

VI. Program Descriptions

Virtually all projects that are funded through the STIP are programmed using money from federal or state programs¹. These programs are underwritten with revenue from federal and state taxes and fees. This chapter describes how these programs work and includes information about where the money comes from, how it may be used, criteria used to select projects, and other information that affect project selection. The list of programs is not exhaustive; descriptions included in this chapter are only for the larger and more visible programs. If a program is not found in this chapter, it may be due to the fact that it is new, is relatively small, or is a demonstration program. Some key websites are linked within this chapter and [Appendix G](#) lists further websites and resources related to these programs.

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¹ On rare occasions, a locally funded project will be deemed regionally significant because it affects air quality or contributes

1. BICYCLE AND PEDESTRIAN

Program Description

The Bicycle and Pedestrian (Bike/Ped) Program is a statewide program that provides many services:

- Travel route information for bicyclists;
- Planning;
- Construction standards; and
- Funding support for stand-alone pedestrian and bicycle facilities in the public right-of-way. (Bike/Ped facilities being built with new, reconstructed, or resurfaced road facilities are funded by the road project.)

Oregon Revised Statute (ORS) 366.514, the "Bicycle Bill", was adopted in 1971. It requires that bicycle and pedestrian facilities be constructed whenever a highway, road, and street is constructed, reconstructed, or relocated, unless certain exceptions can be demonstrated. The law also requires that ODOT spend at least 1% of state highway funds on bicycle and pedestrian facilities. Article IX, Section 3A of the Oregon Constitution limits the use of state highway funds to streets, roads and highways, so investment in bike and pedestrian facilities with state funds is limited to facilities within the right-of-way; trails or paths in areas outside of the right-of-way may not received state highway funds.

Program Funding and Structure

State highway funds are used for the Bike/Ped Program. The allocation to the program has grown in recent years. The Oregon Transportation Investment Act (OTIA) I, II, and III investment programs substantially increased funding available to the Bike/Ped Program through the state's 1% minimum expenditure requirement for bike/ped facilities. For 2006-2009, program funding levels are estimated to be \$5.5 million annually.

There are three Bike/Ped Program areas:

Quick Fix

Money is allocated annually for use by ODOT Maintenance Districts for minor sidewalk and other pedestrian improvements on state highways that can be built easily and quickly, where there is some urgency. The money is distributed on a first-come first-served basis. Local staff or concerned citizens may bring a small-scale problem to the attention of the local District Manager, who will forward the request to the Bike/Ped Program. Approximately 20% of total Bike/Ped program funds are reserved for Quick Fix projects.

Sidewalk Improvement Program (SWIP)

SWIP funds are allocated from the annual Bike/Ped Program budget to ODOT regions based on a formula that considers the inventory of sidewalk needs, miles of urban highway, and urban population. These funds can be combined with ODOT pavement preservation and bridge projects to improve pedestrian facilities adjacent to state highways in urban areas. They can also be used for large stand-alone pedestrian projects on state highways. Each region decides how to use its SWIP funds and funds that are allocated but not used in one region can be shifted to other regions based on need. Local staff or ODOT Region staff is encouraged to identify deficiencies that can be corrected on urban state highways and make a request to the Region office for STIP funds. SWIP is scheduled to receive about 35% of the total Bike/Ped Program funds in the 2006-2009 STIP cycle.

Grants

Grants are awarded on a competitive basis every other year to coincide with the STIP update cycle. Grants awarded in November of even-numbered years qualify for funding in the two following fiscal years 2006 and 2007. Grants represent about 45% of the total funding that the Bike/Ped Program receives. Typical grant amounts range from \$50,000 to \$500,000. Projects on state highways less than \$100,000 generally use Quick Fix funds, and projects over \$500,000 or outside the public right-of-way are encouraged to apply to the Transportation Enhancement program, which has more money and more flexibility. Although not required, a local match is seen as a local commitment to the project and can be a consideration when selecting projects.

Project Criteria and Selection

Quick Fix, SWIP, and grant funded projects may be used for sidewalks, bike lanes, pedestrian treatments at intersections, and pedestrian crossings. Most improvements lie within the existing public right-of-way, although funds can sometimes be used for minor right-of-way purchases to widen the roadway if needed for constructing wider shoulders for bikes or sidewalks.

Road construction and reconstruction projects are required by state law to provide bicycle and pedestrian facilities so these projects are not eligible for grants. Bike/Ped projects in conjunction with road resurfacing are encouraged and are eligible for grant funding or for SWIP funding if they add sidewalks to a state highway that is being resurfaced.

One grant application is allowed per city or county in any grant cycle, and any incomplete projects from previous cycles must be completed before making new applications. Cities with populations of 200,000 or more may submit two applications—one for a pedestrian project and one for a bicycle project. The applicant is responsible for planning, contracting, and project management. Projects must be ready for construction by the end of the biennium in which the funds are obligated.

Applicants may be cities, counties, ODOT region or District offices, or other public agencies that can legally contract with ODOT. Projects are drawn from local TSPs and other transportation and public facility plans.

Grant proposals are scored based on the project's relationship to an existing bikeway or walkway system, the types of land uses served, existing conditions, design standards, and costs compared to similar projects. Special consideration is given to providing mobility for children and the elderly, providing for both pedestrians and bicyclists, and making multimodal connections.

Project Review/Funding Commitment

Grant applications are initially reviewed internally by ODOT staff, who confirms eligibility and rate each project according to established criteria. Eligible high-scoring projects are forwarded to the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC), appointed by the Governor to advise ODOT. The eight-member committee meets quarterly, and selects projects for the final project list from among the high-scoring grant applicants.

Web Sites and Resources

Bike/Ped Program: <http://www.oregon.gov/ODOT/HWY/BIKEPED/>

2. HIGHWAY BRIDGE PROGRAM

Program Description

The purpose of the Highway Bridge Program (formerly the Federal Highway Bridge Rehabilitation and Replacement (HBRR) Program) is to replace or rehabilitate roadway bridges when those bridges have been determined to be deficient because of structural deficiencies, physical deterioration, or functional obsolescence. State bridges are those on the Oregon State highway system that are owned and managed by ODOT. Local bridges are those which are not owned by ODOT or other state agencies.

Highway Bridge Program (HBP) projects may include the following.

- Rehabilitation and replacement projects
- Increasing vertical clearance and widening bridges
- Repair or replacement of cracked girder bridges
- Maintenance and preservation
- Bridge rail replacement
- Tunnels
- Seismic retrofitting
- Scour mitigation

The Major Bridge Maintenance (MBM) Program and the Oregon Transportation Investment Act (OTIA) for bridge improvements are additional funding sources for bridge repair and replacement.

The MBM program was established to address major and emergency bridge repairs on state owned bridges that are beyond the scope of work normally performed by an ODOT Bridge Maintenance Crew. The MBM program is reported in the STIP as a statewide “bucket” and is funded at approximately \$6 million per year. The ODOT District Manager or District Bridge Manager decides whether the work should be assigned to the bridge maintenance crew or submitted for MBM or STIP funding.

OTIA is a one-time source of revenue approved by the Oregon Legislature for bridge and highways improvements that is programmed through the STIP. It is a significant source of funding for the three STIP cycles for which it was approved.

Program Funding and Structure

The HBP program was reauthorized in 2005 under SAFETEA-LU and is administered by the Federal Highway Administration (FHWA). HBP funds are allocated to the States according to a formula. Each deficient bridge is placed into one of the following categories:

- 1) Federal-aid system bridges eligible for replacement
- 2) Federal-aid bridges eligible for rehabilitation
- 3) Off-system bridges eligible for replacement
- 4) Off-system bridges eligible for rehabilitation

Using the formula, the square footage of deficient bridges in each category is multiplied by the respective unit price on a state-by-state basis and the total cost in each state divided by the total cost of the deficient bridges in all states determines the allocation of HBP funding.

For each year federal funds are allocated for this program, the ODOT Bridge Engineering Section analyzes the system needs of all deficient and eligible bridges in Oregon. This analysis provides the basis for the allocation of available HBP funds between on- and off-system projects and between state and local bridge projects.

The Oregon HBP Local Agency Bridge Selection Committee (LABSC) includes representatives of the League of Oregon Cities, Association of Oregon Counties, FHWA (in an advisory role) and ODOT. It develops selection criteria and distribution methodology for the Local HBP program. Under an agreement with Oregon counties, ODOT allocates HBP funds to local governments based on their percentage of deficient bridges in Oregon. Currently, 27% of the federal funds go to local bridges but this percentage is reassessed periodically.

The HBP program requires local matching funds and an intergovernmental agreement (IGA) defining roles and responsibilities for each funded project. Applicants must receive authority to spend Federal-aid funds for a specific phase of work as well as having the project approved in the STIP.

OTIA III provided \$300 million to replace and repair local bridges. The legislation made freight movement a high priority for OTIA III funded projects. The LABSC was responsible for recommending local bridge projects. After considerable public discussion, the Oregon Transportation Commission (OTC) approved a list of 141 city- and county-owned bridges in March 2004. Local governments are responsible for the design and construction of their approved bridge projects. The list of approved bridges by county may be found online at the address below.

Project Criteria and Selection

The FHWA establishes general project eligibility guidelines for HBP projects. The National Bridge Inventory (NBI) includes bridges that are 20 feet and longer and it is used to prepare the list of bridge projects on and off of Federal-aid highways. The following steps are used to determine funding eligibility:

- Step I: The bridge must be classified as either structurally deficient or functionally obsolete based on an inspection conducted according to National Bridge Inspection Standards (NBIS); inspections take place every two years.
- Step II. After deficiency is established, the bridge is considered eligible for replacement or rehabilitation depending on the value of the sufficiency rating.
 - Sufficiency rating of 80 or less for rehabilitation.
 - Sufficiency rating of 50 or less for replacement.
 - Exception - deficient bridges with sufficiency ratings between 50 and 80 may be replaced if it can be shown through a life-cycle cost analysis to be more cost effective than rehabilitation.

State

The basic categories established for bridge evaluation are the main structural support components listed in the NBI: substructure, superstructure and deck. Additional categories include: major natural vulnerabilities specific to Oregon for seismic and scour, safety deficiencies, and bridge rail and deck width. Restrictive mobility categories, load capacity and clearances address bridge program goal areas identified by the OTC. Painting for corrosion protection for steel structures, coastal bridge corrosion protection for reinforced concrete structures, and rehabilitation and upgrade of moveable bridges for maritime traffic are included in the STIP instead of the ODOT maintenance program due to their high cost.

Each category relates to a significant feature that is visually and conceptually distinct, and any specific bridge may have multiple categories of work required. Selection criteria or threshold conditions help determine priorities and are used to select a subset of bridges within a category. Twelve deficiency parameters are evaluated in the ODOT Bridge Management System. The list of potentially deficient bridges is reviewed by the ODOT Bridge Engineering Section, the Region Bridge Inspector and District Managers.

Local

The LABSC selects local HBP projects using the following categories:

- Local agencies with “large” bridges (30,000 square feet or greater) determine selection and eligibility criteria. These criteria are independent of the criteria for the “small” bridges.
- “Small” bridge (less than 30,000 square feet) rehabilitation projects are considered on an individual basis, comparing the benefits of rehabilitation versus replacement. A rehabilitation project must have a Sufficiency Rating of at least 80 at the completion of the project. Replacement selection is based on a technical ranking system developed and approved by local agencies. The criteria for the technical ranking are based on the federal sufficiency rating factors and additional criteria

developed by LABSC, including freight mobility, single access problems and cost benefit.

Other

The MBM project selection process gives priority to supporting OTIA route continuity. Proposed projects are scored and ranked using the following priorities, in order of importance:

- Route continuity (OTIA III routes)
- Load capacity
- Traffic safety
- Bridge Maintenance priority

*Project Review and Funding Commitment***State**

The lists of bridges generated from these evaluations are reviewed within the ODOT Bridge Engineering Section and by the ODOT Bridge Leadership Team. The Bridge Engineering Section establishes preliminary project priorities for review by the regions. A scoping team consisting of Region Tech Center and Bridge Engineering Section personnel prepares preliminary project scopes and cost estimates for identified projects. Throughout this process, the Program Manager works closely with the regions to refine the list of priorities in to a draft program.

Local

The State Bridge Engineer provides each local agency with a list of all bridges maintained by that agency that are eligible for HBP funding. ODOT receives completed applications for local bridge projects and reviews and ranks the projects based on the criteria established by the LABSC. The LABSC recommends approval of the final project selections for the STIP.

Other

MBM projects are reviewed and scored by the MBM Project Evaluation Committee (PEC) which consists of ODOT Bridge Section engineers, inspectors, and managers. Projects can obtain points in multiple categories resulting in a highest potential score of 10 (per scorer). The PEC recommends the calendar year program of work to the Bridge Leadership Team for approval.

Web Sites and Resources

Bridge Program: <http://www.oregon.gov/ODOT/HWY/BRIDGE/>

CONGESTION MITIGATION AIR QUALITY (CMAQ)

Program Description

The CMAQ program was reauthorized in 2005 under SAFETEA-LU to fund transportation projects or programs that contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter less than 2.5 or 10 microns (PM-2.5 or PM-10) in designated nonattainment and maintenance areas.

The CMAQ program is a local program, allowing federal funds to go to eligible local governments. Until new rules are implemented for SAFETEA-LU, those for TEA-21 will apply. Under TEA-21, the areas in Oregon that qualify for CMAQ funds are:

- Portland Metro area (CO maintenance area)
- Medford/ Ashland Metro area (CO and PM-10 maintenance area)
- Klamath Falls (CO and PM-10 maintenance area)
- La Grande (PM-10 maintenance area)
- Lakeview (PM-10 maintenance area)
- Oakridge (PM-10 nonattainment area)
- Grants Pass (CO and PM-10 maintenance area)

Areas which were designated nonattainment prior to December 31, 1997, but were not classified in accordance with the Clean Air Act, Sections 181(a), 186(a) or 188(a) or (b) are not eligible to receive CMAQ funds. These include but are not limited to areas that were formerly considered as ozone “transitional” and “incomplete data” areas and CO “not classified” areas.

Program Funding and Structure

At the federal level, the CMAQ program is jointly administered by the FHWA and the Federal Transit Administration (FTA). It receives funding according to the TEA-21 formula and this may change under the new federal transportation legislation SAFETEA-LU.

The CMAQ funds are apportioned to Oregon annually based on a formula that includes the population of each CO nonattainment or maintenance area multiplied by a CO pollutant weighting factor as described in the CMAQ program guidance. PM-10 areas are eligible to receive funding but these areas were not included in the CMAQ statutory apportionment calculation under TEA-21. Under SAFETEA-LU, Oregon has been allocated about \$13 million for eligible CMAQ projects and programs in FY 2005.

Project Criteria and Selection

The FHWA establishes general project eligibility guidelines for CMAQ projects. The Oregon CMAQ Committee develops selection criteria and distribution methodology for Oregon's CMAQ Program. Committee members represent the League of Oregon Cities, Association of Oregon Counties, Metro (Portland Metropolitan Area), Rogue Valley Council of Governments (Medford and Grants Pass), the Oregon Department of Environmental Quality, FHWA (in an advisory role only), and ODOT.

To be eligible for CMAQ funds, projects and programs must be included in transportation plans or transportation improvement programs that are consistent with the CAAA Transportation Conformity Rule (40 CFR Parts 51 and 93, as amended). In addition, State criteria include:

- Total non-attainment/maintenance area motor vehicle pollutants reduced
- Vehicle miles traveled (VMT) reduction
- Cost effectiveness
- Administrative factors (e.g., timeframe, funding beyond required match)

Types of projects eligible for CMAQ funding are listed in the April 1999 CMAQ program guidance. These include transportation activities in an approved SIP plan or maintenance plan, transportation control measures, alternative fuels, traffic flow improvements, transit projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, public-private partnerships, intermodal freight, vehicle emission inspection/maintenance programs, and telecommuting.

Documentation Process and Federal Requirements

Before a CMAQ project is approved into the STIP, the appropriate metropolitan planning organization (MPO) must submit an estimate of pollutant emissions benefits for the project to ODOT, FHWA, and FTA. For projects located in the rural nonattainment areas of Lakeview, La Grande, Oakridge and Klamath Falls, ODOT's air quality program coordinator provides an estimate of air quality benefits. To meet statutory obligations, ODOT is required to prepare annual reports for FHWA, FTA, and the general public that specify how CMAQ funds have been spent and the expected air quality benefits. Annual reporting is based on the federal fiscal year.

Project Review/Funding Commitment

The CMAQ application cycle runs every two years in conjunction with STIP update process. CMAQ is a reimbursement program that requires applicants to provide non-federal matching funds that are at least 10.27% of the project cost. Higher match rates are required for projects that are public-private partnerships.

FISH PASSAGE AND LARGE CULVERT

Program Description

The ODOT Fish Passage and Large Culvert Programs are managed by the Geo-Environmental Section at ODOT headquarters. Their purpose is to maximize state resources for retrofitting, replacing, and constructing culverts and to provide benefits to natural resources and fish habitats. The historic focus of the Large Culvert Program has been to repair or replace failing culverts.

ODOT divides culverts into three categories:

- NBI structures are very large pipes that are over 20 feet in diameter. As part of the National Bridge Inventory (NBI), they are funded by the HBP program and are treated the same as a bridge.
- Large Culverts have a diameter from 6 feet to 20 feet. These structures are funded by the non-NBI program, whose focus has historically been to repair and replace failing large culverts.
- Small Culverts or Maintenance Culverts have a diameter less than 6 feet and are funded by ODOT maintenance funds.

ODOT and Oregon Department of Fish and Wildlife (ODFW) entered into a Memorandum of Understanding (MOU) in 2000 regarding the Fish Passage Program. The MOU recognizes the importance of fish passage and documents ODOT's commitment to replace culverts using stream simulation techniques. The success of this program relies heavily on collaboration between ODOT and the ODFW.

The MOU has been codified by Oregon State Statute (ORS) 509.580 through .910 and Oregon Administrative Rule (OAR) 635, Division 412. These laws and rules mandate that new and replacement culverts be passable to native migratory fish.

Program Funding and Structure

Both programs receive funds on a biennial basis for projects programmed up to four years out in the STIP. The 2004-2005 biennial allocation for Fish Passage is about \$7 million which is obligated by agreement between ODOT and ODFW for high-priority Fish Passage projects. Fish Passage funds are used for both capital improvement and maintenance retrofits. Preliminary engineering, construction engineering, and environmental compliance costs are funded as well as the construction cost. Currently there is no funding allocated for program administration. The Large Culvert Program is funded at about \$2 million annually to fix and repair the worst of the eligible culverts.

It is often difficult to predict the remaining life of a culvert because of variable conditions such as weather and deterioration rates. A project programmed in the STIP may not be built for four to six years after the need is identified and some culverts will reach failure before the scheduled project construction date. In this case, the emergency culvert

project takes the place of a low-risk culvert project through a STIP amendment. These amendments are mostly administrative and are tracked by the program manager(s).

Project Criteria and Selection

ODFW conducted a statewide culvert inventory that ranked culverts in terms of High, Medium, or Low Priority for fish passage. Fish Passage projects are selected from the list of culverts with the greatest benefit to the species found in the inventory. ODOT prioritizes culvert projects based on culvert condition and structural integrity, i.e., failing culverts are fixed first. ODOT Regional Environmental Coordinators (RECs) and ODOT Biologists may request a reassessment and redesignation from the ODOT Fish Passage Program Manager, ODFW District Biologists and Fish Passage Coordinator if they believe a culvert should be ranked as a higher priority.

ODOT RECs recommend one or more high priority projects in their region to be included in the STIP. Costs are estimated and the draft STIP list is submitted to the regions and regulators for review individually and at an annual Statewide Fish Passage meeting.

During the course of the year, regular ODOT inspections, bridge inspectors and other field crews rank the condition of Large Culverts as Critical, Urgent, Routine Maintenance Required, or Good. Non-NBI culverts number about 2,500 statewide and are inspected every three to four years. If the culvert condition is ranked Critical or Urgent, they are inspected every six to twelve months. Recent and current non-NBI culvert projects identified in the STIP are a product of lists compiled by ODOT Bridge Inspectors and consultation with District Maintenance Managers.

The Geo-Environmental Section is piloting a system to fulfill the Government Accounting Standards Board (GASB) Statement #34, which directs public agencies to establish a current value for the assets they own and manage. Geo-Environmental is developing an asset management system that will establish an asset value for the state's culvert inventory and will track culvert condition, fish passage, depreciation, and life cycle costs. This system will be used to forecast which culverts are likely to fail and to program top priority culvert projects, including the 2,500 culverts in the Large Culvert program.

There is a Fish Passage Committee charged with formally coordinating the Fish Passage Culvert Program and Large (Non-NBI) Culvert Program and with clarifying project selection requirements and processes.

Project Review/Funding Commitment

The Operations and Financial Manager for the Geo-Environmental Section is responsible for reviewing projects for the STIP and managing changes to project budgets. Otherwise, review of Fish Passage culvert projects usually occurs amongst members of the annual Statewide Fish Passage meetings, which includes the Fish Passage Program Manager, RECs, biologists, and other stakeholders. The State

Program Manager determines the final projects and funding allocations. Re-evaluation of culverts for high-priority listing and, thus, for possible inclusion in the STIP can be initiated by ODOT RECs and Biologists, in coordination with the ODOT Fish Passage Program Manager. Review of Large Culvert projects occurs mainly in the consultation between the Large Culvert Program Manager, Bridge Inspectors, and District Maintenance Managers.

5. FOREST HIGHWAYS

Program Description

The Forest Highway Program (FHP) is one of five categories within the Federal Lands Highway Program (FLHP). The objective of the Forest Highway Program is to improve access to and through National Forest lands on designated “Forest Highways,” which also may be state, county and other public roads if they meet the criteria addressed below. Program decisions are made jointly through the Tri-Agency Committee. FHWA’s Western Federal Lands Highway Division (WFLHD), the US Forest Service (USFS), and ODOT each have one voting member on their committee. The ODOT member also represents Oregon counties.

Forest Highway Enhancements are a subset of the FHP. Enhancement projects are related to forest highways and typically include work on trailhead parking, scenic viewpoints, rest areas, bike and pedestrian access, interpretive signing, and historic and environmental resource protection.

Program Funding and Structure

FHP funding is allocated to states by an administrative formula based on the amount of National Forest lands in the state. By formula, Oregon receives about \$19 million per year for the FHP, of which \$5.5 million goes toward preliminary and construction engineering, about \$2 million to Forest Highway Enhancement projects, and the rest (\$11-12 million) to road construction. FHP funding may be used for preliminary design and environmental engineering, construction, and construction engineering. It has been a Tri-Agency policy not to use FHP funds for right-of-way acquisition and maintenance. A local match is not required, but may be viewed favorably during the project review and selection process. Forest Highway Enhancements receive 10% of the total FHP allocation.

WFLHD programs FHP projects for the next five years, calling for projects when more are needed. Enhancement projects are selected on a three- to four-year cycle. The Tri-Agency Committee is moving to better synchronize applications for both types of projects with the two-year STIP update cycle. The Tri-Agency Committee, which is responsible for project review and selection, meets annually to evaluate the FHP and modify funding and timelines as needed.

FHP projects are reported individually by county in the STIP, and any unassigned funds are shown as “buckets” in the STIP. Forest Highway Enhancement funds are committed to projects through the first three years of the upcoming STIP and in a bucket for the last year of the upcoming STIP.

Project Criteria and Selection

All FHP projects must be on a designated Forest Highway route. Although a roadway does not have to be designated a forest highway when a project is proposed, it must be designated a forest highway before any FHP funds are awarded to a project.

Designations are made by the WFLHD Division Engineer in cooperation with the Forest Service Region Office and ODOT, according to the criteria below. Designation proposals can be submitted at any time, but changes are usually made only during the project selection cycle or in response to a periodic statewide evaluation of existing and requested routes.

To be designated as a Forest Highway a route must:

- 1) Be wholly or partially within, or adjacent to, and serving the National Forest System (NFS)
- 2) Be necessary for the protection, administration, and utilization of the NFS
- 3) Be necessary for the use and development of NFS resources.
- 4) Be under the jurisdiction of a cooperator and open to public travel.
- 5) Provide a connection between NFS resources and one of the following:
 - a. A safe and adequate public road
 - b. Communities
 - c. Shipping points
 - d. Markets dependent on these resources
- 6) Serve one of the following:
 - a. Local needs such as schools, mail delivery, commercial supply
 - b. Access to private property within the NFS
 - c. A preponderance of NFS generated traffic
 - d. NFS generated traffic that has a significant impact on road design or construction.

The Forest Service, ODOT, and local jurisdictions (usually counties) apply for FHP funds. The agency with jurisdiction over the road (ODOT or the County) and the Forest Service must be co-applicants. If the Forest Highway is a "Public Forest Service Road" under Forest Service jurisdiction the Forest Service is the sole applicant.

Staff from Tri-Agency Committee member agencies, including the Association of Oregon Counties (AOC), conducts most of the project review and selection. County participation is important because many Forest Highway projects are on county roads. Staff develops selection criteria and a schedule for approval by the Tri-Agency Committee. This team conducts the initial review and scoring before forwarding a

project list to the field review phase involving Tri-Agency Committee members and staff. A narrowed list of projects is scoped and studied for feasibility before making the final list. The Tri-Agency Committee reviews and selects projects from priority project lists. The scoring criteria used by the staff committee are shown below.

Forest Highway Project Evaluation Criteria

<p>1. Development, utilization, protection, and administration of the NFS (National Forest System) and its renewable resources.</p> <ul style="list-style-type: none"> ▪ Accesses NFS renewable resources, recreational opportunities 0-5 ▪ NFS area accessed: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">100,000 or more acres</td> <td style="text-align: right;">10</td> </tr> <tr> <td>25,000 acres</td> <td style="text-align: right;">5</td> </tr> </table> 	100,000 or more acres	10	25,000 acres	5	15				
100,000 or more acres	10								
25,000 acres	5								
<p>2. Enhancement of economic development at the local, regional, or national level</p> <ul style="list-style-type: none"> ▪ Annual NFS timber transported: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">25 MMBF</td> <td style="text-align: right;">10</td> </tr> <tr> <td>10 MMBF</td> <td style="text-align: right;">5</td> </tr> </table> ▪ Annual NFS recreation use: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">200,000 RVD</td> <td style="text-align: right;">10</td> </tr> <tr> <td>50,000 RVD</td> <td style="text-align: right;">5</td> </tr> </table> ▪ Community economic benefit, and benefit from other commodity extraction: 0-10 ▪ Scenic Byway. Designated Route. 0-5 	25 MMBF	10	10 MMBF	5	200,000 RVD	10	50,000 RVD	5	35
25 MMBF	10								
10 MMBF	5								
200,000 RVD	10								
50,000 RVD	5								
<p>3. Continuity of the transportation network serving the NFS and its dependent communities</p> <ul style="list-style-type: none"> ▪ Gap or missing link in network 0-15 ▪ Removal of travel restriction, bottleneck, load limit, all weather travel 0-5 ▪ Only access road to area 0-5 	25*								
<p>4. Mobility of the users of the transportation network and the goods and services provided.</p>	10*								

<ul style="list-style-type: none"> ▪ Mobility Benefits- Reduced travel time, increased comfort and convenience 0-5 ▪ Traffic during “high” season (Seasonal Average Daily Traffic) 500 SADT 5 <li style="padding-left: 100px;">100 SADT 3 	
<p>5. Protection and enhancement of the natural environment associated with the NFS and its renewable resources.</p> <ul style="list-style-type: none"> ▪ Significantly enhances environment 10 ▪ Some environmental enhancement 5 ▪ No environmental enhancement 0 	10
<p>6. Improvement of the Transportation Network for economy of maintenance and operation and the safety of its users.</p> <ul style="list-style-type: none"> ▪ Safety 0-10 ▪ Reduction in maintenance and user costs 0-15 	25*

<p>*Points for items 3, 4, and 6 will be adjusted as follows:</p> <ul style="list-style-type: none"> X 1.0 for 100 % NFS traffic X 0.8 for 50 % NFS traffic X 0.5 for 25 % NFS traffic 				
<p>Other factors to be considered at the Forest Highway meeting:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Agency priorities</td> <td style="width: 50%;">Cooperator share of project costs</td> </tr> <tr> <td>ROW Acquisition</td> <td>Environment clearance considerations</td> </tr> </table>	Agency priorities	Cooperator share of project costs	ROW Acquisition	Environment clearance considerations
Agency priorities	Cooperator share of project costs			
ROW Acquisition	Environment clearance considerations			

Enhancement projects are selected through a similar but separate review process. Criteria for Forest Highway Enhancement project selection are shown below.

Oregon Forest Highway Enhancement Program Project Evaluation Criteria March 2004

	<i>Points</i>
<p>1. The project as part of a transportation system</p> <ul style="list-style-type: none"> ▪ Need identified in a system transportation plan ▪ Scenic byways class (state or Forest Service, National, All-American Road) 	10
<p>2. Benefit to the public</p> <ul style="list-style-type: none"> ▪ Protection and enhancement of the rural environment associated with the National Forest system and its renewable resources ▪ Safety enhancement ▪ Accessibility improvements ▪ Education/Interpretive benefit ▪ Enhancement of the travel experience 	50
<p>3. Support</p> <ul style="list-style-type: none"> ▪ Financial commitment including investment to date and the amount, availability and reliability of matching funds and other contributions ▪ Expressed approval by government agencies, the public, and non-profits ▪ Relationship to adopted plans or policies or other investment in the area ▪ Ability to deliver the project on time and within budget 	15
<p>4. Importance</p> <ul style="list-style-type: none"> ▪ Condition of the existing site – including function, aesthetics, capacity ▪ Uniqueness and urgency of the project ▪ Problems, losses or lost opportunities if the project is not completed soon ▪ Documented priority within the applicant agency or geographic region 	25
Possible points:	10

6. IMMEDIATE OPPORTUNITY FUND

Program Description

In 1988, the Immediate Opportunity Fund (IOF) was administratively created by the Oregon Transportation Commission (OTC) in order to quickly process and fund transportation improvements that would attract or retain jobs. The fund is a collaborative effort between the Oregon Economic and Community Development Department (OECDD) and ODOT. The fund is intended as quick-response or incentive funding for either targeted business development projects or business district revitalization projects. Projects are either pulled from a city or county's transportation system plan (TSP), or are small projects that are not listed in the TSP and may be added onto other larger projects.

The IOF program is a special program in the STIP administered by the ODOT Financial Services' Economics and Policy Analysis Unit.

Program Funding and Structure

The IOF program is a statewide bucket program in the STIP. The program is funded by gas tax receipts. The Legislature set the funding level at \$7 million per biennium in 2003. Funding for targeted economic development projects (Type A projects) is \$1,000,000 per project and \$250,000 per project for district revitalization projects (Type B projects). Up to \$2 million total may be awarded to Type B projects per biennium.

The applicant is expected to match at least 50% of the requested funding. The match may come from a combination of public and private sources, including donations of right-of-way, which typically occurs for projects located off of the state highway system. Normally, the OTC will make a funding decision within 30 days of a request received from the OECDD Director.

For projects that fail to produce the number of jobs defined in project agreements, the project sponsors must reimburse ODOT on a pro-rated basis. The IOF is prohibited from carrying a balance of uncommitted funds; any uncommitted funds are reallocated to the STIP each biennium, usually to the Modernization Program.

Project Criteria and Selection

Applicants can be local governments that apply for themselves or acting as sponsors for private businesses. They must demonstrate the economic impact of the project in terms of "primary jobs" (e.g., manufacturing, production warehousing, and distribution jobs) created, the transportation problem that will be improved, and the need to immediately address the transportation problem as a way to capture the economic benefit. The transportation improvement must be sited within an existing or proposed public right-of-way, provide general transportation needs, and conform to access, land use, and environmental standards.

Project sponsors must be in active negotiation for the location, retention, or expansion of employment. Proposals must meet the Governor's Quality Development Objectives (Executive Order number EO-00-23) promoting compact development, mixed use, energy efficiency, multimodal accessibility, adequate public services, environmental compatibility, local and regional economic diversity and sustainability, and jobs/affordable housing balance.

The OTC approves projects based on the number of project requests, the amount of funding being requested, local and private sector support, amount of matching funds, development schedule, the number of jobs created or retained, and other factors.

Project Review/Funding Commitment

Proposals requesting IOF funding undergo a quick review process. Proposals are reviewed by the OECDD Regional Development Officer for economic development merit and by the ODOT region IOF for transportation merit. A joint recommendation is then submitted to the ODOT Region Manager for approval. If approved, the recommendation is forwarded to the OECDD Director for approval.

The OECDD coordinates with regional field team members of the Governor's Economic Revitalization Team (ERT) to review the proposal against the state Quality Development Objectives. The OECDD Director makes a formal recommendation to the ODOT Director who submits the proposal to the OTC for funding authorization. The ODOT Director notifies the applicant whether the project was approved and, if approved, the applicant and ODOT region sign a project agreement.

Web Sites and Resources

Oregon Executive Orders: http://governor.oregon.gov/Gov/exec_orders.shtml

OECDD: <http://www.oregon.gov/ECDD/index.shtml>

7. INDIAN RESERVATION ROADS

Program Description

Planning and programming for Tribal Transportation is the responsibility of the Tribal Nations. The Indian Reservation Roads (IRR) program, authorized under the Federal Lands Highway Program (FLHP) provides funds for both planning and construction of transportation improvements in Tribal areas, including roads, bridges, and transit facilities that lead to or are within reservations or other tribal lands.

Bureau of Indian Affairs' Northwest Region, along with Federal Lands Highway, is responsible for administration of the IRR program in Oregon, which also includes tribes from Washington, Idaho, Montana, and southeast Alaska.

Program Funding and Structure

The Bureau of Indian Affairs (BIA) Division of Transportation (DOT) and Federal Lands Highway Headquarters Office (FLH-HQ) jointly administer the IRR program. After a portion of the yearly federal transportation authorization (about 10%) is subtracted for administration and some other small program allocations, the remaining funding is distributed to each Tribe according to a relative needs allocation formula. The formula is based on population, vehicle miles traveled, and on the cost of bringing roads up to a given standard.

Project Criteria and Selection

Tribal governments in Oregon develop long range 20-year transportation plans for reservation lands and maintain lists of high priority projects. Listed projects are not necessarily financially constrained. The Tribes prepare short-term Transportation Improvement Programs (TIPs) to program projects for about the next three years; TIPs are fiscally constrained. TIP projects are drawn from approved long range plans and priority lists. Each tribal government with an adopted TIP obtains funding from the Tribal shares. BIA Regions all administer IRR funds based on the Tribe shares using a formula distribution.

The IRR program prepares a national IRR TIP comprised of projects from tribal TIPs, tribal priority lists, and other tribal decision making. Projects in the IRR TIP are prioritized by year. The IRR TIP programs projects ready for construction in the next three to five years. The BIA Area Office is responsible for updating the IRR TIP with information from tribal TIPs within its region each year. The BIA incorporates tribal TIP projects into the IRR TIP unchanged; projects can only be modified by the Tribal government.

Because federal Title 23 funds are involved, programs in the IRR TIP and Tribal TIPs need to be reported in the STIP. IRR projects are programmed into the STIP under the Federal Lands Highway Program and are sorted by County. Tribes submit their adopted TIPs to the BIA NW Regional Office in Portland, Oregon. The BIA submits those TIPs

to the FLH-HQ Office in Washington, D.C. The FWHA, in turn, coordinates with ODOT to make sure these projects are included in the STIP.

The following Oregon Tribes have adopted TIPs that are included in the IRR TIP and are reported in the STIP.

Table V1-1: Tribal Organizations and Transportation Programs

Tribal Organization	Area Covered	Program Types
Confederated Tribes of Warm Springs Indians	Warm Springs Reservation Road System	Planning, road system improvements, transit services
Confederated Umatilla Indians	Umatilla Reservation	Planning, road system improvements, transit services
Klamath Tribes	Tribal Facilities in Klamath County	Transit services
Paiute Tribe	Fort McDermitt Indian Reservation	Road system improvements

8. MODERNIZATION

Program Description

The Modernization (MOD) Program funds projects that add capacity to the state's highway system. The program includes the following types of projects:

- New state roads and highways.
- New travel lanes, including High Occupancy Vehicle (HOV) lanes.
- Highway re-alignment or major widening and new or enlarged interchanges.
- Widening bridges to add travel lanes.
- Planning and environmental studies that relate to a future modernization project (see D-STIP)
- New safety rest areas.

Oregon law requires ODOT to dedicate a portion of its State Highway Fund revenues to highway modernization work. In effect, ORS 344.507 results in between \$50 and \$60 million a year of State Highway Funds going to the MOD Program. Other funding programs, including OTIA and many federal highway projects, are also programmed through the MOD program. To preserve the state's existing roadways, the OTC has directed the state investment in the MOD program to the minimum level allowed under the law.

Program Funding and Structure

ORS Chapter 366.507 defines the purpose of the MOD program: *...to increase highway safety, to accelerate improvements from the backlog of needs on the state highways and to fund modernization of highways and local roads to support economic development in Oregon.*

Figure VI-1 shows how the MOD program is developed for the STIP. The OTC provides guidance on project eligibility and sets investment levels based on the minimum amount required by law. The Highway Finance Office determines regional funding allocations early in the STIP development process, using a formula based on population, vehicle miles traveled, ton miles traveled, vehicle registrations, projected revenue, and modernization needs. The program is managed at the region level. See [Appendix E](#) for an example of Regional Modernization Equity Splits from the 2008-2011 STIP.

Funding may be distributed to the regions using the regional equity formula according to special needs or specific projects, or a combination of the two. For example, the OTIA III funds were allocated to the regions partly based on the regional equity formula and partly based on the need to improve specific bridges and freight routes.

Each ODOT region administers its Modernization program independently. The process involves broad public participation, including Area Commissions on Transportation (ACTs) and other committees, to determine which projects should be included in the STIP. [Chapter IV](#) – STIP Program Development Process provides an overview of region procedures, and [Chapter V](#) – ODOT Highway Region STIP Procedures describes region procedures in more detail.

Project Criteria and Selection

Modernization projects are chosen from local TSPs, state highway refinement plans, and other plans. Projects are prioritized using many factors, including readiness to proceed, how much they support the Oregon Highway Plan (OHP), safety, land use impacts, modal connections, congestion relief, local contribution (matching funds), public support, environmental impacts, cost relative to benefit, economic impacts, and their ability to leverage other funds and provide public benefit,.

All Modernization projects must meet the *STIP Eligibility Criteria and Prioritization Factors* approved by the OTC for each STIP cycle. The *2006-2009 STIP Eligibility Criteria* are:

- Projects consistent with an applicable TSP, and
- Projects consistent with the OHP policy on major improvements.

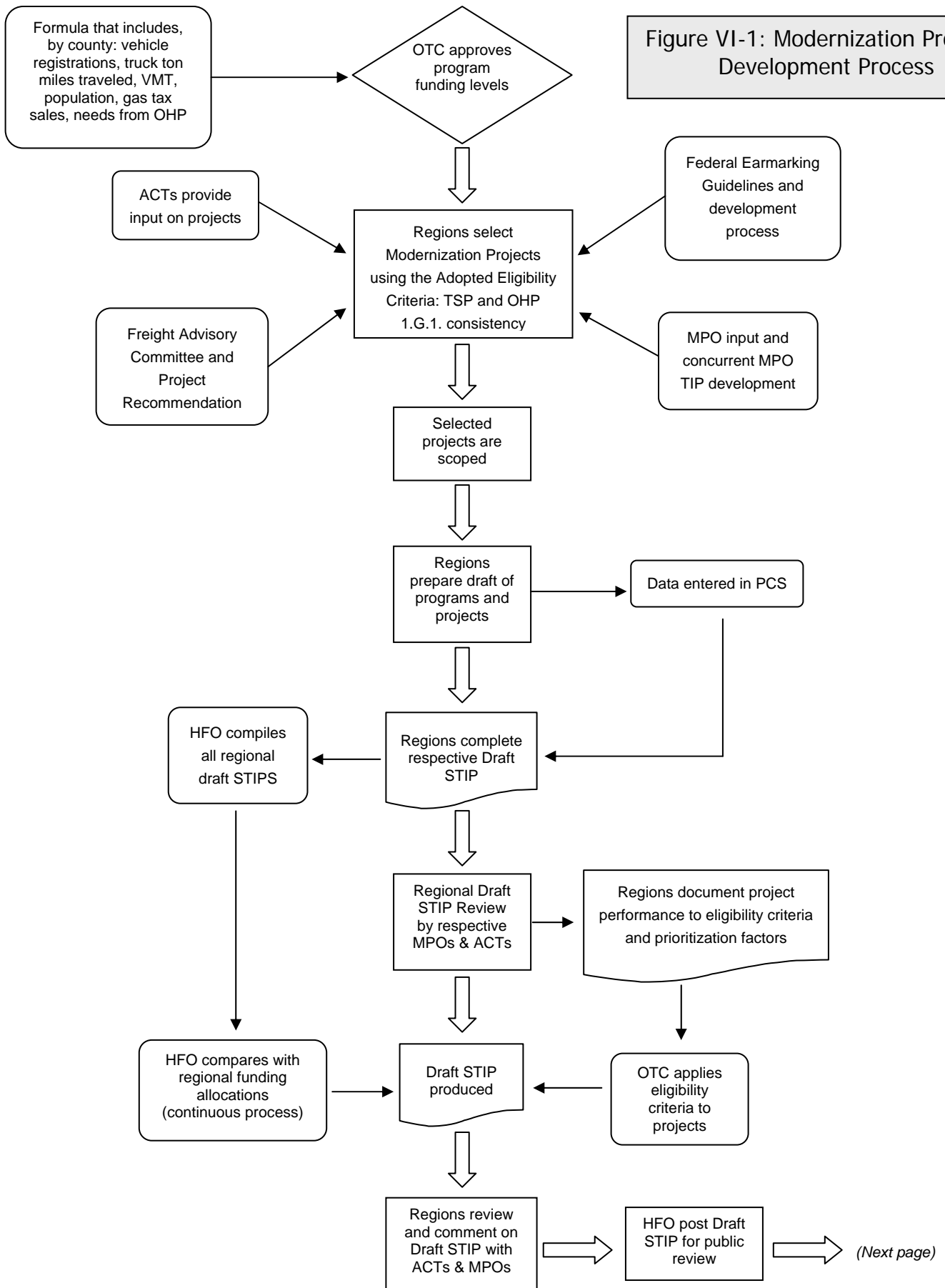
Each ACT may also adopt its own criteria to aid in project selection, as long as the criteria do not conflict with the OTC adopted statewide criteria.

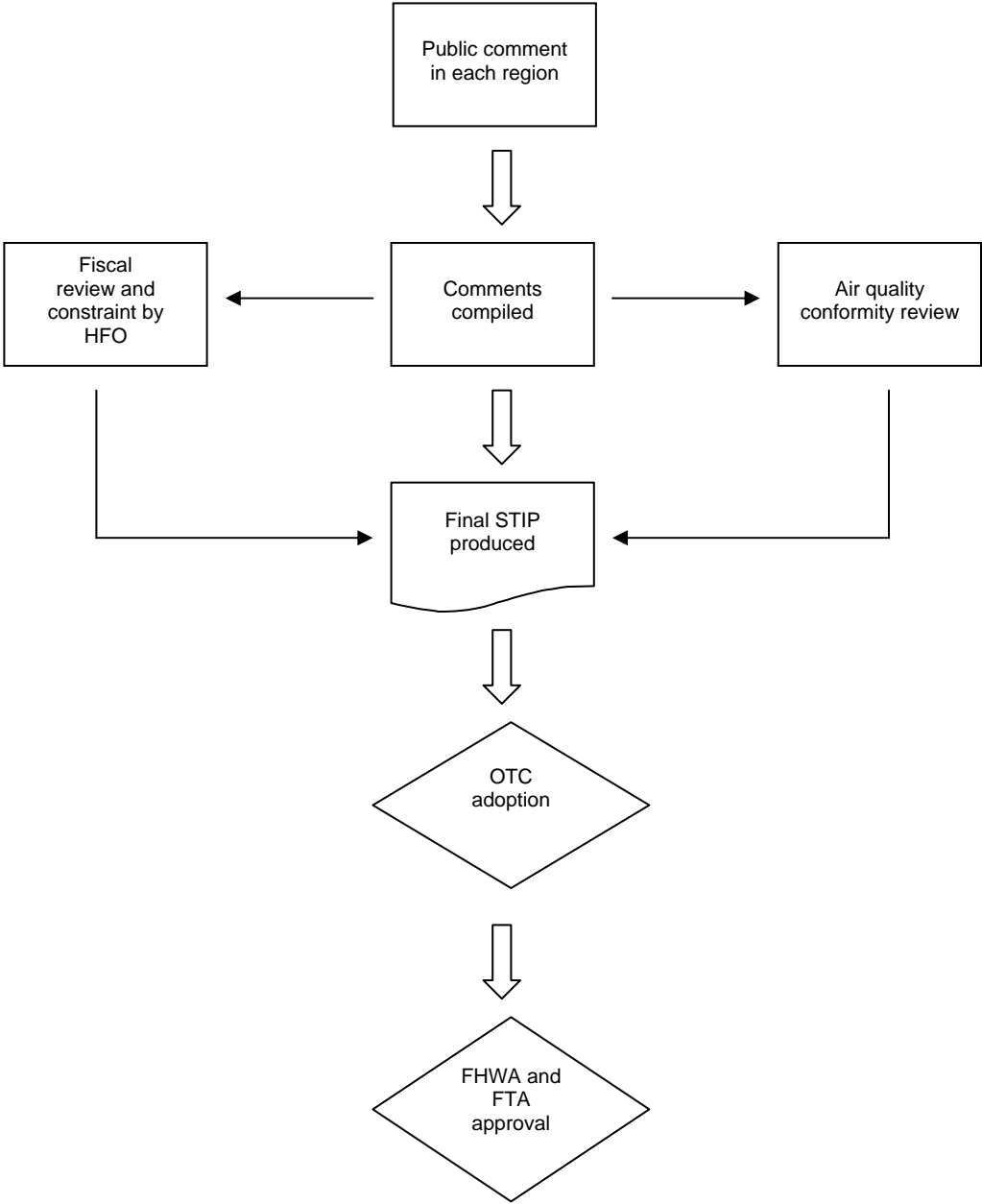
Web Sites and Resources

ODOT Regions: <http://www.oregon.gov/ODOT/HighwayRegions.shtml>

ACTs: http://www.oregon.gov/ODOT/COMM/act_main.shtml

Figure VI-1: Modernization Program Development Process





9. OPERATIONS

Oregon's ability to build and maintain state highways to keep pace with traffic growth is limited, so there is an increased emphasis on doing more with less and using technology and information systems to improve highway operations. The Operations (OPS) Program funds projects to improve the safety and efficiency of the state's transportation system by addressing functional areas such as signals, lighting, travel information systems, and protecting landslide and rockfall prone areas. The OPS program funds four subprograms:

- Slides and Rockfalls;
- Signs, Signals, and Illumination (SSI);
- Intelligent Transportation Systems (ITS); and
- Transportation Demand Management (TDM).

The first two of these subprograms fund improvements to state highway infrastructure. The others fund investment in systems that “leverage” more capacity from existing transportation assets, such as traveler information programs or marketing the use of alternative transportation modes.

Program Description

There is no statewide Operations Program manager; instead, the OPS program is managed similar to the Modernization program with an overall funding allocation and region by region allocations set by the OTC. Each state highway region, however, is largely responsible for setting funding priorities and for selecting the individual projects that fit within their allocation. The program is aided by project databases and planning documents that help regional personnel identify needs and prioritize investments. Some of these systems cover the state while others are developed in each region. For example, there is a statewide management system that identifies and prioritizes landslide and rockfall projects using safety hazard and cost-benefit calculations. Information about the need for replacing aging signs and traffic signals, however, is developed and maintained at the region level using various tracking systems.²

While the OPS program is managed at the region level, meaning that each region decides which projects it will fund through the STIP, there are two state-level committees that help set the direction for the program. The first is the Region Traffic Management Team that includes ODOT's five region traffic managers, their support staff, and the State Traffic Engineer. This group meets about six times a year to discuss issues related to highway operations, including investment in new technologies that affect highway operations. The second group is ODOT's Technical Services

² ODOT is developing centralized asset management systems that eventually may replace region by region data bases but for now, most information about operational asset replacement needs are kept at the region level.

Management Team, which includes the managers and support staff from each of the state's five region technical services centers and the state's Technical Services Manager. This group also meets about six times a year to discuss issues related to project development and delivery, including support for scoping work that affects the selection of OPS and other projects. Additional technical support for OPS is provided by state-level personnel from state geology, geotechnical engineering and the Highway Finance Office (HFO) and by two program coordinators – one for ITS and one for TDM.

The following table lists ODOT personnel that are involved in managing or supporting the OPS program.

Table VI-2: STIP Contacts in the OPS Program

Staff Person Title	STIP Responsibility
State Traffic Engineer	Forecasting investment needs for Signs, Signals, and Illumination
Engineering Geology Program Leader	Assists preparation of Slides and Rockfalls project priority list
TDM Program Manager	Transportation Demand Management program Manager
ITS Program Coordinator	Intelligent Transportation Systems (ITS) planning Manager
Technical Services Team Manager	Coordinates technical service support for OPS and other state programs
Region 1 Traffic Manager	Region 1 OPS program manager and traffic engineering supervisor
Region 2 Traffic Manager	Region 2 OPS program manager and traffic engineering supervisor
Region 3 Traffic Manager	Region 3 OPS program manager and traffic engineering supervisor
Region 4 Traffic Manager	Region 4 OPS program manager and traffic engineering supervisor
Region 5 Traffic Manager	Region 5 OPS program manager and traffic engineering supervisor

STIP Program Development and Project Selection

At the state level, the OTC decides how much funding will be invested in OPS projects based on an evaluation of needs in each of the subprogram areas. The State Traffic Engineer, TDM and ITS program managers, and HFO provide input to the Commission about operations needs based on long-range investment policies for intelligent transportation systems, forecasts for asset replacement needs, historic funding trends, and federal funding limitations. After an initial OPS Program budget is developed, each highway region is allocated a portion of program budget based on historic funding levels and region by region investment needs. The region allocation includes suggested funding targets for each of the Operation program subcategories. The highway regions, however, decide how to sub-allocate their share among the four subcategories using their own project selection and prioritization process (see [Chapter V](#) – ODOT Highway Region STIP Procedures).

Slides and Rockfalls

Part of the reason for funding slides and rockfalls projects through the OPS program is that the improvements relate to where the road is located and to how the road was designed. Moreover, slide and rockfall problems tend to recur at some locations and the solutions frequently are multi-dimensional, involving warning signs, structures, grading, drainage, and recurrent intervention. The amount of money invested in slides and rockfall projects varies from region to region, depending on geologic, climatic, and geomorphic conditions. Funding for emergency slide repairs generally is not programmed through the STIP. There also may be temporary fixes used until a full solution to a slide problem can be implemented.

The ODOT Unstable Slope Rating System is a database management system that is used to identify, analyze, and prioritize slide and rockfall projects. Many factors are used in the analysis, including the scale of the hazard, annual maintenance costs, highway traffic volumes, and the roadway classification. Oregon has active geology and, therefore, the particular needs of a slide area or its priority rating may change from year to year.

When conditions change, or when a new slide or rockfall hazard is identified, an assessment of hazard is made by a highway region geologist with help from a geotechnical engineer. A gross cost estimate to remedy the problem is prepared, including ancillary expenses like detours and temporary structures. This information is entered in the Unstable Slope Rating System and the cost-benefit is compared with other projects. The project then is assigned a priority ranking and the solution is implemented as funding becomes available.

Each STIP cycle, all potential projects in each region are reviewed by the region geologist, with input from maintenance staff and traffic and planning staff to develop a list of high, medium, and low priority projects. The number of projects on the priority list varies from region to region. Region 1, which includes the Columbia River Gorge, has a long list of high priority projects while Region 5 in Eastern Oregon, which has more

stable geology and less rainfall, has fewer high priority projects. The region and state geologists provide objective control for the evaluation process so that priority rankings are comparable from region to region. There is, however, a subjective element to the rating process.

Each region uses the Unstable Slope Rating System priority list to decide which projects to undertake during a STIP cycle. Ideally they work their way down the priority list until the money that is available for that particular STIP cycle runs out. Sometimes the selection process is more complex because region staff will try to combine a slide and rockfall project with a PRES or a MOD project to stretch dollars and to sequence construction in a rational manner. This may result in projects being undertaken out of priority sequence. There also are times when the scale of a slide and rockfall project is so large that it cannot be undertaken even with all the available funding in a region, in which case the project must either be broken into phases or compete for funding from other programs (e.g. Safety or MOD funds), or rely on interim repairs until sufficient resources are available.

Finally, it should be noted that there are some slide and rockfall projects that are extremely large and to fix them would consume the budget for the entire statewide program for multiple years. Other projects are so complex that a cost effective engineering solution has not been identified to fix them. These projects likely will require special funding from outside the normal OPS program process.

Intelligent Transportation Systems

Intelligent Transportation System (ITS) investment involves the strategic deployment of technology to improve transportation system performance. Investments in this category can include everything from traffic signals to public information systems like ODOT's Trip Check. ITS is a federally mandated program. ODOT has a central ITS program manager and each region has a lead person for ITS. It is up to the regions to decide how much of their OPS budget allocation to invest in ITS.

ITS helps the public make informed travel choices and helps road management agencies respond to traffic incidents (e.g. crashes, stalled vehicles) and deploy staff more effectively during weather events. Using ITS systems to detect current conditions and help travelers respond to them can improve highway efficiency with much less initial cost than a construction project, though new ITS investments add to maintenance costs. It has been Oregon policy to use existing highway capacity more efficiently before building new capacity and ITS projects help to meet that goal. Oregon Highway Plan ITS priorities include incident management, en route and pre-trip driver information, route guidance, and improved management of public transportation, commercial, and emergency vehicle fleets.

There is a statewide ITS strategic plan and regional ITS plans for most of the large metropolitan areas in the state. There are also corridor studies and some regional ITS plans. The plans involve coordinated actions by more than one agency, and the ODOT region offices help to implement the plans.

The ITS Program currently has four major initiatives. Each initiative addresses specific transportation system needs, and they all support goals established in the adopted *Oregon ITS Strategic Plan 1997-2017*.

Urban Traffic Management involves projects to improve traffic congestion. Advanced Traffic Management Systems, monitor the highway system, detect problems, and facilitate a quick response when needed to keep traffic flowing. An example of this would be the ODOT Traffic Management Operations Center in Portland and its Corridor Management Team (COMET) incident response vehicles.

Rural ITS projects use advanced technology to aid motorists outside of Oregon's urban areas, especially to increase traveler safety. Highway cameras, variable message signs, warning systems and weather reports provide information that motorists need to make safer travel decisions.

Travel Information Services provide critical information to motorists. For example, using ODOT's online Trip Check System, found at <http://www.tripcheck.com/>, motorists can find information about road construction, traffic incidents, and weather conditions. They can also access highway cameras to see conditions and monitor temperature at sites prone to freezing conditions. Other investments in travel information services include signs that display traffic information and roadway conditions in real-time to allow motorists to respond quickly to changing travel conditions. ODOT also provides the 511 telephone travel information service. This service offers travel information similar to TripCheck, but is accessible by phone.

ITS for Public Transportation aims to provide transit riders with information about service conditions and routes. The purpose is to allow potential customers access to accurate and immediate information, since it has often been shown that the lack of such information can prevent travelers from choosing transit options. You can check your local transit service providers' web site for this kind of information.

Future ITS projects may include using technology to better integrate traffic flows on arterial streets with those on freeways, creating more adaptive systems to respond to immediate conditions such as by altering signal timing as needed, and expanding services such as TripCheck for wireless devices or other in-vehicle information delivery.

Signs, Signals, and Illumination (SSI)

This category of OPS funding pays for replacement of the following highway system assets:

- Traffic signals;
- Signal interconnect projects;
- Detection loop replacement,
- Beacons and flashing lights

- Signal timing adjustments;
- Signs; and
- Illumination systems that reach the end of their useful lives.

It can also fund upgrades or new signal projects at problem intersections when conditions warrant. The maintenance of these assets, however, generally comes from the maintenance budget, which is not specified or obligated through the STIP.

Annual funding for signs, signals, and illumination is about \$28 million statewide, and funding is allocated to state highway regions based on estimates by the State Traffic Engineer of the condition of assets and replacement needs in each region. ODOT is developing a statewide asset management system that includes some functional performance measures for system components to help refine the budget and funding allocation process to the state's highway regions. At this time, however, each region determines how much of its overall Operations program allocation that it will invest in sign, signal, and illumination projects. Regional expenditures on these projects may vary depending on each region's asset replacement needs compared with other operational needs. Most regions retain a portion of their sign, signal, and illumination funds in a bucket so that they retain some flexibility in programming the use of these funds, particularly in the later years of the STIP cycle. Some regions pool all uncommitted OPS program funds in a common bucket while others identify to which sub-category the uncommitted funds are directed. When projects are selected, an administrative amendment is used to obligate program funds to a particular project.

Transportation Demand Management (TDM)

TDM projects encourage people to use alternatives to driving alone. The goals of TDM are to reduce VMT, reduce traffic congestion, improve air quality, enhance mobility, and make the existing transportation system more efficient. Particular emphasis is placed on reducing VMT during the peak hours. Because federal resources are used to finance TDM projects and the program has an air quality impact, TDM projects are funded through the STIP.

The Oregon Transportation Planning Rule (TPR) requires that metropolitan areas and large cities include TDM policies and programs in their local TSPs. TDM is widely used in most Metropolitan Transportation Improvement Programs (MTIPs). ODOT funds TDM programs in Eugene-Springfield, Salem-Keizer, Medford area, Albany-Corvallis, and Bend using a combination of federal and state resources.

In Region 1, the TDM program is a component of the Portland Metro Regional Transportation Plan (RTP) and MTIP. Funding comes from federal CMAQ revenue rather than the OPS program. ODOT is not involved in the funding decisions for the Region 1 program. It is incorporated into the STIP as an element of the adopted MTIP. All Region 1 TDM projects are consolidated and listed in the STIP as one project using a single key number for each program year.

In Regions 2, 3, and 4, ODOT's Region Planning Managers, local TDM program staff, and the state's TDM Program Manager form a working group that meets every other year to assess for the need for TDM projects in these regions. TDM projects benefit from consistent funding because they primarily involve working directly with service providers and customers. For example, most TDM funding in metropolitan areas like Eugene-Springfield and Medford pays for staff expenses related to van pool and car pool programs. The remainder of the funding pays for outreach, marketing, and educational materials. The working group meets to evaluate the level of financial support needed to sustain existing programs and for proposed TDM programs. The group recommends a level of funding for each region. Their recommendation is reviewed by the Region Manager, Region Traffic Manager, and the applicable ACT and/or MPO before being included in the draft STIP. The allocated TDM funding for each region comes out of that region's overall OPS Program budget, with the balance allocated to other OPS projects.

The TDM program is funded through a set-aside that, for accounting purposes, is tracked through the Highway Division within the participating region's Operation program budget, but the program is administered by a staff person in the ODOT's Public Transit Division. Most TDM projects are in the form of grants awarded to cities, transit districts, and small MPOs. TDM projects are included in the C-STIP for Regions 2, 3, and 4 and are listed under the county in which the TDM service provider is located. For example, the TDM projects in Corvallis are listed in Benton County, and there is a separate TDM key number for each program year. The same method is used for TDM projects in other regions that support these programs. Annual funding is approximately \$2 million.

There are no formal procedures to apply for TDM grants. ODOT directly manages the TDM service provider contract in one region and serves as the federal grant coordinator in another region. The FTA manages the service provider grant in another ODOT region. The funded programs and service providers have changed little in more than a decade. If a new TDM project or service is identified by a local government or service provider, that concept would be brought forward to the TDM work group by the Region Planning Manager that serves the community where the project is proposed, and the proposal would be evaluated with other TDM projects by the work group.

10. PAVEMENT PRESERVATION

Program Description

The primary goal of ODOT's Pavement Preservation (PRES) program is to maintain the highest possible pavement conditions statewide at the lowest cost. The Statewide Pavement Committee (SPC) is the management-level committee responsible for providing guidance and oversight of the program. The SPC is charged with developing and recommending statewide Preservation strategies, including the project selection process. The Pavement Management Steering Committee is a technical committee that is responsible for implementing the project selection process. The committee, chaired by the ODOT Pavement Management Engineer, is comprised of ODOT region staff members who are the key contacts responsible for setting regional priorities. They manage the list of projects and are responsible for scoping each project to determine which can be funded.

Program Funding and Structure

The OTC sets the program goals based on pavement conditions statewide and a mileage target of pavement in fair or better condition is based on these goals. The program assumes no new funding except for inflation. The OHP set the goal of having 90% of total pavement miles in fair or better condition. Because of limited funding, however, maintaining 1999 pavement conditions statewide (78% of total pavement miles in fair or better condition) became the strategy for implementation. The strategy changed to maintaining 85% of total pavement miles in fair or better condition once funding resources increased as a result of the OTIA programs and efficiencies achieved in the PRES program. The target is higher for interstate highways and lower for secondary highways. Every two years ODOT compiles a Pavement Conditions Report, based on pavement testing and visual ratings. ODOT follows a preservation strategy to schedule rehabilitation at the optimum time in the pavement's lifespan, at about 75% of its projected life.

The PRES program follows a "pave mainly" strategy, which focuses preservation dollars on the pavement and minimizes non-pavement work, such as bridge end treatment, guardrails, and American Disabilities Act (ADA) improvements. Each region may seek funding from other programs to pay for safety improvements and other non-pavement projects. Region and District level highways with less than 2,500 vehicles per day are not part of the PRES program and receive "maintenance only" treatment through the Low Volume Road program which is funded by Maintenance. This program is responsible for the care of about one-third of all state highways. The other two-thirds fall under STIP preservation.

The Pavement Preservation Program Manager is responsible for overall program administration. The Program Manager's role includes assessing pavement conditions, functional classification, traffic, age, structural condition, and determining which segments are in need of repair by projecting what the pavement condition will look like at the middle and the end of the STIP. Forecasting is aided by a statewide Pavement

Management System (PMS) that includes a pavement condition database and computer simulation tools that estimate remaining service life.

ODOT's Pavement Management Unit (PMU) collects pavement condition data in even-numbered years in order to make needs determinations in time to provide the priority list to regions in July or August of the following (odd-numbered) year. This allows enough time to collect data and project pavement conditions for the next eight years (two STIP cycles), while at the same time providing a priority list to the regions so that they have enough time to scope projects and get them into the STIP.

Project Criteria and Selection

At the beginning of each STIP update cycle, the OTC approves funding options and performance goals for the PRES Program. The methodology used to determine how much money each region receives begins with a calculation of the amount of lane miles in need of attention. The PMU does a projection on the entire system and sets targets several years beyond the end of the STIP for each functional class of highway, based on available funds. Target miles are translated into dollars, using cost per lane mile data verified by past construction projects. Needs are summarized across the region and across roadway type. This information is used to estimate the total cost for each region's program. The SPC bases its funding allocation recommendations and program goals for the regions on this analysis, but also must balance needs with the program funding level approved by the OTC.

Next, the Program Manager prepares a preliminary list of projects in each region using the Pavement Management System (PMS) and assigns each project a priority based on cost-effectiveness and level of importance. The list is generated using very rough cost information consistent with assumptions from the funding level approved by the OTC. Lower priority projects may be shifted up to a higher priority level, but the regions are still responsible for meeting their lane mile targets. This can be difficult if relatively expensive highway segments are substituted for less-expensive highway segments. Regions review and help select projects from the priority lists.

After projects have been identified, they are scoped and preliminary cost estimates are prepared. In some regions, preliminary scoping is performed by the region's Technical Services Center with assistance from ODOT district personnel. District staff will meet with local governments to discuss candidate paving projects and coordinate the highway work with local improvement projects. In some regions, area managers present the package of proposed pavement projects to ACT members to inform them about the planned improvements.

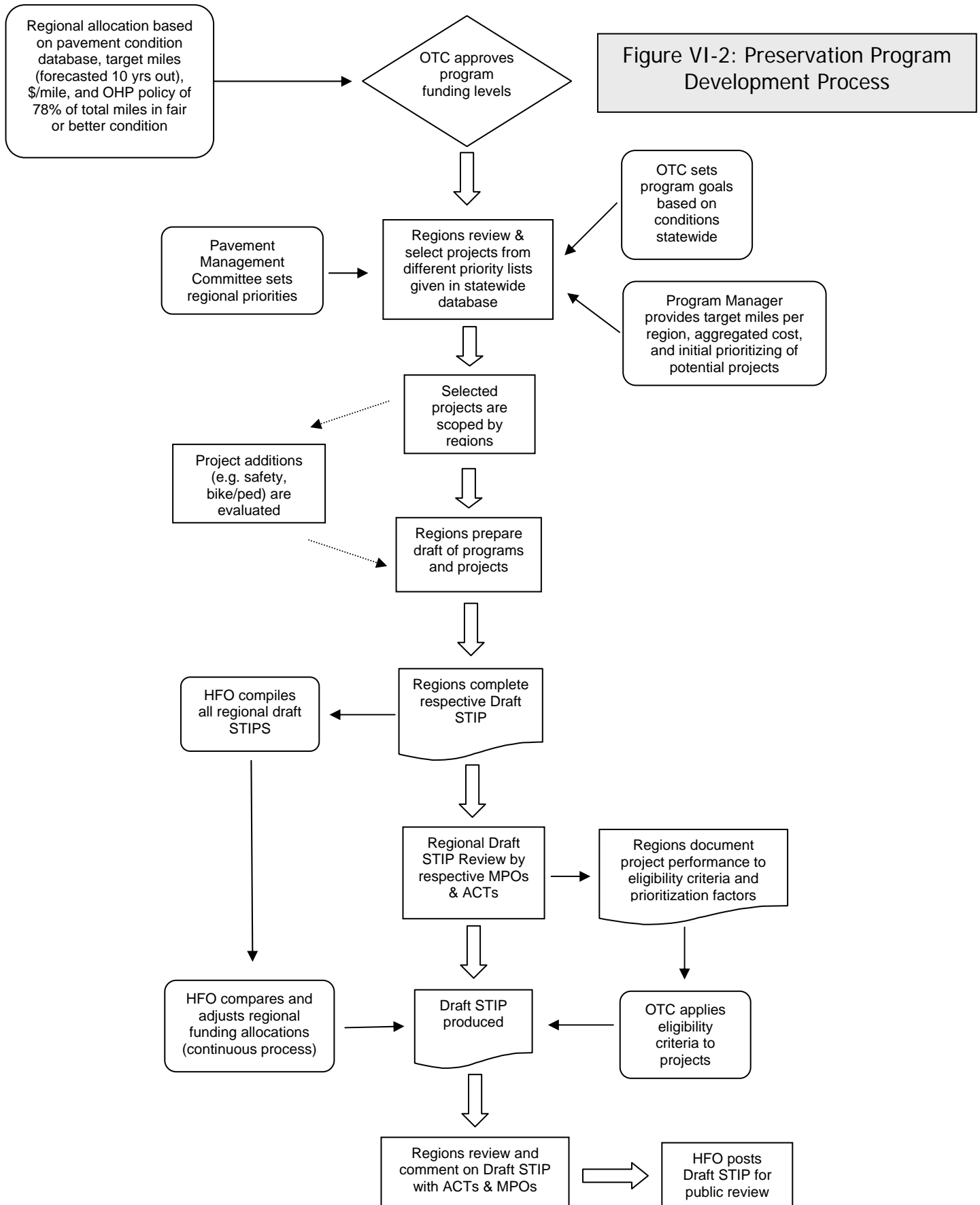
Incidental work, including mandatory items like striping, reflectors, and turn-lane paving, can increase project cost and project rankings can change based on the scope (cost). The Program Manager reviews scopes and researches the numbers for possible mistakes or cost savings, however the Program Manager is only brought in as needed after each region has determined a list of projects. Often program lists are submitted without the Program Manager's assistance. Once a final set of projects is selected,

region staff develops a report documenting compliance with statewide eligibility criteria and statewide prioritization factors. Figure VI-2 is a flow chart that shows how the process works.

Throughout this process, the Program Manager works closely with the regions to refine the list of priorities into a draft program. Through this process, revised cost estimates are completed and the program is balanced to available funds. Each region has a Pavement Management Steering Committee representative who is the key contact in their region for this process. Refining the list of priorities entails ODOT staff meeting with regional representatives, reviewing proposed projects, and, if necessary, conducting site visits. The Program Manager primarily relies on District Maintenance Managers in this phase of the process, since they are familiar with where preservation and safety projects can be best coordinated.

Project Review/Funding Commitment

The Program Manger analyzes the draft program to predict its impact on the overall condition of the state's pavement. The analysis is submitted to the SPC for review and evaluation. The SPC reviews the draft STIP program, any necessary revisions are made, and the revised program is reviewed for consistency with the approved goals. The system for collecting, processing and reporting pavement condition can be found on the PMS web site, <http://www.odot.state.or.us/otms/pavement/>.



11. PUBLIC TRANSIT

Program Description

The [Public Transit Division](#) (PTD) in ODOT administers many funding programs that are approved through the STIP. The state both spends funds directly and grants funds to fund public agencies and private organizations that provide planning and public transportation services. Transit service providers typically use several funding sources to maintain their programs. Each funding program has specific rules that define how and where the money can be used. The STIP is used to define how program dollars will be spent (i.e. where the money is spent, by whom, and for what purpose). State rules mandate the use of local committees and a public involvement process to prioritize transit projects for funding.

The funding that flows through the Transit division comes primarily from three sources: the FTA, the FHWA through the Surface Transportation Program (STP), and State Special Transportation Fund. The following table highlights how the money from these sources is used.

Table VI-3: Public Transit Division Funding Sources

Federal Transit Administration Programs	
Program Name	Uses
Section 5303 of US Code Title 49 – Transportation (49 USC Section 5303)	Metropolitan Planning Program – transit and intermodal planning and technical studies related to transit and other transportation services in metropolitan areas based on population formula; requires 20% match from the MPO.
49 USC Section 5307	Urbanized Area Formula Transit Program – grants to organizations that provide transit services in metropolitan areas for capital purchases and for operations (in urbanized areas less than 200,000)
49 USC Section 5309	Capital Investment Program – grants to organizations that provide transit services for capital purchases like buses, rail cars, maintenance facilities, and other construction projects.
49 USC Section 5310	Special Needs for Elderly Individuals and Individuals with Disabilities Program – grants to organizations that provide transportation services for people with special transportation needs for capital purchases and purchased services.

Federal Transit Administration Programs	
Program Name	Uses
49 USC Section 5311)	Non-urbanized Area Formula Program – grants to organizations that provide general public transit services to rural communities for capital purchases, operations, and administration. Subsection (b) of the program funds research, training and technical assistance to service providers.
49 USC Section 5313 (b)	Statewide Planning and Research – planning studies
49 USC Section 5316	Jobs Access and Reverse Commute – competitive grants to encourage additional transportation for low income to work and education opportunities. Funds are apportioned 60% directly to MPO areas, the Public Transit Division administers 20% for rural, 20% for small urban areas.
49 USC Section 5317	New Freedom-competitive grants to encourage additional transportation for people with disabilities to access work. Funds are apportioned 60% directly to MPO areas, the Public Transit Division administer 20% for rural, 20% for small urban areas.
Federal Highway Administration Programs	
Surface Transportation Program (STP)	STP transfer funds may be used for many types of transit projects and programs including transit shelters, rail stations, capital purchases
State Revenues	
Program Name	Uses
Oregon Special Transportation Fund (STF)	STF funds may be granted to counties, transportation districts, and tribes or used to match federal funds for developing and maintaining transportation services for seniors and disabled persons; funds are used for operations, capital purchases, and planning work by agencies and companies statewide.

Program Administration and Structure

The process for awarding transit program funds is different than allocating highway program dollars. State and federal requirements determine how transit program grants are awarded and accounted for through the STIP. For those projects funded through PTD, the program application, eligibility, and prioritizing requirements are coordinated with the [Public Transportation Advisory Committee \(PTAC\)](#) after local committees complete a local priority setting process. The grant solicitation process usually occurs in overlapping STIP cycles. Some funding decisions are known at the time the STIP is published, and they are identified in the STIP as specific projects, but most of the transit program budget is listed in the STIP as buckets. After STIP adoption, the PDT and STIP coordinators use the STIP amendment process to program specific grant awards

to service providers or to make adjustments to program buckets when funding levels change, especially for the second, third and fourth years of the STIP program.

Public Transit Division Programs

The PTD receives federal and state funds to develop general public and special transportation in Oregon. ODOT adopted the Oregon Public Transportation Plan and Public Transit Division State Management Plan to guide the public transportation program. The PTAC advises the department on policy and program development. The division offers several statewide grant programs to local government and transportation providers to accomplish this work. For most transit projects the state does not spend the money directly but helps fund agencies and private organizations that plan for, coordinate and provide public transportation services. Transit service providers typically participate in several funding programs and offer more than one type of service. Transit providers are required to participate in efforts to coordinate services with other providers and to develop their services with local public input and collaboration with a local advisory committee. State and federal rules mandate the type of entities and require the use of local committees to prioritize projects for funding. Each area must plan for rural and special needs transportation services in collaboration with social services agencies as a condition to be eligible for the grant programs.

Metropolitan Area Transit Programs

PTD administers funds for each MPO to help plan transit projects in the MPO's Unified Work Program. When plans are approved, Federal Transit Administration provides funds for capital and operating projects directly to the designated transit district or governmental provider in the MPO. In metropolitan areas, transit programs are coordinated through the MPO and identified in the MTIP. The STIP amendment process for MPO area transit programs frequently involves a two step process where the MPO first approves the program award in the MTIP and then the state approves the program award through the STIP. The STIP amendment process for MPO area transit programs frequently involves a three step process where the PTD conducts a coordinated project selection process, the MPO approves the project award in the MTIP and the state approves the award through the STIP. Careful coordination of the amendment process between the STIP coordinator and their MPO counterpart occurs on all amendments that involve projects or programs in MPO areas.

Since these amendments usually do not affect the amount of money being allocated through a particular transit program, but only how that money is being used, most transit related STIP amendments are administrative. Full amendments are required when there is a significant change in the amount of funding that is available through a specific transit program, or when there is a transfer of funding from a highway program to a transit program (i.e. STP transfers between FHWA and FTA).

Program Oversight and Project Selection

There are a number of oversight and advisory groups that monitor state transit system investments. At the state level, the PDT prepares a long range strategic plan that directs investment in transit services and systems. The plan is reviewed by the PTAC

and adopted by the OTC. The PTAC also works with the division to update goals and priorities for biennial discretionary investments in public transportation programs that are then adopted by the OTC. The division requires that projects for rural and special needs transportation result from planning efforts that are coordinated with input from human services agencies. Division staff conducts ongoing monitoring and grant oversight activities as well as policy development, training and technical assistance for rural and special transportation providers.

Most MPOs have transit advocacy and advisory bodies that participate in the development of transportation plans and strategies. Their advice is considered in the development of the MPO's long range transportation plan as well as the four-year MTIP. These groups consider what types of public transit programs and services to pursue and what level of investment is desired to meet local needs. The advisory process differs in each MPO area. For more information about transit program planning and development in a particular metropolitan area, consult the web sites and resources appendix ([Appendix G](#)) for Oregon MPOs.

The application process and procedures for the various transit programs are outlined at the [ODOT Public Transit Division](#) web site. Recipients of program awards are listed at the web site on the [Service Providers](#) web pages. Interested citizens, service providers, and public officials who want to learn more about transit programs are encouraged to solicit information through the PDT.

Web Sites and Resources

FTA: <http://www.fta.dot.gov/>

12. RAILWAY-HIGHWAY CROSSINGS

Program Description

The State of Oregon participates in a national program to improve safety where railways and highways cross. This is the only rail-related program that is consistently found in the STIP.³ The Railway-Highway Crossings Program is a Federal Highway Administration (FHWA) program implemented at the state level. Its purpose is to eliminate hazards at public highway-railroad grade crossings by implementing federal guidelines and standards for the design of these crossings, assessing safety at grade crossings, and placing traffic control devices appropriately on the approach to grade crossings. States determine which public crossings need improvements and determine what those improvements will be. Improvements can include but are not limited to:

- Upgrade passive crossings by installing active warning devices;
- Closure of grade crossings;
- Installation of standard signs and pavement markings;
- Replacement of active warning devices;
- Upgrading active warning devices;
- Crossing illumination;
- Crossing surface improvements; and
- General site improvements.

Program Funding and Structure

This is a Federal-aid program. Federal "Section 130 funds" (23 USC Section 130) and SAFETEA-LU funds are available for program implementation, and are administered by the FHWA. States must set aside 50% of their SAFETEA-LU Railway-Highway Crossings allocation for the installation of protective devices at crossings. Grade-crossing safety improvements are eligible for 100% federal funding. For Section 130 projects, as well as other federal funds, projects identified through the planning process in metropolitan areas are prioritized and programmed in the STIP and MTIP (where applicable).

³ Unlike other programs that have an annual appropriation or grant program to draw from, there is not a federal or consistent state funding program for rail projects. State funds may be allocated to passenger rail projects on a biennial basis and listed in the STIP as a bucket. The bucket is in the STIP but, depending on the biennium, may not contain any funds.

The biennial budget for this program is around \$2 million and is administered as a bucket program in the STIP. When individual projects are identified, the funds are removed from the Statewide STIP bucket and obligated for each project.

Project Criteria and Selection

Projects are selected on a priority basis using an accident probability prediction model. This model uses accident history and the physical characteristics of each grade crossing in the state to generate a statewide ranking of all at grade crossings. Those crossings high on the list have the highest probability of an accident and therefore qualify for federal and state funding for safety improvements. The following details the process used by ODOT to prioritize and select projects for program participation:

- 1) The Hazard Index Analysis is a computer-based analysis used to predict accidents at all public grade crossings in Oregon (the process and product are also referred to as Jaqua Analysis and Jaqua Report). The Jaqua program utilizes crossing train volumes, traffic volumes, accident history, sight distance and many other factors to evaluate accident potential at each crossing in the State.
- 2) ODOT Rail Division selects approximately 25 crossings from the results of the Hazard Index Analysis to advance as candidates for Section 130 funds.

A group of 10-15 crossings is selected for an “on-site diagnostic”. Data is collected on each crossing, including copies of previous orders,⁴ catalog sheets, photographs, and accident history. A Diagnostic Team which includes representatives from each road authority involved (county, city, ODOT, port authority, BLM, USFS, etc.), a representative from the railroad, staff from ODOT’s Rail Division and the ODOT Region Environmental Coordinator, collects data, reviews and discusses possible options, and determines a course of action during the on-site diagnostic.

- 3) The Diagnostic Team prepares a scope of work for recommended improvements, which goes into a “proposed final order” that outlines the work that the different agencies will execute.
- 4) When the “proposed final order” is agreed upon by all the parties involved, a final Order is served. A hearing is only necessary if agreement cannot be reached with all parties (the affected railroad(s), the road authority or authorities, and the Rail Division). An Order is a legal document enforceable in a court of law that authorizes the proposed crossing improvements.
- 5) The Railroad’s public projects manager is on the receiving end of the Order. This person handles the distribution within the railroad company. On short lines it

⁴ ODOT Rail Division regulates all crossings in the State of Oregon. All alterations, closures, upgrades, and new crossings require an Order to authorize the changes.

may go to the President, CEO, or General Manager of the railroad. For local agencies, the Order is typically distributed to the director of public works or a private sector engineer or project manager contracted with the jurisdiction. Legal agreements are signed by the railroad public projects manager or the President/CEO/General Manager. Similar to other ODOT local agency agreements, local agency staff and/or decision-makers sign the legal agreement.

- 6) Once the Order has been completed, the Rail Division completes a prospectus 1, 2 & 3, and enters into contracts with the appropriate road authority and railroad for engineering and construction of the project. When the Order prospectus and agreements are in place, funds are obligated from the statewide STIP bucket and authority to proceed with the work is given to the railroad and road authority to complete the project as defined in the Order.
- 7) The road portion of each project is either completed by local forces or contracted through the State Let Commission Service contracting process. The Railroad portion of each project is either constructed by railroad forces or is put out for bid by the railroad.

13. SAFETY

Program Description

The mission of the Safety Program is to make improvements to priority hazardous highway locations and corridors, including the interstate, in order to reduce the number of fatal and severe injury crashes. The Safety Program focuses on state highway sections and spot locations with identified safety problems.

Program Funding and Structure

Projects can be funded from these sources:

- Safety Investment Program (SIP)
- Highway Safety Investment Program (HSIP)
- High Risk Rural Roads (HRRR)
- Safe Routes to School (SR2S)

SIP, HSIP and HRRR Programs are managed jointly by Traffic Engineering and Operations Section responsible for guidance and reporting and the Regions responsible for fund management and project selection. The SR2S Program is managed by Transportation Safety Division.

The Highway Safety Improvement Program (HSIP), created by the SAFETEA-LU legislation passed by Congress in 2005 replaced the Hazard Elimination Program (HEP), which was created by prior TEA-21 legislation. The HSIP program will follow the HEP process to the extent practicable under rules that will be initiated to implement SAFETEA-LU.

The Transportation Safety Action Plan (TSAP), an element of ODOT's Oregon Transportation Plan, is the policy level long-range plan for Safety. The TSAP is implemented by the annual Safety Performance Plan that lists specific actions to implement the TSAP. The new HSIP will be published as part of ODOT's annual Oregon Traffic Safety Performance Plan. As is done today, the projects will be chosen by using management system data to identify problems and using the technical expertise of the Highway Safety Engineering Committee involving ODOT engineers, design professionals and other liaisons to identify solutions. The final project list is then approved by the Oregon Transportation Safety Committee, which is a group of members of the public appointed by the Governor. Specific disciplines are represented on this committee and they are charged by law to advise the OTC on transportation safety issues.

Project Criteria and Selection

There are currently two methods, each with a different focus, for identifying hazardous locations on the state highway system:

- Safety Investment Program (SIP) Segment Rating
- Safety Priority Index System (SPIS)

The SIP Segment Rating is a high-level categorization based on the frequency of fatal and severe injury crashes in a five-mile section of highway over the last three years. The SIP Segment Rating (value of 1-5) is helpful to generally identify problem areas and the level of investment in safety upgrades required on preservation projects. SIP Segment Rating maps are produced annually for all state highways. To receive the maps, contact Chad Crockett, Geographic Information Services Unit, (503) 986-3298.

The SPIS is a more focused identification of hazardous locations. Every year, each 0.10 mile segment of state highway that has had either one fatal crash or three non-fatal crashes in the last three years receives a SPIS score (value 0-100). The top 10 percent of these sites statewide are candidate locations for improvements, although sites in the top 15 percent are sometimes considered. The SPIS is helpful for developing and prioritizing stand-alone safety projects because of the focus on smaller highway sections. A computerized SPIS listing for all state highways is produced each year. Contact Region Traffic for specific listings.

Region Traffic offices and ODOT District offices also keep records of communication with the public or enforcement officials of potential safety problems areas that may or may not show up on a SPIS listing.

Projects Funded with HSIP and SIP Funding

Projects identified for HSIP and SIP funding are developed and evaluated by each Region's Traffic Manager or Engineer. When developing projects where the major work type is SAFETY, both the SPIS score and the SIP Segment Rating should be considered. The SPIS is recognized as a better indicator of problem areas at the project level, and projects address high priority SPIS locations. For projects with SAFETY as a secondary work type, such as PRES projects, the SIP Segment Rating should still be used to determine the required level of safety investment and SPIS should be used to identify possible locations to improve within the segment. Refer to the *Project Safety Management System – User's Program Manual* for more information and assistance with tools for analysis.

SIP Projects are either federal funds or state funds and are generally more discretionary than HSIP funds. SIP funds are used to improve safety within Preservation projects or as stand-alone safety projects at the discretion of the Region.

HSIP projects are federally funded safety projects as outlined in Title 23 US Code Section 148 (23USC148). Projects identified for HSIP funding should follow the program philosophy and evaluation process outlined in ODOT's *Highway Safety Investment*

Program Guide. The guide contains criteria tailored to meet the requirements of 23USC148 and ODOT's.

All projects must meet the eligibility requirements for a positive benefit/cost greater than 1.0 (unless approved by the State Traffic Engineer to use a Risk Narrative). Projects should focus on the engineering and highway priorities outlined in the *Oregon Transportation Safety Action Plan*.

To help develop potential safety projects, there are various tools available from the Project Safety Management System. These tools include the Countermeasure Analysis tool, the Crash Data Graphing tool, and the Crash Summary Database. More information about the Project Safety Management System can be found in the publication, *Project Safety Management System – User's Program Manual*, available for ODOT staff on the agency's intranet. Links to these tools and publications, as well as a variety of other resources for safety questions and tools, can be found at:

<http://intranet.odot.state.or.us/tstrafmgt/PSMS/safety.htm>.

Projects Funded with High Risk Rural Roads Funding

HRRR program is a set aside program of federal funding within HSIP for improvements on rural roads. The set aside is limited to roadways that are functionally classified as rural major or minor collectors or rural local roads. To be eligible the roadway must have a crash rate for fatal and incapacitating injuries that exceeds the statewide average for those functional classes. Traffic Engineering and Operations Section has responsibility for managing these funds. The funds will be programmed with guidance developed jointly with Association of Oregon Counties.

Projects Funded with Safe Routes to School Funds

SR2S program is federal funds administered by Transportation Safety Division. The program is being developed and program guidelines should be available by spring or early summer of 2006.

Web Sites and Resources

Transportation Safety Division: <http://www.oregon.gov/ODOT/TS/>

14. Scenic Byways

Program Description

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) makes money available for projects along roadways designated as National Scenic Byways, All-American Roads, or State Scenic Byways. FHWA administers this program and requests applications once a year. Under SAFETEA-LU, nationwide funding will increase from \$26 million to \$43 million for federal fiscal years 2005 to 2009.

The Oregon Scenic Byway Advisory Committee evaluates and makes recommendations on State Scenic Byway designations and National Scenic Byway Grant applications. ODOT chairs the Committee. The agency has a monitoring role and may recommend removal of routes. State Parks, Tourism Commission, US Forest Service (USFS), Bureau of Land Management (BLM), League of Oregon Cities (LOC), Association of Oregon Counties (AOC), and Visitor Bureaus are Committee members. The State of Oregon designates Scenic Byways according to prescribed criteria in OAR 734 Division 32. Designations are approved jointly by the Oregon Transportation Commission and the Oregon Tourism Commission. Oregon currently has four All American Roads, five National Scenic Byways, and 15 State Scenic Byways. The ODOT Scenic Byways Program Manager assists local sponsoring agencies in applying for funding for improvements to these byways. The Program Manager helps with the application process, coordinating with FHWA and making sure that applications meet program guidelines before they are submitted.

Program Funding and Structure

This is a nationally competitive program and the share of funding that the State of Oregon receives varies from year to year. FHWA makes National Scenic Byway Grants available to ODOT for specific projects on designated byways. Federal transportation discretionary funds that Oregon receives for Scenic Byways projects are considered “pass-through” funding to the project applicant, unless the project applicant is ODOT. Such projects are identified in the STIP as part of a “Special Program.”

Applicants must be a public agency. Non-profit agencies must have a public agency sponsor in order to apply for funds under the National Scenic Byways Program. ODOT enters into an intergovernmental agreement for the successful grants with the public agency. The development of Scenic Byway projects involves collaboration between a combination of the FHWA, ODOT, local jurisdictions, non-profit agencies, USFS, and BLM.

Project Criteria and Selection

ODOT has an application packet that details project eligibility and selection criteria. Proposed projects must involve activities that are eligible under the National Scenic Byways Program according to 23 USC Section 162. Eligible activities include:

- *an activity related to the planning, design, or development of a State or Indian tribe scenic byway program;*
- *development and implementation of a byway corridor management plan;*
- *safety improvements to accommodate increased traffic; improvements that enhance access; protection of resources adjacent to the byway;*
- *development and implementation of a marketing program;*
- *development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers.*

Project selection is based on four criteria developed by the Oregon Scenic Byway Advisory Committee:

- Benefits to the traveling public
- Feasibility
- Importance or urgency
- Advancement of corridor management plans.

Bonus points are awarded for projects on National Scenic Byways, All-American Roads and Statewide Projects. Application instructions, selection procedures and other information are listed in the application package.

Project Review and Selection

The Oregon Scenic Byway Committee reviews, scores, and ranks the grant project applications. A state pre-application process is used to screen potential projects before they are submitted to the FHWA. The pre-application requires documenting the scenic values of the proposed route visually and descriptively, securing local government support for the designation, and preparing a Corridor Management Plan for the proposed route. Information about how to develop a successful application is available in *Oregon Scenic Byways Program*, which is a guidebook on the application process and is available at the web site listed in the resources appendix ([Appendix G](#)).

ODOT forwards the prioritized applications to FHWA, which uses a national competitive process to award grants. Table VI-4 outlines the process following submittal of the application. ODOT is notified of the grant decision and the project is listed in the STIP as a “Special Program”, similar to a federal earmark.

Table VI-4: Scenic Byway Grant Application Process

Responsible Party/Entity	Action
State Byways Coordinator	Forwards copy of project summaries to ODOT Region Federal Aid Specialists (or Preliminary Design for ODOT projects), Region Planners and FHWA Division Office for preliminary review.
FHWA Division Office	Conducts preliminary review of applications for eligibility. Provides comments to State Scenic Byway Program Manager.
Federal Aid Specialist/ Preliminary Design	Reviews applications for feasibility including ability to obligate funds in a timely manner. Sends comments to Scenic Byway Program Manager.
Region Planner	Reviews project applications for consistency with ODOT Corridor Plans. Provides comments to Scenic Byways Program Manager.
Individual Byway Routes	Presents ranking of projects and comments to Scenic Byways Program Manager for each byway.
State Byways Coordinator	Reviews applications for correctness and completeness. Works with applicants to remedy shortcomings, time permitting.
State Byways Coordinator	Presents applications with comments to Oregon Scenic Byway Committee.
Oregon Scenic Byway Committee	Selects and ranks projects according to established criteria. Seeks legislative approval to submit grant applications to FHWA.
FHWA Division Office	Conducts final review of applications and forwards applications with recommendations to FHWA HQ.
FHWA HQ	Selects byway projects and announces awards.
FHWA Division Office	Notifies applicants and ODOT.
ODOT	Adds projects to STIP.
ODOT Staff	Coordinates project obligation and implementation.

15. TRANSPORTATION ENHANCEMENT

Program Description

The Transportation Enhancement (TE) program is administered by the ODOT Local Government Section. It is a statewide federal aid program, targeting the preservation and promotion of cultural, aesthetic, multimodal, and environmental values related to surface transportation. The program manages a set of funds disbursed on a competitive basis and a separate pool of "Director's discretionary" funds. TE funds are available for 12 specific categories of projects related to bicycle and pedestrian amenities, landscaping and beautification, historic preservation, and environmental mitigation.

The TE program supports statewide programs and plans such as the OHP, the Bicycle and Pedestrian program, the Scenic Byways program, and the Governor's Economic Revitalization programs.

Program Funding and Structure

Ten percent of the state's federal Surface Transportation Program (STP) funds are earmarked for the TE program. Using this percentage, the OTC estimates funding levels for the two final fiscal years in each STIP cycle. The OTC applies a limitation factor to the earmark depending on other pressing state transportation needs.

The TE program is comprised of two funding programs: competitive selection and discretionary funds. All TE funds are federal-aid reimbursement, not grants. Unassigned TE competitive and discretionary funds are set aside in "buckets" in the STIP under the statewide section. In the 2004-2007 STIP, for example, four buckets were put in place for 2006 and 2007, the two years not programmed by the previous STIP (2002-2005). Once projects are approved for TE funds, a STIP amendment (usually administrative) is used to program the funds for these projects.

Projects selected through the competitive process typically receive between \$400,000 and \$900,000. The project sponsor is responsible for providing a local match of 10.27%, either cash or in-kind. State gas tax receipts, parks and recreation funds, or economic development and urban renewal funds are the most common sources of the local match. Project administration performed by the sponsor organization may also count toward the local match.

A call for projects is issued in the spring of even-numbered years, which begins a project selection process that will end with competitive fund awards about one year later. The TE program application process is staggered with the Bike/Ped program competitive grant process to allow applicants to develop proposals for both programs. The projects that are awarded TE competitive funds in the spring of odd-numbered years will be part of the programming for construction in the STIP two years later. For example, a 2005 award is programmed in the C-STIP for 2007. Projects typically do not automatically lose funding that is not spent in the assigned STIP year; projects may be

carried forward into future years or future STIPs provided the Intergovernmental Agreements has not expired. For instance, 17 of the 30 TE projects in the 2004-2007 STIP were carried forward from the 2002-2005 STIP.

Project Criteria and Selection

Proposals for TE program competitive funds must be related to surface transportation, and must fall into one of the following 12 activity categories. They are not restricted to roadway rights-of-way.

- 1) Provision of facilities for pedestrians and bicyclists
- 2) Provisions of safety and education activities for pedestrians and bicyclists
- 3) Acquisition of scenic easements and scenic or historic sites
- 4) Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- 5) Landscaping and other scenic beautification
- 6) Historic preservation
- 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities or bicycle trails)
- 8) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- 9) Control and removal of outdoor advertising
- 10) Archaeological planning and research
- 11) Mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- 12) Establishment of transportation museums

In 2002, the OTC determined that highest priority for projects being funded in fiscal years 2004-2007 would be given to those that benefit state highways or state-owned facilities. Further preference was given to projects in distressed communities or Special Transportation Areas (STAs) or projects combining with pavement preservation, mixed-use or compact development, or Governor's Economic Revitalization Team (ERT) projects.

Applicants may be any tax-funded public agency including tribal governments, local governments, and federal agencies. Private and non-profit organizations must partner

with a tax-funded public agency who will act as the primary applicant. ODOT must compete with other public agencies for TE funds.

Project Review/Funding Commitment

At the ODOT region level, Local Agency Liaisons help advise agencies applying for TE competitive funds. ACTs and ERTs provide input on the project selection process and the prioritization of projects. As a federal aid program, the FHWA confirms eligibility of projects proposed for TE funds, ensuring that the projects follow federal program guidelines. After internal review by the TE Program Manager and ODOT staff, projects are presented to the Transportation Enhancement Advisory Committee (TEAC), which scores the projects and serves as the project selection committee. The TEAC is made up of 11 members including local government representatives, ODOT staff, “at large” members of the public, and one OTC member. The TEAC forwards a final list of TE projects to the ODOT Director and OTC for approval.

Projects requesting use of TE discretionary funds are subject to a similar review process as proposals for use of competitive funds. Unlike the competitive process, however, these projects are forwarded to the OTC by the ODOT Director after review and scoring by the TE Program Manager and TEAC.

16. TRANSPORTATION GROWTH MANAGEMENT

Program Description

The Transportation and Growth Management (TGM) Program is a collaboration between ODOT and the Oregon Department of Land Conservation and Development (DLCD) intended to integrate transportation and land use planning in Oregon. The program operates through a series of grants, technical and other assistance, and is classified as a Special Program in the STIP.

Program Funding and Structure

The TGM program uses both state and federal funding. Federal STP funds can be allocated to a bucket for each year of the STIP. The program funds projects each biennium, and applications are typically due in May of odd-numbered years.

Program funding is distributed among the following four program areas.

Grants

Cities, counties, councils of governments (COGs) on behalf of a city or county, transportation districts, and MPOs are eligible to apply for TGM grants. Grants are awarded on a biennial basis in odd-numbered years. In the 2003-05 biennium, local jurisdictions received grants of more than \$5 million for transportation system planning and projects combining land use and transportation planning.

Quick Response

The Quick Response Program provides services to local jurisdictions by contracting directly with planning and design consultants. These consultants are trained in “smart development” principles including compact and human-scale development, mixed uses, pedestrian environments, and accommodations for multi-modal transportation systems. Quick Response services are usually available on short notice and are initiated as needed in a letter of request to a Transportation/Land Use Planner at DLCD.

Code Assistance

Code Assistance services are intended to remove barriers to smart development practices by reviewing and changing development ordinances, comprehensive plans and development review procedures. Audit, public workshop, and amendment services are provided to local jurisdictions by consultants under contract through the TGM program.

Projects are selected on a first-come, first-served basis. They must be proposed by a local jurisdiction within an Urban Growth Boundary (UGB), and preference is given to projects from communities that are fast-growing, involved in Periodic Review, reviewing their UGBs, or otherwise actively engaged in meeting regional or state planning requirements.

Outreach

The TGM program offers free workshops upon request, on topics such as smart development principles and main street design.

Project Criteria and Selection

Refer to the TGM program application for types of projects that are eligible for funding and the criteria that will be used to select projects to fund.

Web Sites and Resources

TGM Program website: <http://www.oregon.gov/LCD/TGM/grants.shtml>