish what types of Modernization, Preservation, and State Bridge  
3 program projects are eligible for funding in the Construction STIP. The eligibility criteria  
4 are not listed in any particular order nor is there any implied weighting of the various  
5 criteria. Projects must meet all these eligibility criteria in order to be eligible for funding.

### 6 **<sup>8</sup>Identified as a Need in a Management System, Where Applicable**

7 Some STIP programs, particularly Preservation and State Bridge, have management  
8 systems to identify needs. Management systems keep data on the condition of  
9 infrastructure and may have tools to analyze or predict needs and the adequacy of  
10 possible solutions. Management system data shows when pavement or a bridge is  
11 falling below acceptable standards and helps identify what solutions are appropriate.  
12 Preservation and State Bridge projects must be identified as a need in a management  
13 system to be eligible for Construction STIP funding. Modernization projects generally  
14 are not identified by a management system, though exceptions may include when a  
15 major bridge or safety problem becomes a Modernization project in order to resolve the  
16 need or when the project is identified by the Congestion Management Process of an  
17 MPO.

18  
19 Needs identified by a management system include replacement or rebuilding of existing  
20 pavement or bridges. Construction of entirely new facilities (not replacement) will not be  
21 identified by a management system and will likely fall under the Modernization program  
22 rather than the Preservation or State Bridge programs.

23  
24 Documentation that responds to this criterion must:

- 25  
26 • Show that candidate Preservation and State Bridge projects respond to needs  
27 that have been identified by the appropriate management system

### 28 **<sup>9</sup>Consistent with the Applicable Plan**

29 The project must be consistent with the applicable adopted comprehensive plan or  
30 transportation system plan as a planned facility, including land use decisions that have  
31 established the need, mode, function and general location of the project, including goal  
32 exceptions, where required. Candidate projects within MPOs must be identified in  
33 fiscally constrained Regional Transportation Plans and must meet air quality conformity  
34 requirements.

35  
36 If consistency cannot be demonstrated, the project documentation will describe how the  
37 inconsistency will be addressed, including changes to the project, TSP and/or  
38 comprehensive plan and when they need to be completed. In such cases, the ACT or  
39 regional or statewide advisory group may recommend that the project be included in the  
40 D-STIP, and request that Transportation Planning Rule issues be addressed during the  
41 D-STIP work.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 This criterion is particularly important for Modernization projects. A candidate  
3 Modernization project should address the specific needs in the location described in the  
4 applicable plan. Preservation and State Bridge needs are usually not described in a  
5 plan unless there is a major need that takes significant time to prepare for, such as a  
6 bridge replacement.

### 7 8 Documentation that responds to this criterion must:

- 9  
10 • Describe how the project is consistent with the appropriate plan, or  
11 • Describe how and when the inconsistency is to be rectified

### 12 ***Construction STIP Prioritization Factors Explanations***

13 Use these factors to prioritize among eligible projects. These prioritization factors are  
14 not listed in any particular order. Not all the Prioritization Factors will apply to all  
15 projects. A project that better meets more of the factors generally should be chosen  
16 over a project that meets fewer prioritization factors or meets them to a lesser degree.

17  
18 As Preservation and State Bridge projects typically maintain existing infrastructure,  
19 fewer of these factors may apply to them. Therefore, Preservation and State Bridge  
20 project documentation may respond only to the prioritization factors that apply or were  
21 used to help prioritize projects, and use “not applicable” for the other factors.  
22 Modernization projects typically make significant changes to the transportation system.  
23 Therefore, Modernization project documentation should respond to all of the  
24 prioritization factors listed. If a factor does not apply to a particular modernization  
25 project, the documentation may note that fact.

### 26 **10Implement OHP Action 1G.1**

27 Projects should implement the intent of the Major Improvements Policy, Action 1G.1,  
28 which lists a hierarchy of types of improvements:

- 29  
30 1. Protect the existing system  
31 2. Improve efficiency and capacity of existing highway facilities  
32 3. Add capacity to the existing system  
33 4. Add new facilities to the system  
34

35 Projects may implement Action 1G.1 by showing that this priority system has been  
36 reflected in the development of the candidate project. This may include higher priority  
37 work done earlier, planning processes such as the relevant TSP that addressed these  
38 priorities, or studies that show that work higher in this priority list will likely not be cost-  
39 efficient or effective over the applicable planning period.

40  
41 Projects may also implement OHP Action 1G.1 by:

- 42 • Implementing access management techniques

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Implementing operational improvements (consistent with any systems or  
2 operations management plans for the area and consistent with the MPO's  
3 Congestion Management Process in MPO areas)
- 4 • Implementing demand management techniques
- 5 • Using technology or innovative methods to protect the system or improve  
6 efficiency
- 7 • Making minor improvements such as widening shoulders, adding auxiliary lanes,  
8 providing improved access for alternative modes
- 9 • Making off-system improvements consistent with OHP Policy 2B (keeping in  
10 mind that cost-effectiveness should be considered over the applicable planning  
11 period.) Policy 2B:

12  
13 *It is the policy of the State of Oregon to provide state financial assistance to local*  
14 *jurisdictions to develop, enhance, and maintain improvements on local*  
15 *transportation systems when they are a cost-effective way to improve the*  
16 *operation of the state highway system if:*

- 17 ○ *The off-system costs are less than or equal to on-system costs, and/or the*  
18 *benefits to the state system are equal to or greater than those achieved by*  
19 *investing in on-system improvements;*
- 20 ○ *Local jurisdictions adopt land use, access management and other policies*  
21 *and ordinances to assure the continued benefit of the off-system*  
22 *improvement to the state highway system;*
- 23 ○ *Local jurisdictions agree to provide advance notice to ODOT of any land*  
24 *use decisions that may impact the off-system improvement in such a way*  
25 *as to adversely impact the state highway system; and*
- 26 ○ *Local jurisdictions agree to a minimum maintenance level for the off-*  
27 *system improvement that will assure the continued benefit of the off-*  
28 *system improvement to the state highway system.*

29  
30 Where needed to implement Action 1G.1 (or Policy 2B: Off-System Improvements), the  
31 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, may  
32 negotiate Conditions of Approval for a project with affected jurisdictions. If such  
33 conditions are not met during any Development STIP milestones completed for the  
34 project, then the conditions shall be noted in the project documentation and shall be as  
35 specific as possible given the stage of development of the project. Conditions of  
36 Approval may include the following:

- 37
- 38 • Interchange Area Management Plan or Access Management Plan,
- 39 • Highway segment designations,
- 40 • Needed local street improvements,
- 41 • Traffic management plans,
- 42 • Land use plan designations,
- 43 • Other similar conditions.
- 44

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Conditions of Approval on projects are approved by the Oregon Transportation  
2 Commission with the final STIP and are binding.

### 3 4 Documentation that responds to this criterion should:

- 5
- 6 • Describe how the candidate project implements or has met the intent of OHP
- 7 Action 1G.1 with respect to the hierarchy of priorities described
- 8 • Describe whether the project can be phased in over time, what part of the
- 9 identified need is met by the phase, and how the phase will move towards
- 10 implementing the overall solution
- 11 • If the project adds capacity to the existing system or adds a new facility to the
- 12 system, documentation should:
  - 13 ○ Describe whether higher priority solutions as listed in OHP Action 1G.1
  - 14 have already been considered or implemented, how effective they have
  - 15 been, and whether evaluation and active management of those solutions
  - 16 are being implemented to improve their performance to meet the short or
  - 17 long term need
  - 18 ○ Describe why higher priority solutions as listed in OHP Action 1G.1 would
  - 19 not be effective, or why they do not apply to the situation if management,
  - 20 operations, or minor improvements have not been implemented
  - 21 previously, or are not being evaluated for inclusion with the current
  - 22 capacity project
  - 23 ○ Describe why a capacity increasing solution is likely to be the most
  - 24 effective solution to address the long term need
- 25 • Clearly specify any Conditions of Approval that apply to the project and the
- 26 process for coordination and adoption of the conditions with the appropriate
- 27 jurisdiction

### 28 **11Implement OHP Policy 1B: Land Use and Transportation**

29 Projects considered for the STIP should be given priority if they help implement OHP  
30 Policy 1B. Policy 1B addresses the integration and interdependence of land use and  
31 transportation:

32  
33 *It is the policy of the State of Oregon to coordinate land use and transportation*  
34 *decisions to efficiently use public infrastructure investments to:*

- 35 • *Maintain the mobility and safety of the highway system;*
- 36 • *Foster compact development patterns in communities;*
- 37 • *Encourage the availability and use of transportation alternatives;*
- 38 • *Enhance livability and economic competitiveness; and*
- 39 • *Support acknowledged regional, city and county transportation system plans*  
40 *that are consistent with this Highway Plan.*

41  
42 Projects may implement this policy by:

- 43 • Supporting local community development plans

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Supporting sustainable urban development
- 2 • Improving the quality of life of the community
- 3 • Supporting development of transportation mode choices
- 4 • Supporting industrial land development near adequate infrastructure
- 5 • Improving intermodal connectivity and transfer opportunities
- 6 • Supporting other state, regional, or local plans such as
  - 7 ○ Sustainability plans
  - 8 ○ Climate change adaptation plans
  - 9 ○ Economic development plans
  - 10 ○ Other local approved plans, strategies, or similar documents

### 11 Documentation that responds to this criterion should:

- 12
- 13
- 14 • Identify any local, regional, or state plans that are supported by the project and
- 15 how the project supports the identified plan
- 16 • Briefly describe how the project implements OHP Policy 1B

### 17 **<sup>12</sup>Support Economic Development Plans and Goals**

18 Priority should be given to projects that assist implementation or realization of state,  
19 regional or local economic development goals and plans, including those from local  
20 jurisdictions and special districts such as a port authority or transit district. There are  
21 also various state level economic development goals including:

- 22 • Oregon Transportation Plan Goal 3 Economic Vitality: *To promote the expansion*  
23 *and diversification of Oregon's economy through the efficient and effective*  
24 *movement of people goods, services, and information in a safe, energy-efficient,*  
25 *and environmentally sound manner.*
- 26 • Department of Land Conservation and Development Goal 9: *To provide*  
27 *adequate opportunities throughout the state for a variety of economic activities*  
28 *vital to the health, welfare, and prosperity of Oregon's citizens.*

29

30 Ways in which a candidate project may support economic development plans and goals  
31 include:

- 32 • Improve transportation access and mobility for freight, businesses, and workers
- 33 • Reduce costs of travel for freight, business, and workers
- 34 • Improve the operation, safety, or efficiency of the transportation corridor or  
35 system
- 36 • Improve travel times or reliability
- 37 • Reduce delay
- 38 • Help maintain or generate long-term and/or living wage jobs
- 39 • Serve an Oregon certified industrial site
- 40 • Serve an economically distressed community

### 41 Documentation that responds to this criterion should:

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1  
2
- Identify the economic development goal or plan that the project will support
  - 3 • Briefly describe how the project is anticipated to support the economic development goal or plan
  - 4
  - 5 • Briefly describe the likelihood of the anticipated economic benefits being realized
  - 6 • Briefly describe the likely duration of the anticipated economic benefits
  - 7 • Use empirical data when available, such as travel model data to document the
  - 8 long-term outcome of the project and its impact on the transportation system

### 9 **13Support freight mobility**

10 Projects should be given priority if they support freight mobility. Projects that support  
11 freight mobility are projects on freight routes of statewide, regional, or local significance  
12 including:

- 13 • Highways on the State Highway Freight System as designated in the Oregon  
14 Highway Plan
- 15 • Highways or local roads designated as National Highway System intermodal  
16 connectors
- 17 • Other highways with a high volume or percentage of trucks or which are  
18 important for regional or interstate freight movement
- 19 • Local freight routes designated in an adopted regional or local transportation  
20 system plan

21  
22 Projects that support freight mobility may:

- 23 • Remove identified barriers to the safe, reliable, and efficient movement of goods
- 24 • Support multimodal freight transportation movements by improving intermodal  
25 connectivity and opportunities for transfer between modes
- 26 • Improve the operation, safety, or efficiency of freight infrastructure
- 27 • Improve the condition, connectivity, or capacity of freight infrastructure

28  
29 Documentation that responds to this criterion should:

- 30
- 31 • Specify whether the project is on a designated freight route
- 32 • Describe the expected benefit to freight mobility including barriers removed,  
33 operational or safety benefits, or enhanced opportunities for improving intermodal  
34 connectivity
- 35 • Briefly describe the likely duration of the anticipated effects
- 36 • Use empirical data when available, such as travel model data to document the  
37 long-term outcome of the project and its impact on the transportation system

### 38 **14Improves the Safety of the Transportation System**

39 Priority should be given to projects that incorporate improvements to resolve a  
40 documented safety problem. Safety is considered in every transportation investment

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 decision made by ODOT and most investments are designed to improve safety either  
2 directly or indirectly. An eligible STIP project should be given priority if it:

- 3 • Incorporates improvements that address a known safety problem, either a Safety  
4 Priority Index System (SPIS) site or other documented safety problem
- 5 • Incorporates improvements that will reduce the number or severity of crashes

6  
7 Documentation that responds to this criterion should:

- 8
- 9 • Identify the documented safety problem the project will address
- 10 • Briefly describe the improvements incorporated to address the safety problem
- 11 • Briefly describe the overall improvement in safety expected and, where practical  
12 and available, use reported crash data to provide estimates of the potential  
13 reduction in the number of crashes and/or severity of injuries expected by the  
14 improvements

### 15 **15 Implement OHP Policy 5A: Environmental Resources**

16 Projects should be given priority in the C-STIP if they help implement Policy 5A of the  
17 Oregon Highway Plan by exceeding minimum environmental requirements, supporting  
18 environmental goals, or implementing innovative techniques to lessen the  
19 environmental impact of a transportation project. OHP Policy 5A:

20  
21 *It is the policy of the State of Oregon that the design, construction, operation, and*  
22 *maintenance of the state highway system should maintain or improve the natural*  
23 *and built environment including air quality, fish passage and habitat, wildlife habitat*  
24 *and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat,*  
25 *etc.), vegetation, and water resources where affected by ODOT facilities.*

26  
27 There are a variety of different environmental requirements set by law or rule that may  
28 apply to a transportation project and different environmental goals adopted by federal,  
29 state, regional, or local jurisdictions. While all projects are designed to meet any  
30 applicable environmental requirements, a project that exceeds minimum requirements  
31 or furthers environmental goals should be given priority over a project that does not.

32  
33 Environmental impacts considered may include:

- 34 • Air quality
- 35 • Water quality
- 36 • Protected species or habitats
- 37 • Climate change mitigation and adaptation

38  
39 Documentation that responds to this criterion should:

- 40
- 41 • Explain what environmental plan, goal, or target is furthered by the project or
- 42 • Explain how the project will exceed minimum environmental requirements or

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Explain any innovative techniques that will be used to lessen environmental
- 2 impacts and why they are expected to be effective and
- 3 • Describe the likelihood of the project being constructed as described

### 4 **16Leverage Other Funds and Public Benefits**

5 ACTs, MPOs, and regional or statewide advisory groups should evaluate whether  
6 candidate projects leverage additional funding, investment, or other benefits. Priority  
7 should be given to projects that do leverage other contributions and benefits, though the  
8 capacity of the jurisdictions affected to contribute should be considered as well.

9

10 Leveraged funds and benefits may include:

- 11 • Additional project funding from public or private sources
- 12 • In-kind or other contributions (such as providing labor, equipment, materials,  
13 right-of-way, etc.)
- 14 • Additional public or private investment in infrastructure in the affected area or  
15 community that would occur as a result of the transportation investment

16

17 Documentation that responds to this criterion should:

18

- 19 • Briefly describe the expected leveraged funds, contributions, or benefits
- 20 • Identify whether or not an intergovernmental or other formal agreement is in  
21 place or intended that specifies the contributions
- 22 • In the case of expected additional investment in other infrastructure or the  
23 community, describe the likelihood of that investment occurring in a timely  
24 manner and the anticipated outcome

### 25 **17Project Readiness**

26 Projects that are “ready” should be given priority in the C-STIP over projects that are not  
27 ready. A project is ready when it is expected that construction or implementation can  
28 begin within the timeframe of the STIP. Projects that can be considered ready likely  
29 have any necessary environmental documentation complete and approved, and other  
30 major pre-construction steps are likely complete or nearing completion. Other major  
31 pre-construction steps may include completion of any necessary management plans or  
32 land use approvals.

33

34 It is preferred that projects remain in the Development STIP until any required  
35 environmental documentation steps are complete. For the C-STIP, projects that have  
36 the required environmental documentation steps complete and approvals issued should  
37 be considered more “ready” than projects for which required environmental  
38 documentation steps are not complete. The type of environmental documentation  
39 required is determined by project class. Project classes are:

40

- 41 • Class 1: Requires draft and final environmental impact statement (EIS) and the  
42 final approval issued is called a Record of Decision (ROD)

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Class 2: Categorical exclusion (requires documentation sufficient to demonstrate  
2 Class 2 status)
- 3 • Class 3: Requires environmental assessment (EA) or revised environmental  
4 assessment and the final approval issued is called a Finding of No Significant  
5 Impact (FONSI) or it may be determined that a full EIS is required  
6

7 In addition, the hurdles to accomplish each of the following steps (where applicable)  
8 must be assessed for major projects that have come through the D-STIP and for which  
9 a final ROD for a design level environmental impact statement or a FONSI has been  
10 issued:

- 11
- 12 • Public involvement
- 13 • Right of way purchased
- 14 • Final construction and traffic flow management plans developed
- 15 • Additional land use requirements such as completing plans for access  
16 management, supporting local transportation system improvements and land use  
17 measures to protect the function and operation of the project  
18

19 For projects that have not gone through the D-STIP or have not been issued a FONSI  
20 or ROD the following must also be assessed:

- 21
- 22 • Environmental requirements
- 23 • Land use requirements
- 24 • Applicability of minor improvements and alternative mode solutions  
25

26 If these steps are not completed at the time of the assessment of project readiness, a  
27 plan to complete them must be described to help determine whether they can be  
28 addressed and construction can begin within the projected timeframe. The project  
29 budget and timeline must include execution of the plan.  
30

31 Documentation that responds to this criterion should:

- 32
- 33 • Identify whether the project will be a Class 1, 2, or 3 project
- 34 • Identify whether the EA or EIS is complete and a ROD or FONSI issued or  
35 whether Class 2 status has been approved
- 36 • If a ROD, FONSI, or Class 2 approval has not been issued, identify remaining  
37 steps and anticipated timeline to complete the remaining steps
- 38 • Briefly describe any major pre-construction steps remaining and when they are  
39 expected to be complete
- 40 • Identify whether or not the project is likely to go to construction when anticipated

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Appendix A: Glossary

Acronym or Word	Definition
ACT	Area Commission on Transportation; advisory organizations chartered by the OTC and found in most of the ODOT highway regions, they assist in recommending and prioritizing projects for the STIP
BMS	Bridge Management System – used to rate bridge conditions and determine priorities for improvements but not necessarily the type of treatment
CFR	Code of Federal Regulations
C-STIP	Construction STIP; includes project schedules and funding for non-development projects included in the four-year STIP construction period
DLCD	Department of Land Conservation and Development
D-STIP	Development STIP; includes projects that require more than 4 years to develop or for which construction funding is not committed
EIS	Environmental Impact Statement
Eligibility Criteria	Criteria that must be met in order for the project to be considered further. All of the eligibility criteria listed must be met or the project may not move on to prioritization. The eligibility criteria are a pass-fail test that a project must pass.
FHWA	Federal Highway Administration
Fiscal Constraint	Or Fiscally Constrained; this means that the planned expenditures outlined in the STIP must correspond to revenue expected to be available at the time of expenditure. A project cannot be included in the STIP without corresponding revenue available.
FTA	Federal Transit Administration
IAMP	Interchange Area Management Plan
IGA	Intergovernmental agreement
ITS	Intelligent Transportation System
Least Cost Planning	A process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies, or both, where the intent of the process is to identify the most cost-effective mix of options

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Acronym or Word	Definition
Modernization	Modernization program; STIP funding program used to pay for highway improvements that add capacity such as widening a highway
MPO	Metropolitan Planning Organization; the forum for cooperative transportation decision-making for a metropolitan area with more than 50,000 residents and responsible for preparing "fiscally constrained" comprehensive multi-modal regional transportation plans.
NEPA	National Environmental Policy Act; the federal law that requires an evaluation of environmental impacts associated with any improvement project financed in whole or part with federal funds.
OAR	Oregon Administrative Rule
OBDD	Oregon Business Development Department
OBPAC	Oregon Bicycle Pedestrian Advisory Committee
ODOT	Oregon Department of Transportation
OFAC	Oregon Freight Advisory Committee
OHP	Oregon Highway Plan; one of the mode plans that are part of the OTP
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission; the five-person governor appointed commission that oversees ODOT and sets transportation policy for the state
OTP	Oregon Transportation Plan; the comprehensive transportation planning document for the State of Oregon including its mode and topic plans such as the Oregon Highway Plan and the Oregon Public Transportation Plan
PMS	Pavement Management System
Practical Design	Practical Design is a strategy to deliver focused benefits for the State's transportation system while working with the realities of a constrained funding environment. At a minimum, practical design considers safety, economic development, communities if a project passes through them, the environment, the overall transportation system (not just highways) and cost when developing and designing transportation projects.
Preservation	Preservation program; STIP funding program for pavement preservation
Prioritization Factors	Criteria used to choose projects from among eligible projects. Generally, a project that meets more prioritization factors or meets them more fully should be advanced ahead of a project that meets fewer prioritization factors or meets them to a lesser degree.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Acronym or Word	Definition
PSMS	Project Safety Management System
PTAC	Public Transportation Advisory Committee, makes funding recommendations to OTC and advises on policy to OTC and PTD
RTP	Regional Transportation Plan; the official intermodal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.
SAFETEA-LU	The latest federal transportation law that was adopted on July of 2005 and replaces ISTEA and TEA-21.
Safety	Safety program; STIP funding program for safety improvement projects usually identified by the PSMS
SPIS	Safety Priority Index System; part of the PSMS that shows crash history by highway milepoint
State Bridge	State Bridge program; STIP funding program for rehabilitation and replacement of bridges on state highways
STIP	Statewide Transportation Improvement Program; The 4-year statewide scheduling and funding program for all areas of the state, including federal lands, tribal lands, MPAs prepared in conformance with 23 CFR 450.216.
TDM	Transportation Demand Management; a program that identifies ways to reduce peak period demand on the highway system, including rideshare, staggered work hours, and company-sponsored transit passes
TMA	Transportation Management Area; an urbanized area (MPA) with over 200,000 residents; eligible for additional federal funding and subject to federal air quality and congestion management standards
TPR	Transportation Planning Rule; Oregon Administrative Rule 660, Division 12 (OAR 660-012), specifies requirements for preparing and complying with local transportation system plans (TSPs)
TSP	Transportation System Plan; comprehensive transportation planning document prepared by city and county governments, including an inventory of the existing system, proposed improvement projects, and other elements required by the Oregon Transportation Planning Rule (OAR 660-012)
Value Engineering	An organized effort to obtain optimum value by providing the necessary function at the lowest life cycle cost

## Appendix B: Internet Resources

Oregon Transportation Plan:

<http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

Oregon Highway Plan: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

Draft and Final STIP: <http://www.oregon.gov/ODOT/HWY/STIP/index.shtml>

STIP Background Information including Citizen's Primer and User's Guide (see prior STIP project summary reports by clicking on STIP dates at top of page):

<http://www.oregon.gov/ODOT/TD/TP/Background.shtml>

Project Delivery Guide: [http://www.oregon.gov/ODOT/HWY/PDU/pd\\_guide.shtml](http://www.oregon.gov/ODOT/HWY/PDU/pd_guide.shtml)

ACT information and Policy on Formation and Operation of the ACTs:

[http://www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml)

Program Advisory Committees, Community Involvement:

<http://www.oregon.gov/ODOT/involvement.shtml>

Earmark Policy:

[http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10\\_FederalReauthorization.pdf](http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10_FederalReauthorization.pdf)

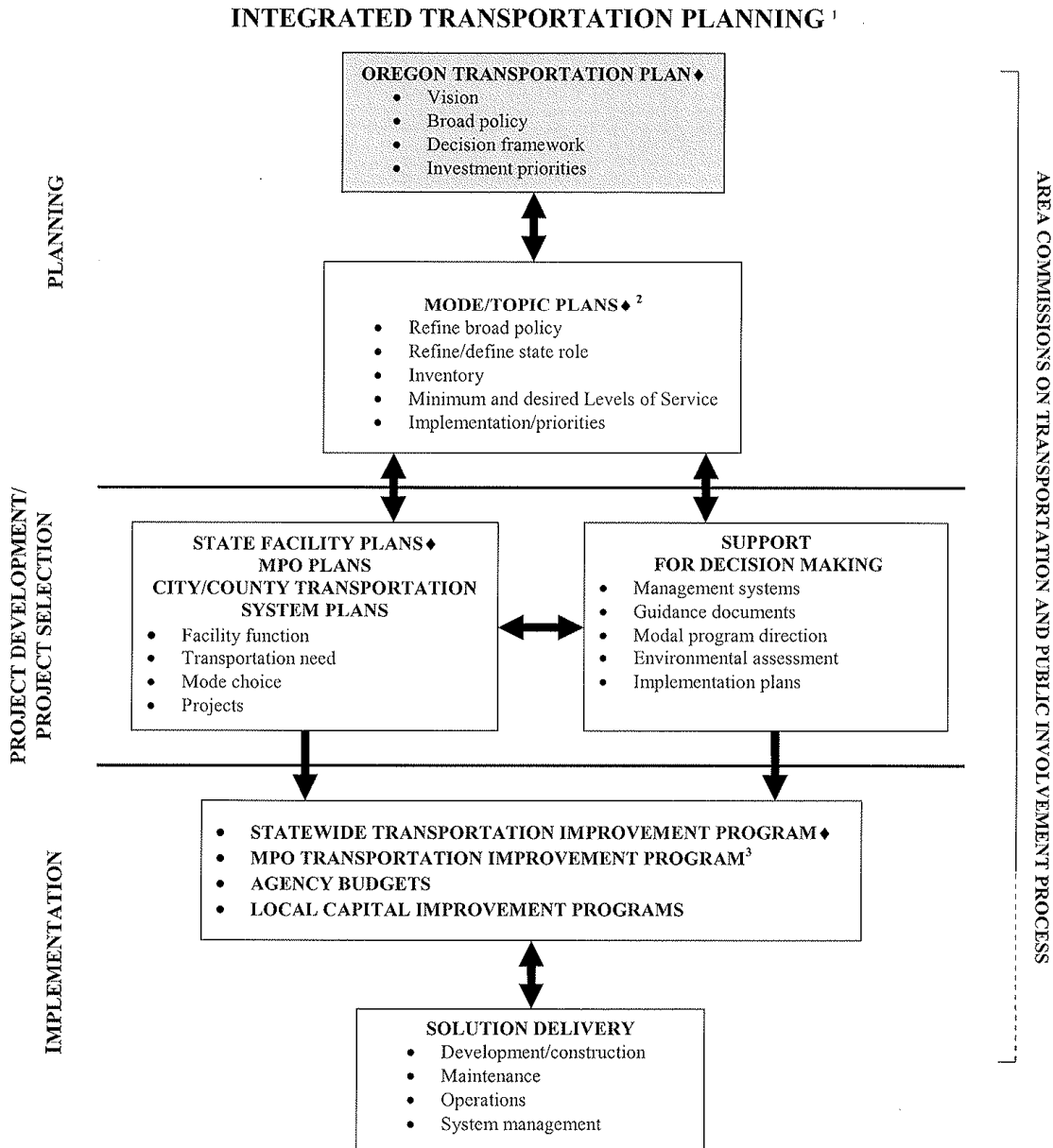
House Bill 2001: <http://www.leg.state.or.us/09reg/measpdf/hb2000.dir/hb2001.en.pdf>

House Bill 2186: <http://www.leg.state.or.us/09reg/measpdf/hb2100.dir/hb2186.en.pdf>

Senate Bill 1059: <http://www.leg.state.or.us/10ss1/measpdf/sb1000.dir/sb1059.en.pdf>

## Appendix C: Plans to Projects and STIP Process Diagrams

### The Integrated Transportation Planning Diagram (or “Planning Hierarchy” diagram)



◆ Oregon Transportation Commission action.

1. Influenced by the Transportation Planning Rule.

2. Aviation, Bicycle/Pedestrian, Highway, Public Transportation, Rail, Transportation Safety Action.

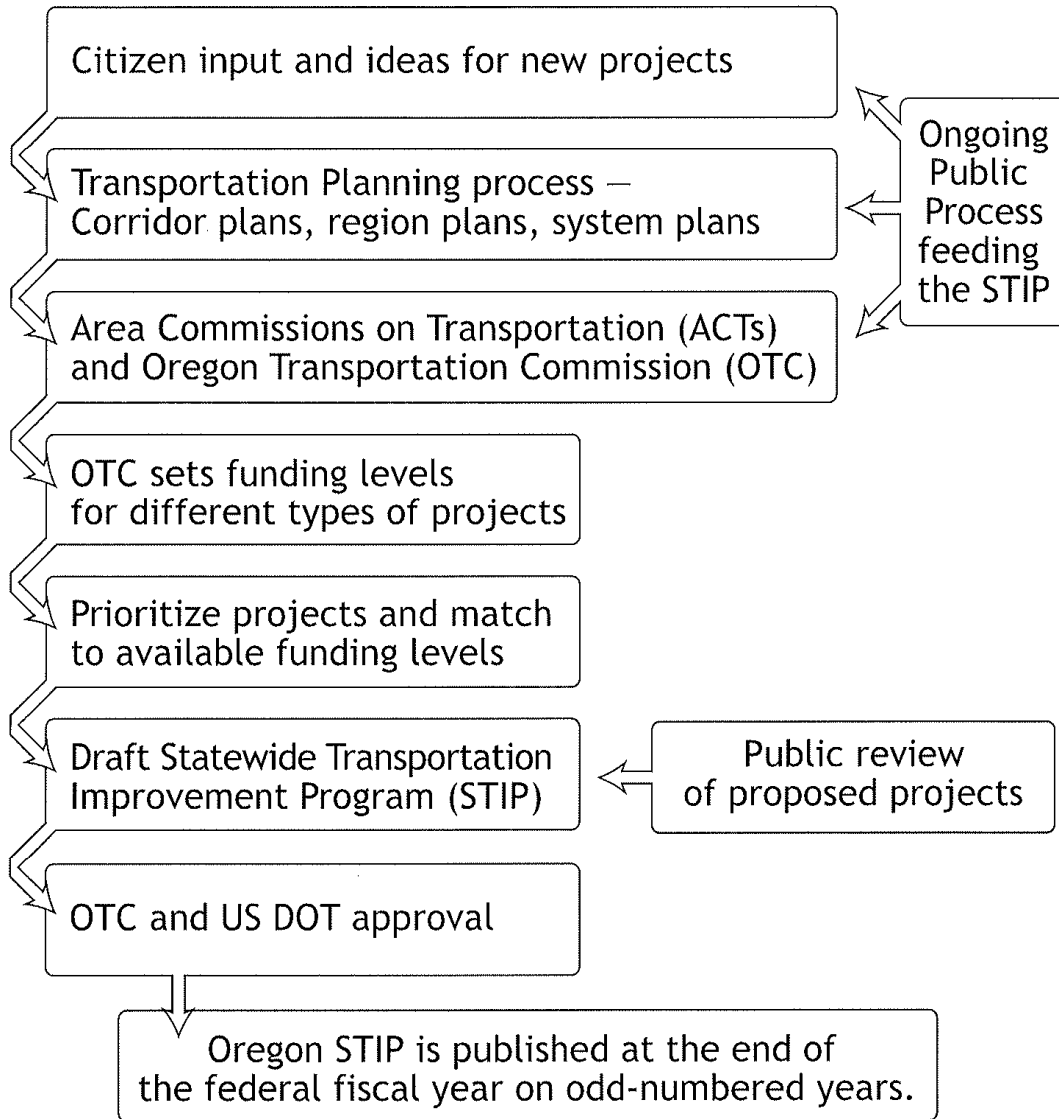
3. MPO TIPs must be included in ODOT's STIP without modification. To ensure state priorities are considered, ODOT must be involved in the local planning project selection process.



How a Project Gets Into the STIP

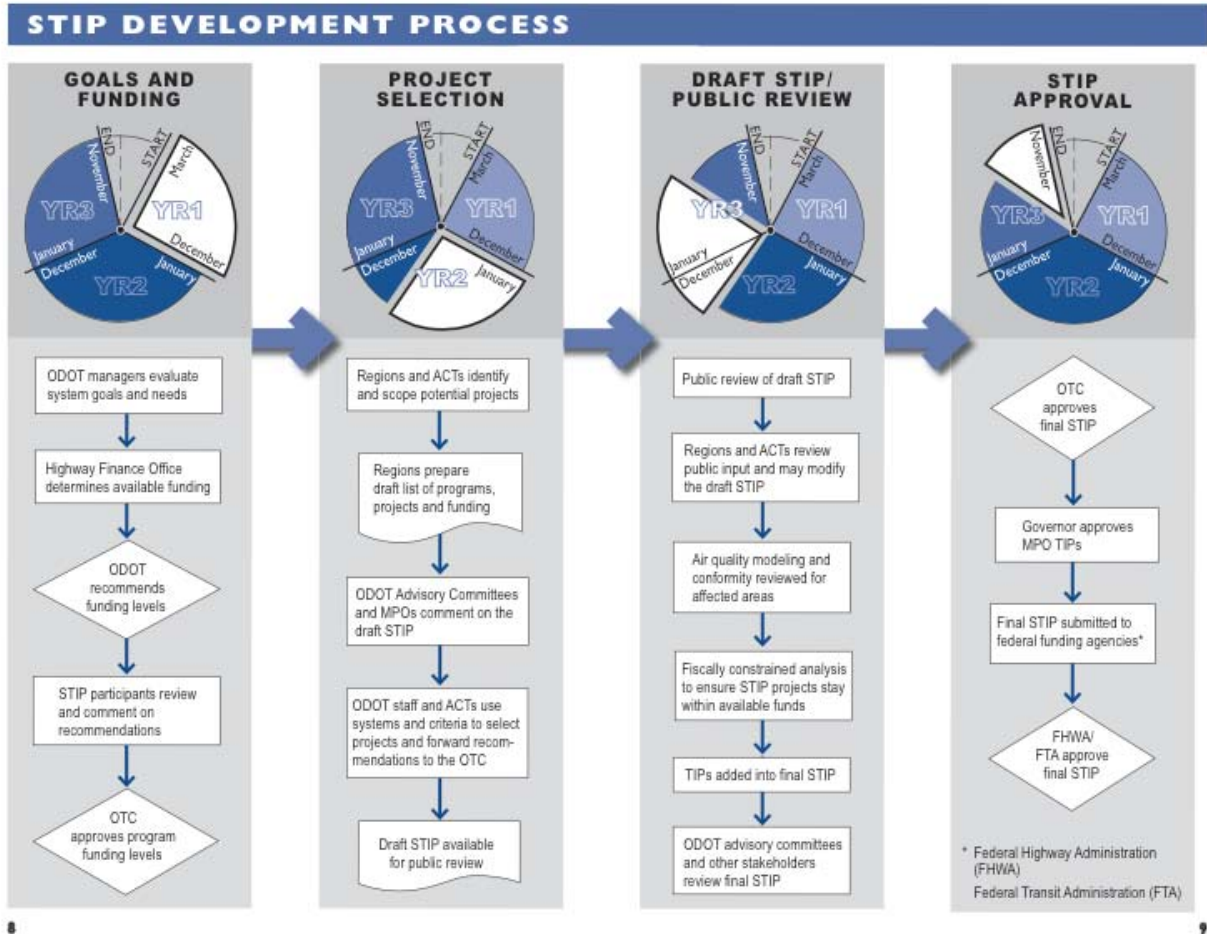
## How a project gets into the STIP

*NOTE: The top three items are ongoing public processes that feed into the STIP process.  
This diagram is not a time line.*



# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

## STIP Development Process, from the STIP Citizen's Primer Brochure



## Appendix D: Eligibility Criteria and Prioritization Factors Summary Tables

### Development STIP

<b>Development STIP Eligibility Criteria</b>
<p>Development work on major transportation solutions may be eligible for funding if it:</p> <ul style="list-style-type: none"><li>• Supports the definition of “Development STIP” approved by the Oregon Transportation Commission.<sup>1</sup></li><li>• Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s); or addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP; or is identified as a federal discretionary project.<sup>2</sup></li><li>• Has funding adequate to complete the identified milestone.<sup>3</sup></li></ul>

<b>Development STIP Prioritization Factors</b>
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none"><li>• Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup></li><li>• Is suitable for the D-STIP.<sup>5</sup></li><li>• Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup></li><li>• Is for a solution that has funding identified for development or construction.<sup>7</sup></li></ul>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Construction STIP

#### Eligibility Criteria for Modernization, Preservation, and State Bridge

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

#### Prioritization Factors for Modernization, Preservation, and State Bridge

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and local economic development plans and goals.<sup>12</sup>
- Support freight mobility.<sup>13</sup>
- Improve the safety of the transportation system.<sup>14</sup>
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.<sup>15</sup>
- Leverage other funds and public benefits.<sup>16</sup>
- Are ready to go to construction within the four years of the STIP.<sup>17</sup>