



Changing ODOT's Funding Allocation & Project Selection Processes

**2015-2018
STIP Development Process**



History

- SAFETEA-LU
 - Created a SRTS & Funding
- MAP 21: Eliminated SRTS
 - Eligible projects roled into TA with no set aside for funds
- OTC 2015-2018 STIP Process
 - \$500,000 per year for Safety Division to work with Committee to select Non Infrastructure
 - Infrastructure projects roled into Enhance/Fix It



What's Going On?

- The process for developing the 2015-2018 State Transportation Improvement Program (STIP) is changing
- Moving from program-based selection to project value-based selection
- The overall objective is to take care of existing assets while make STIP decisions that will move us towards a more integrated multimodal transportation system



What is driving this change?

- Limited/declining Federal, State, and Local transportation funding
- ODOT “right-sizing” and functional reorganization to better adapt to funding realities and business-related changes
- Need to balance maintenance with investments in high-value, multimodal transportation system enhancements
- Need to select most effective projects rather than those that fit into prescribed funding categories



What is driving this change?

- Direction from the Oregon Transportation Commission (OTC) and the Oregon Transportation Plan (OTP)
 - Maintain and preserve existing transportation system assets
 - Develop a sustainable multi-modal transportation system
 - Provide for effective movement of people and goods
 - Support state and community economic vitality
 - Advance transportation system safety and security
 - Collaborate across all levels of government and with the general public to implement the most effective solutions with the available funding



Goals of the Process Changes

- The new process shifts *from* setting funding levels for a multitude of programs and then selecting projects within each of those programs *to* selecting the best projects and then determining which types of funds can be used to deliver those projects.
- Flexing of funds to a greater extent in support of finding the best solution while still honoring legal and regulatory requirements
- Increased local influence in STIP project recommendations to the OTC
- More holistic, multi-modal view of the transportation system
- Single application process addressing what currently involves multiple program-specific application processes



ODOT FUNDING ALLOCATION

For development of the 2015-2018 STIP

Transportation System

Funds for Capital Programs

Federal Funds (and State Funds when sufficient)

Enhancing, Expanding or
Improving the System

Fix-It
Fixing or Preserving the
System

Bike/Ped*
Modernization
Includes:
 DSTIP (Development STIP)
 Protective Right Of Way purchases
Public Transit – capital projects
Safe Routes to School*
Scenic Byways
TE (Transportation Enhancement)
TDM (Transportation Demand Management)

** Projects of these types may be in either of the two categories depending on purpose.*

ADA Ramps
Bike/Ped – on state highways
Bridge - state
Culverts
High Risk Rural Roads*
Illumination, signs and signals
Landslides and rockfalls
Operations - includes ITS*
Pavement Pres.
Rail-Highway Crossings
Safety
Salmon
Site Mitigation/Repair
Stormwater Retrofit
Workzone Safety



The New Allocation Process

- The STIP will be divided into two primary funding categories
 - Fix-it
 - Enhance-it
- Fix-it projects will be selected through ODOT management systems and by ODOT staff based on Guiding Principles
- Enhance-it projects will be selected by the OTC based on recommendations from the Area Commissions on Transportation (ACTs) and Metropolitan Planning Organizations (MPOs) and Region 1 Project Selection Committee



The New Allocation Process

- The Fix-it Guiding Principles are:
 - Balance
 - Leverage
 - Maintenance
 - Safety
 - Regulatory Compliance
 - Economy
 - Cost Effectiveness
 - System Continuity
- Fix-it project lists will ultimately be shared with ACTs and MPOs to optimize opportunities to leverage funding with Enhance-it projects and to better coordinate project timing and outcomes



The New Allocation Process

- Eligible Fix-it project types will include:
 - State Bridges
 - Culverts
 - High Risk Rural Roads
 - Illumination, Signs and Signals
 - Landslides and Rockfalls
 - Operations (including ITS)
 - Pavement Preservation
 - Rail Highway Crossings
 - Safety
 - Salmon (Fish Passage)
 - Site Mitigation and Repair
 - Stormwater Retrofit
 - Transportation Demand Management to Regions (part of Operations)
 - Workzone Safety



Enhance Strategy

- Enhance: Enhancing, expanding or improving the transportation system
- Multimodal project application
- Linked to the Fix-It project list review
- Project selection driven by Regions and ACTs



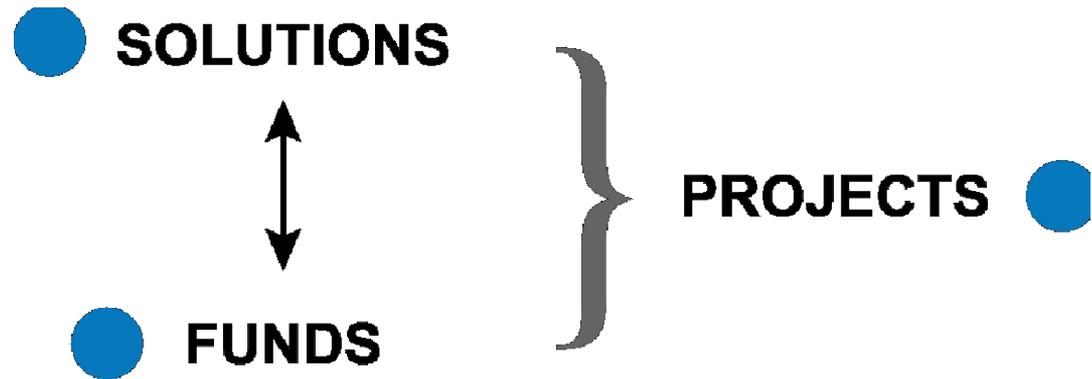
The New Allocation Process

- Eligible Enhance-it project types will include:
 - Bike and Pedestrian Funds
 - Flexible Funds
 - Modernization
 - Developmental STIP
 - Protective ROW
 - Construction
 - Safe Routes to Schools - infrastructure
 - Scenic Byways - infrastructure
 - Transportation Enhancement
 - Transportation Demand Management
 - Transit Capital Projects



Fix-it/Enhance-it

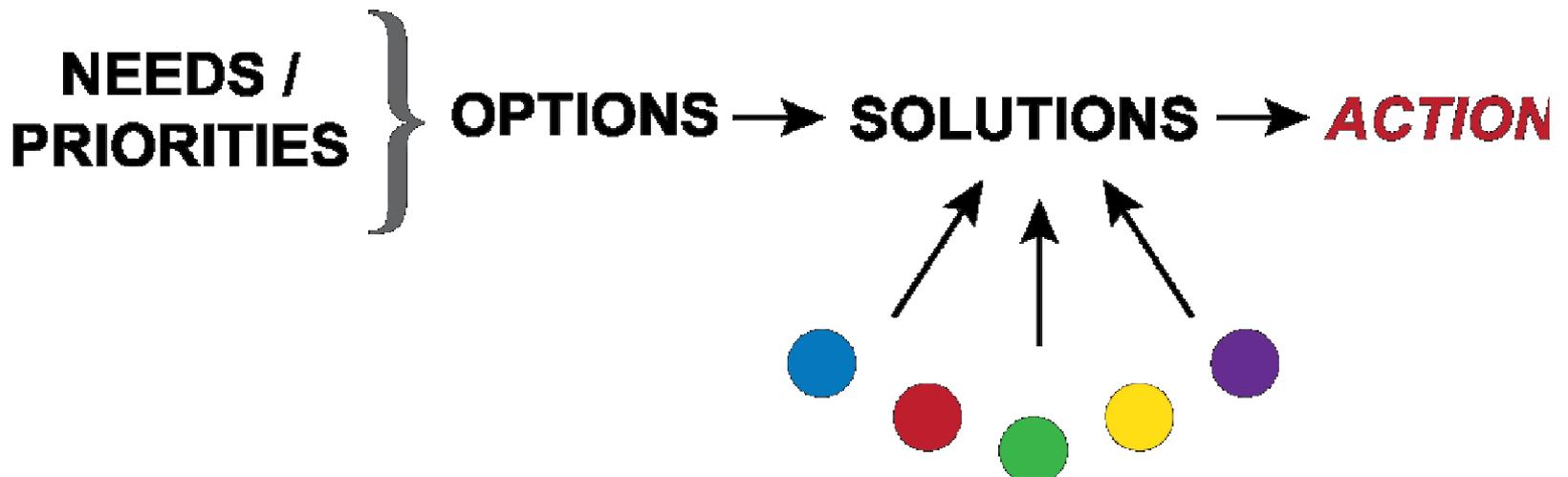
Today:





Fix-it/Enhance-it

Our Future:





The New Allocation Process

- Approximately \$1.3 Billion available Statewide for 2015-2018
- About \$720 million for for Fix-it (76% of total)
- About \$227 Million for Enhance-it (24% of total)
- Total funds by category will be distributed by traditional Region splits
- 20% of the Enhance-it funds will be allocated directly for OTC discretion
- 2015 projects already identified—may be reconsidered, but only about 75% of the 2015-2018 funds are “new” funds



The New Application/Selection Process

- A single application was used for all Enhance-it projects
- Region staff reviewed applications for completeness and eligibility after the submission deadline
- Individual ACTs and MPOs will review and submit priority project lists for Region scoping
- Region staff will scope a 150% list based on the priorities agreed to by the ACTs and MPOs
- OTC will review 150% list



The New Process Timeline

- Application process began **September 24, 2012**
- Applications must be submitted to specified Region e-mail address by close of business **November 27, 2012**
- Region will review applications for eligibility between **November 27 and December 6, 2012**
- Applications will be distributed to MPOs and ACTs for deliberation and 150% prioritization **December 7, 2012**
- MPOs and ACTs will submit unified 150% recommendation to Region by close of business **March 15, 2013**
- Region will scope 150% list between **March 15 and July 19, 2013**
- OFAC, Joint TE/OBPAC and OTC provide input on 150% list by **June 19, 2013**
- Process for OTC Discretionary Funds from **October 7 to November 13, 2013**



The New Process Timeline

- Draft 2015-2018 STIP available for review by **December 18, 2013**
- Draft STIP Public Review process completed by **February 14, 2013**
- Complete any necessary adjustments based on comments by **April 18, 2014**
- Conduct air quality conformity determinations between **April 18 and August 15, 2014**
- Prepare final STIP for review by **September, 2014**
- OTC review and approval of final 2015-2018 STIP, **November 2014**



Amount of Enhance Funds Requested

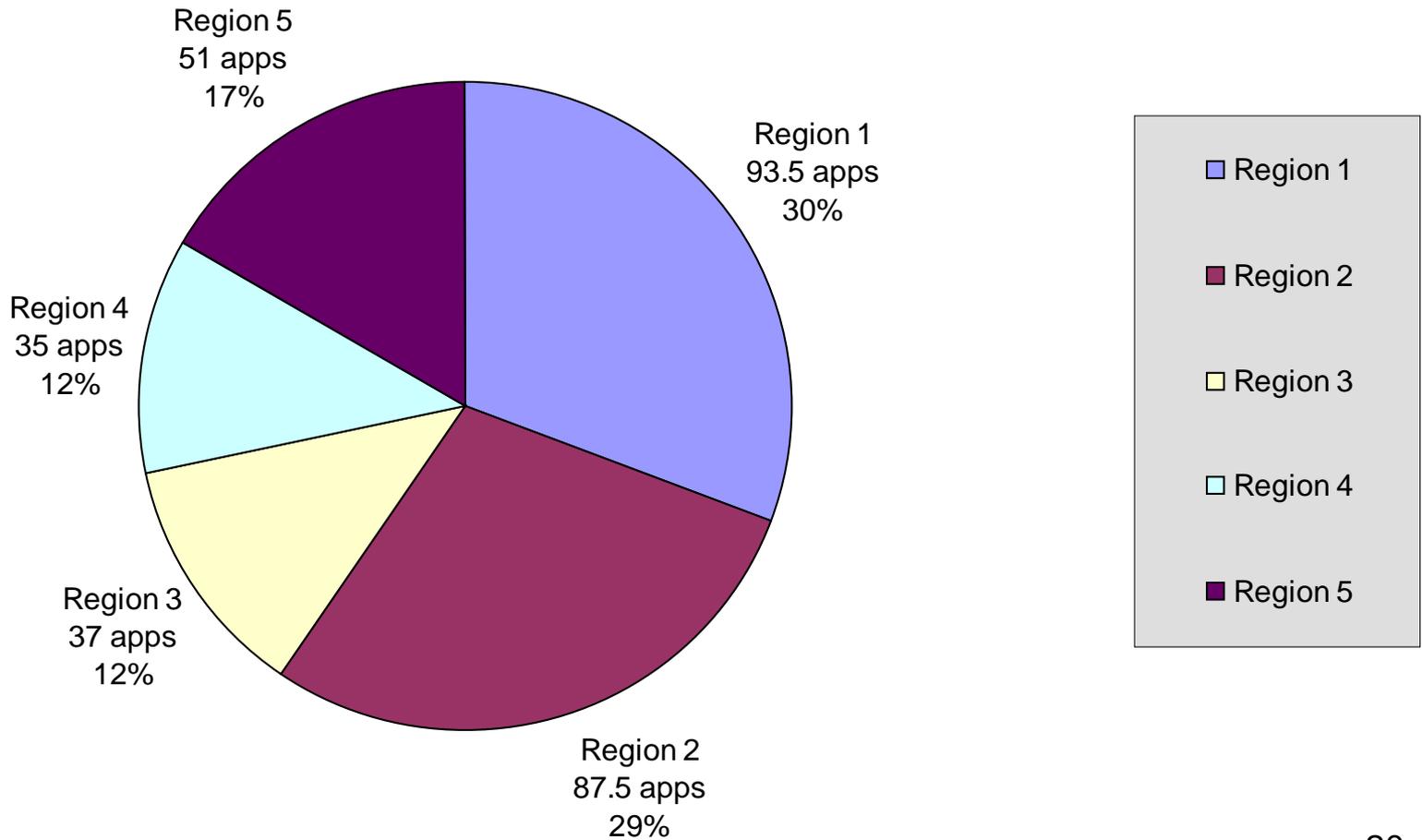
Rounded \$

- Total \$ Requested \$675.3 Million
- Amount Available (80%) \$186.6 Million

By Region:	Requested	Available
Region 1	\$301.9	\$66.4
Region 2	\$116.3	\$57.7
Region 3	\$141.9	\$27.6
Region 4	\$ 47.7	\$19.3
Region 5	\$67.5	\$15.6



Eligible Applications by Region





Modes Addressed by Applications

