

Oregon Department of Transportation

# Enhance Proposal Review Process: An Overview

2018-2021 Statewide Transportation Improvement Program

August 2015

## **Purpose**

The Agency has requested assistance from our local partners in developing the Statewide Transportation Improvement Program (STIP) in identifying those projects that assist in moving people ~~and goods~~ through the transportation system. The purpose of this document is to provide instruction regarding the STIP Enhance review and recommendation process to the various ODOT Region staff and committees that are providing their assistance and recommendations to the Oregon Transportation Commission (OTC).

The proposal form and guidance for both proposers and reviewers reflect the direction provided by the Transportation Commission as to the programming of funds for the STIP. Given the condition of the system, the majority of funds are going to preserving the existing system, including Fix-It funds for Transit, ADA ramps and to leverage funds to improve already planned Fix-It projects. The \$30 million Enhance program for years 2019-2021 is now for non-highway projects. A link to the staff memo to the OTC is provided which outlines the steps that the OTC took in order to reach their decisions.

<http://www.oregon.gov/ODOT/TD/STIP/Apply/OTCStaffReport.pdf>

As part of the OTC decision, \$30 million was allocated for Enhance Non-Highway. Those are the funds that will use this proposal and the related guidance documents. These projects may be on or off the state system, proposed projects will need to be consistent with state and local plans, and the proposers will be required to provide the matching funds. The \$30 million will be allocated to the Regions using the Region equity formula. So the changes to this document are to be clear that roadway modernization projects (pavement, bridge, or new road construction) are no longer eligible.

## **Introduction**

The Enhance category of the 2018-2021 STIP includes projects and programs that improve or expand the state's multimodal transportation system. Enhance funds are targeted to improvements that can demonstrate a benefit to the state's multimodal transportation system (recognizing that Federal Highway Funds cannot be used for aviation, marine or rail transportation type projects). These are projects that improve the state transportation system ~~or major freight routes~~ or are an eligible activity within the Transportation Alternatives Programs, and are consistent with statewide plans (e.g. Oregon Transportation Plan) and local plans if on the local system. These projects typically make key connections between modes or facilities, and improve access to economic opportunities. ~~and/or address identified system bottlenecks.~~

Due to the funding uncertainty at the state and federal levels, the Oregon Transportation

Commission decided to delay the next Statewide Transportation Improvement Program (STIP) cycle. Instead of moving forward with a 2017-2020 STIP, the next STIP will cover the period 2018-2021.

Since funds for 2018 are already programmed to projects in the current 2015-2018 STIP, building a 2018-2021 STIP provides the opportunity to allocate three years of new funding rather than two years under a 2017- 2020 STIP. Providing an adequate amount of funding for allocation in the project selection process is important for applicants and advisory committees that must sort through project proposals to arrive at recommendations.

As a result of declining revenue projections and growing debt service, ODOT's State Highway Fund resources are essentially fully committed to debt service, maintaining highways, and agency operations. This means federal funding is the almost exclusive funding source for construction projects in the STIP that improve the state transportation system. Unfortunately, future federal funding is highly uncertain and at significant risk of being cut. Because the federal gas tax has not been raised since 1993, revenue has not kept pace with investment need, and the Federal Highway Trust Fund now faces an annual deficit of about \$15 billion. Congress must find new revenue or significantly cut funding for highway and transit projects.

It is important to remember Enhance funds are mostly comprised of federal funds allocated to the State and do not include federal or state formula disbursements to local jurisdictions. Therefore, it is essential to ensure these funds are allocated to high priority and strategic transportation investments.

## **Summary of Enhance Process**

At appropriate points during the process, the Transportation Commission will engage with representatives from the Area Commissions on Transportation to provide clarification on the process and their expectations as the ACTs\* develop their recommendations.

1. Proposers develop a Transportation Needs Statement and Project Description for discussion with ODOT Region staff as part of the Pre-Proposal Consultation.
2. In the pre-proposal consultations, ODOT Region staff will provide the prospective proposers with their perspective about how well the proposed project meets the three Modal Attributes and Cross Modal Criteria developed by the Statewide Advisory

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\* Throughout this document "ACT" refers to the Advisory Committees on Transportation, including one being formed in Region 1.

Committees and by the staff that support those committees. The Region staff and proposers should also discuss how or if the project strategically benefits the state's multimodal transportation system.

3. The pre-proposal consultations will also help inform how the proposer may best describe the Modal Attributes of the project in their proposals and identify which of the Cross Modal Criteria are addressed by the project proposal. It is also an opportunity to refine and develop preliminary agreement about likely project costs. ODOT staff will also be sharing information about proposed Fix-It projects to assess any leveraging opportunities during the pre-proposal period.
4. Proposals received prior to the deadline and determined to be eligible for Enhance funds will make up each Region's initial project list.
5. **The recent OTC decision on STIP funding levels has led to the approval of a \$30 million Enhance Non-Highway program.** Each Region will work with their ACTs to develop the recommended Enhance 150% list. The ACTs developing the 150% recommendations will be asked to review the proposals keeping in mind how they: are consistent with applicable plans; align with the Modal Attributes; address the Cross Modal Criteria. Consideration may also be given to connections to potential Fix-It projects. Proposed projects will also be reviewed on the basis of the degree to which they benefit the state's multimodal transportation system in recognition that the majority of Enhance funds will be targeted to projects that do benefit the state's multi-modal transportation system.
6. If a project proposal is advanced to the 150% list, ODOT staff in consultation and collaboration with the proposer will develop more detailed project costs informed by field scoping of the project, with the expectation that project funds will be federal in nature.
7. The scoped list of projects and their associated costs, in combination with the Modal Attributes and Cross Modal Criteria will be used by ODOT Region staff to develop a straw proposal for each ACT to consider as they develop Enhance 100% list recommendations.
8. The final ODOT Region Enhance 100% list recommendations developed by the ACTs will be forwarded to the OTC to be considered for inclusion in the Draft 2018-2021 STIP.

For a timeline of the 2018-2021 STIP please visit:  
<http://www.oregon.gov/odot/td/stip/Pages/default.aspx>

The Enhance proposal review process, which is outlined in greater detail below along with the review criteria, generally includes:

- ODOT Region staff will work with their partners such as local governments, transit organizations and others to identify system needs
- ODOT Region staff will work with prospective proposers during the pre-proposal period to develop strong Enhance Proposals
- Area Commissions on Transportation (ACT) will review proposals to create 150% list recommendations

**150% List:** A list of projects generated early during the review of project proposals that would use roughly 150% of the Region's available STIP Enhance funds.

**100% List:** A list of financially constrained projects generated after projects are scoped to identify a final recommendation from ACTs that would use roughly all of the Region's available STIP Enhance Funds.

- The ACT and ODOT Region 150% review and recommendation process will be coordinated with Metropolitan Planning Organizations (MPOs)
- ODOT Region staff will lead scoping of the Enhance 150% project list in consultation and collaboration with the proposers
- ODOT Region staff and ACTs (in coordination with MPOs) will develop the Enhance 100% list recommendations
- The Oregon Transportation Commission will periodically review the Enhance process and ultimately approve the STIP, which will include the Enhance project proposals that they agree to fund.

## **Review Process**

### **1. Review of Proposals by ODOT Region Staff<sup>†</sup>**

ODOT Region staff will review ideas for proposals in collaboration with the entity proposing the project and consider the following: benefit to the State's Multimodal Transportation System; plan consistency; alignment with Modal Attributes; and address Cross Modal Criteria. The discussion of the need and purpose of the proposed project will be part of the consultation **prior to the completion of the proposal submittal**. The anticipated outcome of this process is for both the ODOT Region staff and proposer to have a better understanding of how the anticipated

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<sup>†</sup> Proposals will also be developed by ODOT staff for projects on/investments in the state system and submitted in the same manner described herein.

project would benefit the transportation system; and provide for better scoping and project cost information. After a project is formally submitted, the degree to which it benefit's the state's multimodal transportation system, is consistent with applicable plans, aligns with the Modal Attributes, and addresses the Cross Modal Criteria will be assessed by the ACTs to determine which proposals will be included in the 150% and 100% list recommendations. ODOT staff will participate in those deliberations and provide the state's perspective about the prospective proposals. ODOT will also be submitting proposals for investments in the state transportation system.

*A. Projects that Benefit the State's Multimodal Transportation System*

Enhance projects need to describe how or if they provide a benefit to the state's multimodal transportation system. In making these determinations, ODOT Region staff will advise prospective proposers during the pre-proposal consultation period with regard to how well their project proposals:

- *Address statewide transportation needs by improving the state's transportation system for ~~freight, motor vehicle~~, transit, and/or bicycle and pedestrian modes of transportation*
- *Impact multiple users and improve through movement; and*
- *Demonstrate consistency with the statewide plans and applicable regional transportation plans*
- *Work toward system completeness; fills in gaps*
- *Improve efficiency*
- ~~*Provide a system benefit at a lower cost by making a local improvement*~~

In addition evaluate the project proposals to assess how they:

- *Make key connections between modes or transportation facilities*
- *Help to reach economic and social goals; and/or*
- ~~*Address identified system bottlenecks*~~

~~If the proposed project is not located on the state's multimodal transportation system, the proposer should describe how or if the proposed investment is consistent with the Oregon Highway Plan Policy 2B: Off-System Improvements and/or how the proposed investment is of statewide importance. Refer to relevant state transportation modal and topic plans in describing how the proposed project may be of statewide importance.~~

Given limited funding, the primary focus of the Enhance program is to ensure these limited funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the state's multimodal transportation system.

In demonstrating a direct benefit to the state’s multimodal transportation system, a project may:

- Establish or improve a long distance, continuous corridor;
- Serve a destination of significance like a downtown or a significant industrial area, ~~an intermodal freight transfer point,~~ or a major transit facility; or
- Provide pedestrian access to a major transit facility
- Project-level planning efforts such as conducting an environmental document or a narrow facility plan, ~~such as one for an interchange~~ (however neither system nor corridor planning are eligible for Enhance funding).
- Provide a needed connection along a statewide or regional multipurpose trail.

~~Examples of roadway improvements on ODOT highways include but are not limited to added lanes, climbing lanes, auxiliary lanes, interchange and intersection improvements, signalization and other intelligent transportation improvements, or adding bike lanes, sidewalks and crosswalks in urban areas.~~

Examples of multimodal improvements on ODOT highways include but are not limited to sidewalks, bike lanes, separate shared-use, railroad grade separations, transit facilities such as bus pullouts, priority bus lanes and/or signals, park-and-ride lots. Examples of Transportation Alternative Program project types outside of the road right of way include viewpoint/interpretive sites and scenic/historic enhancements.

Enhance projects do not necessarily need to be located on the state system in order to have a benefit to the state’s multimodal transportation system. Improvements located off of the state system (i.e. any connected infrastructure that is not under ODOT’s jurisdiction and may include facilities and services for eligible non-highway modes) may be able to demonstrate an indirect benefit to the state’s multimodal transportation system.

Examples of projects on the local system that indirectly benefit the state’s multimodal transportation system include, but are not limited to: actions on parallel facilities that provide or improve travel options that result in reduced demand/travel on a state highway, and actions that improve connections on parallel or other local facilities. Refer to additional project examples in the modal attribute tables on pages 10-12.

### *B. Plan Consistency*

ODOT Region staff will use local and state plans to help evaluate project proposals and determine that they are consistent with the adopted state and local plans. ODOT Region staff will use their discretion in order to determine which state-level plans and policies are applicable. ODOT Region staff will work with potential project proposers to ensure consistency with the applicable local adopted plan (e.g. comprehensive plan,

transportation system plan, transit plan). If the ODOT Region staff has a question regarding the consistency justification they will work with the proposer to clarify and resolve the question. These issues will be discussed as part of the pre-proposal consultation process.

There are also two key state policies that should be addressed in the assessment of a proposal's consistency with policy direction.

1. *Policy 1.1: Development of an Integrated Multimodal System of the [Oregon Transportation Plan](#): It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.*

~~For proposals that focus on roadway improvements, ODOT Region staff will also work with prospective proposers through the pre-proposal consultation process to assess consistency with the following:~~

- ~~2. *Policy 1G: Major Improvements of the [Oregon Highway Plan](#), which lists a hierarchy of types of improvements:*~~
  - ~~• *Protect the existing system: The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.*~~
  - ~~• *Improve efficiency and capacity of the system: The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternatives modes (e.g. bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off system improvements.*~~
  - ~~• *Add capacity to the existing system: The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.*~~
  - ~~• *Add new facilities to the system: The lowest priority is to add new transportation facilities such as new highway or bypass.*~~

~~If the proposed project is not located on the state system, the proposed investment will need to describe how or if it is consistent with the Oregon Highway Plan Policy 2B: Off-System Improvements or how or if the proposed investment benefits the state's multimodal transportation system.—~~

~~Region staff and proposers should refer to relevant state transportation modal and topic plans in describing how or if the project has a benefit to the state's multimodal transportation system during the pre-proposal consultation process. Given limited~~

~~funding, ODOT's primary objective through these discussions is to ensure that the limited Enhance funds are primarily allocated to high priority and strategic transportation investments that benefit the state's multimodal transportation system. ODOT Region staff will work with prospective proposers during the pre-proposal consultation process and advise the proposers about the applicability of Policy 2B: *Off-System Improvements* of the Oregon Highway Plan. For proposals located off of the state's multimodal transportation system (i.e. any connected infrastructure that is not under ODOT's jurisdiction; may include facilities and services for non-highway modes) ODOT Region staff will review for Policy 2B consistency with the following, as deemed applicable:~~

~~*Policy 2B: Oregon Highway Plan: Off System Improvements. It is the policy of the State of Oregon to provide financial assistance to local jurisdictions to develop, enhance and maintain improvements on the local transportation system when they are a cost-effective way to improve the operation of the state highway system if:*~~

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

It is important to note that there are a variety of community plans (like Transportation System Plans) as well as several state policy plans such as the Oregon Freight Plan and the Statewide Transportation Strategy. The proposer should include applicable plans in their discussions and write-up in helping to illustrate the importance and connection and benefit that the proposal has, if any, to the state's multimodal transportation system.

### *C. Alignment with Modal Attributes*

In order to assist reviewers with the identification of projects that best address important mode specific characteristics, the members of the Oregon Bicycle and Pedestrian Advisory Committee, Oregon Freight Advisory Committee, and the Oregon Public Transportation Advisory Committee, along with ODOT staff, developed Modal Attributes for bicycle and pedestrian, freight, and transit projects. The proposal submittals must describe how the proposed project addresses the three identified Modal Attributes: (1) connectivity and system benefits, (2) safety and public health and (3) accessibility and

mobility, as described further in the following pages of this document.

To help ensure that project proposals are as strong and well-defined as possible before they are formally submitted, ODOT Region staff will work with prospective proposers during the pre-proposal consultation process to provide advice and insight about how well the project proposal addresses the Modal Attributes. As part of this review, ODOT Region staff may consult with ODOT’s bicycle and pedestrian, transit, and freight subject matter experts. **Because of the change to Enhance Non-Highway, the freight related information has been removed.**

<b>MODAL ATTRIBUTES</b>			
	<b>FREIGHT</b>	<b>TRANSIT</b>	<b>BICYCLE / PEDESTRIAN</b>
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>
<p><b>Connectivity &amp; System Benefits</b></p> <p>Describe how the project addresses a system deficiency (e.g. <del>addresses a freight bottleneck</del>, links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path) and how it supports intermodal connections (e.g. provides a connection to <del>the freight system or</del> key land uses, such as <del>ports</del>; adding bicycle or pedestrian access to transit). For <del>motor vehicles, freight,</del> transit and any travel options program, the project should serve inter- state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.</p>			
<p><b>How does the project address a system deficiency?</b></p>	<p><del>Projects that increase or improve freight system redundancy, preserve freight capacity, improve alternative routing for restricted routes or address a freight bottleneck.</del></p> <p><b>Examples:</b> Improvement on a <del>bottleneck</del> or projects such as lane capacity improvement, truck climbing lane, geometric engineering, tunnel improvement on OHP Freight Route or NHS routes. Support grade-separated projects on OHP Freight Route</p>	<p>Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.</p> <p><b>Examples:</b> Additional equipment for expanded services; Improvements that close gaps in transit service; Investments in transit centers, park and ride facilities; Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally.</p>	<p>Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.</p> <p><b>Examples:</b> Projects that improve designated bike routes and trails (Oregon Coast, Columbia Gorge, Scenic Bikeways, Regional Trails). Systemic sidewalk or bikeway infill. Projects that provide an alternate route to congested highways/corridors.</p>
<p><b>How does the project support intermodal connections?</b></p>	<p><del>Improvements to freight system, connections to freight system and connections to freight land uses (e.g. airports, ports, intermodal facilities, etc.).</del></p> <p><b>Examples:</b> Intermodal Connectors (NHS) improvements: signal timing, turning lane improvements at industrial facility</p>	<p>Projects that connect two or more modes of travel; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.</p> <p><b>Examples:</b> Improved transit center or facility. Stop improvements. Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally. Access for the location, including appropriate and safe amenities, shelters, lighting. Park and ride facilities with transit or rail.</p>	<p>Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.</p> <p><b>Examples:</b> Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Regional trail/high-quality bikeway connections to transit lines, airports, train stations.</p>

<b>MODAL ATTRIBUTES</b>			
	<b>FREIGHT</b>	<b>TRANSIT</b>	<b>BICYCLE / PEDESTRIAN</b>
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>
<p><b>Safety &amp; Public Health</b></p> <p>Describe how the project addresses a safety issue (e.g. <del>reduces freight conflicts with other vehicles,</del> improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. <del>reduces congestion,</del> provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). The project should contribute to the Safety Action Plan goals. The project should assist with the state's greenhouse gas emissions reduction goals.</p>			
<p><b>How does the project address a safety issue?</b></p>	<p><del>Improvements that reduce freight (truck, rail) conflicts with other vehicles, bicycles and/or pedestrians.</del></p> <p><del>Examples: Projects which mitigate freight conflicts on freight routes or near freight facilities, such as rail grade separation, rail crossing improvement, pedestrian overpass on freight route, truck lanes</del></p>	<p>Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.</p>	<p>Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.</p> <p><b>Examples:</b> Sidewalks and/or bikeways (including pedestrian crossings where needed) on state highways, major arterials, or other sites of potential fatality/injury crashes. Street trees, furniture, bulb-outs, etc. in downtown core areas.</p>
<p><b>How does the project improve public health?</b></p>	<p><del>Projects that reduce congestion on a freight route or near a freight facility.</del></p> <p><del>Examples: Congestion management projects on state highways and interstates, such as HOV lane addition during rush hour, managed lanes, removal of turning restrictions (e.g. intersection turning radii, barrier curbs, signs)</del></p>	<p>Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.</p>	<p>Projects that provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Projects that reduce conflicts with other modes and provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.</p> <p><b>Examples:</b> Sidewalks, bike lanes, or multi-use trails that connect residential areas to schools, shopping, and employment areas.</p>

<b>MODAL ATTRIBUTES</b>			
	<b>FREIGHT</b>	<b>TRANSIT</b>	<b>BICYCLE / PEDESTRIAN</b>
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>
<b>Accessibility &amp; Mobility</b>			
Describe how the project improves access (e.g. <del>improves access to an industry facility or to the freight network</del> ; improves access for a specific population, such as older adults or persons with disabilities, improves access to primary health care or emergency care for specific populations) or removes a barrier (e.g. <del>removes bridge, tunnel, turning or climbing restrictions for freight</del> ; creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.			
<b>How does the project improve access?</b>	<p><del>Projects that enhance or improve access to freight facility and/or freight routes.</del></p> <p><b>Examples:</b> <del>Projects which improve regional and local truck access to OHP freight routes and the NHS, such as truck lanes, freight intersection improvements, exit/on-ramp widening, curve straightening, climbing lanes</del></p>	<p>Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.</p> <p><b>Examples:</b> Added service. Improved access, project reduces headways, adds hours, increases capacity. Increases safety and access within 1/4 mile to stops. Dispatch or ticketing equipment, IT enhancements for travel information. Access for the location, including appropriate and safe amenities, shelters, lighting, pullouts, accessibility improvements at stops.</p>	<p>Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.</p> <p><b>Examples:</b> Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Projects that make key pedestrian connections for older adults or persons with disabilities.</p>
<b>How does the project remove a barrier?</b>	<p><del>Project that provides relief to an identified freight bottleneck, reduces bridge, tunnel, turning or climbing truck restrictions.</del></p> <p><b>Examples:</b> <del>Removes or improves a barrier on State Freight System for oversize or overweight loads, such as truck lanes, lane widening, exit/on-ramp widening, curve straightening, tunnel improvements</del></p>	<p>Projects that improve last mile connections. Projects that serve underserved or unserved target populations.</p> <p><b>Examples:</b> Improved travel information technology. Improved access to job or education. Improvement that reduces dependence on car throughputs at population centers.</p>	<p>Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).</p> <p><b>Examples:</b> Projects that remove a barrier on a regional bicycle network or as part of a pedestrian/transit network.</p>

*D. Cross Modal Criteria*

ODOT Region staff will also work with prospective proposers during the pre-proposal consultation process to ensure that each project proposal addresses as many of the elements identified within the six Cross Modal Criteria as are applicable to a specific project proposal before the proposals are formally submitted to ODOT. As the ACTs develop the 150% list recommendations, ACT members participating in the process will provide their perspective about how well the proposals address these criteria. In addition to providing guidance to Region staff as they advise prospective proposers during the pre-proposal consultations, the examples listed under each of the six criteria are intended to assist the ACTs as they conduct their review process and develop their 150% list and 100% list recommendations. Although all criteria are applicable, every example listed under each of the six criteria may not be applicable to every proposal.

Proposers submitting projects that have not been fully developed may not be able to assess potential impacts in the areas of environmental justice, land use, environmental impacts or potential displacement of housing. However, it is important to be aware of these factors if they may be an issue and provide as much information as is known as the proposal is developed.

**1. Economic Development:**

- *Project improves transportation access and mobility for ~~freight, businesses, and~~ workers*
- *Project reduces costs of travel for ~~freight, business, and~~ workers*
- *Project improves the operation, safety, or efficiency of the transportation corridor or system*
- ~~*Project improves travel or designated regionally significant industrial site (defined by SB 246 (2013))*~~
- *Project improves travel times or reliability*
- *Projects helps to sustain or generate long-term and/or living wage jobs*
- ~~*Project serves an industrial site, such as an Oregon certified industrial site (defined by Business Oregon) or a regionally significant industrial area (defined by SB 766 (2011)) or designated regionally significant industrial site (defined by SB 246(2013))*~~
- *Project serves an economically distressed community*
- *Project improves access to jobs*
- *Project supports development, redevelopment*

**2. Social Benefits:**

- *Project supports Policy 4.3 – Creating Communities of the Oregon Transportation Plan: It is the policy of the State of Oregon to increase*

*access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support the use of transportation choices.*

- *Project increases physical activity*
- *Project increases transportation choices*
- *Project assists transportation disadvantaged communities in meeting their transportation needs*
- *Increases awareness of a cultural or natural, historic, scenic feature along a route of travel.*

**3. Environmental Stewardship:**

- *Supports Policy 4.1 – Environmentally Responsible Transportation System of the Oregon Transportation Plan: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*
- *Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy (emission reduction)*
- *Project reduces vehicle miles traveled*

**4. Safety:**

- *Project reduces conflict between modes that use the facility proposed for improvement*
- *Project reduces frequency and severity of fatal and serious injury crashes across modes*

**5. Project Readiness:**

- *Project completed a public approval process*
- *Project completed some technical approval process (e.g. right-of-way complete, survey complete, environmental review (e.g. environmental impact statement) complete)*

**6. Leverage:**

- *Projects with a revenue or timing nexus that allows projects to mutually benefit one another*
- *Additional project funding from public or private sources*
- *In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)*
- *Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment*

**Outcomes:** ODOT Region staff will work with prospective proposers during the pre-proposal consultation process to help ensure that the formally submitted proposals are as complete and thought through as possible. Proposals will be expected to describe how or if they benefit the state’s multimodal transportation system, demonstrate consistency with applicable local and state plans, describe how they address the Modal Attributes and Cross-Modal Criteria developed by the statewide advisory committees and ODOT staff. Addressing the Modal Attributes and Cross-Modal Criteria will help to ensure that the projects enhance the state’s multimodal transportation system, a primary objective of the Enhance program.

The use of the Modal Attributes and Cross Modal Criteria are linked to the STIP considerations and freight prioritization legislation provided in Appendix B and C.

## **Review of Projects by ACTs**

After the pre-proposal consultation process when the project proposals are formally submitted, and a list of eligible proposals is developed, the ACTs will review the eligible proposals based on the Modal Attributes and Cross Modal Criteria outlined above.

**Outcome:** The ACTs will work with the ODOT Region staff to develop the Enhance 150% list.

## **Coordination with Metropolitan Planning Organizations**

There are processes in place to discuss MPO priorities as part of the Enhance proposal review process. These processes are determined by the ACT and MPO within each MPO area and should continue to be utilized. Projects recommended through the Enhance process and within the boundaries of an MPO need to be included in the Metropolitan Transportation Improvement Program (MTIP). In a separate process, the MPO Policy Board approves the final MTIP and then sends it to the Governor for further approval. After these approvals, the MTIP is incorporated into the STIP.

**Outcome:** An informed and engaged MPO staff.

## **Scoping of Projects by ODOT Region Staff in Consultation with Non-ODOT Proposers**

All of the projects on the 150% list of projects will be “scoped” in more detail, meaning that their location, components, costs, and details will be examined more closely to verify estimates and establish the final project scope. In estimating project costs, ODOT

Region staff will conduct the scoping process to meet federal funding standards.

ODOT Region staff will manage the scoping process with assistance from other ODOT staff, as appropriate. ODOT Region staff will also consult and collaborate with the proposers, as needed, to accomplish the detailed scoping. This detailed information will be shared with ACTs to help in narrowing the list to the final Region 100% recommended list.

**Outcome:** ODOT Region staff will complete project scoping in consultation and collaboration with the project proposers.

## **Oregon Transportation Commission Review**

The OTC is anticipated to meet with ACT Chairs during their November workshop to discuss their expectations as the ACTs begin to formulate their recommendations.

**Outcome:** An informed OTC that is provided multiple opportunities to review and comment on the process. This is critical since the OTC must approve the draft and final STIP.

## **Review of Scoped Projects by ACTs**

Information from scoping and from the OTC will be passed back to the ACTs for the next step of reducing the 150% list to a final region-wide recommended 100% list of projects for the STIP.

**Outcome:** The ACTs will work with the ODOT Region staff to develop the recommended list of Enhance projects (i.e. 100% list) for the OTC's review.

## **Development of Draft and Final STIP**

The OTC may review the recommended lists of Enhance projects and consider any apparent gaps in the lists, such as a multimodal focus and statewide goals, policies, and priorities.

ODOT staff will compile the Draft STIP, which will be presented to the OTC and released for public review and comment.

During and after the development of the Draft STIP, there are several more steps that need to occur before the STIP is final. For example, technical steps, such as air quality conformity determinations will be completed where needed. Any further metropolitan area projects from their Transportation Improvement Program are also added. Comments received on the Draft STIP are considered before the STIP is finalized. When these steps are complete, a Final STIP is prepared and released for public

comment.

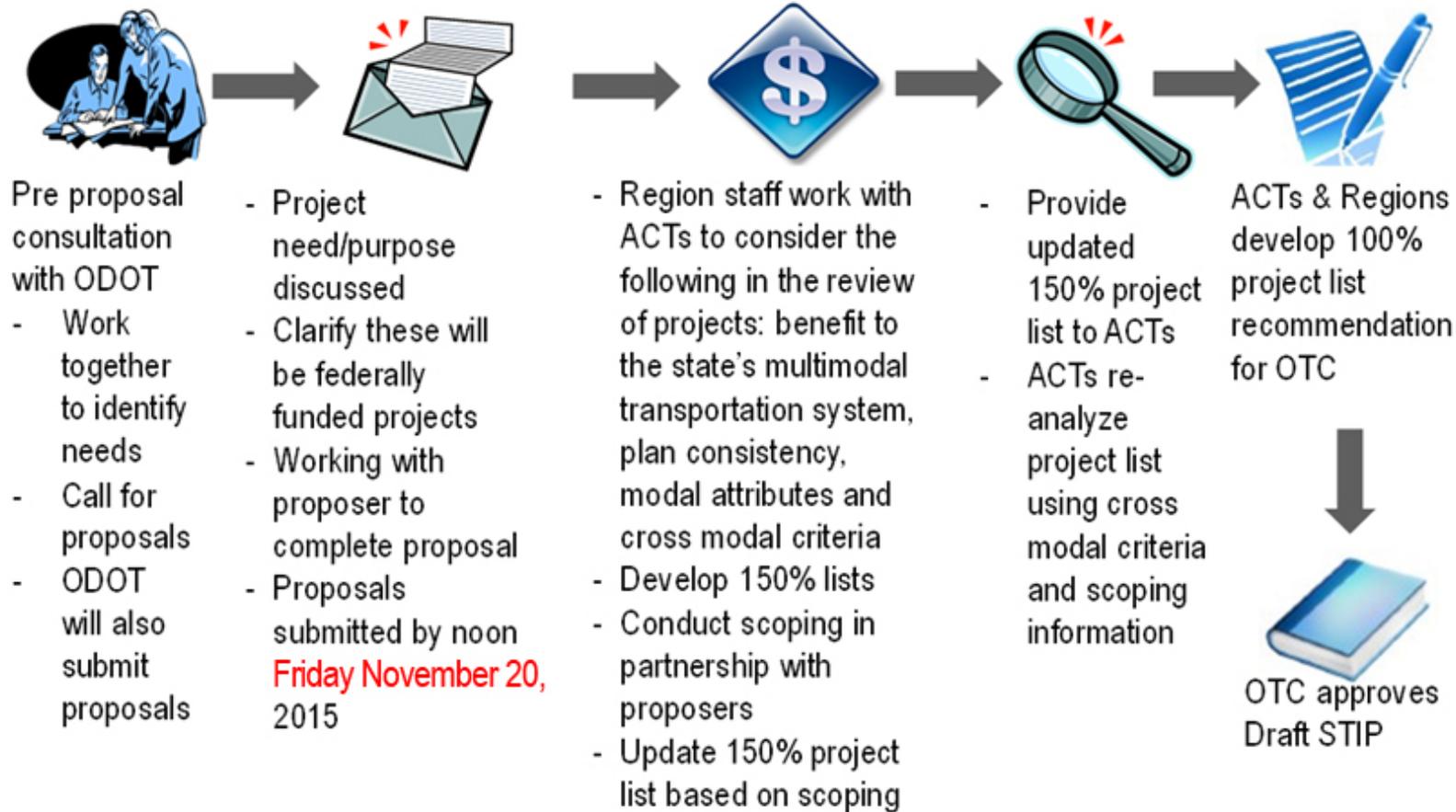
After the public comment period concludes and all comments are received, the Final STIP goes to the OTC for approval. The OTC has the authority to make changes or add conditions to projects.

The final step in the STIP process is federal agencies approval. After the OTC approval, the STIP must receive approvals from the Federal Highway and Federal Transit Administrations. The new STIP is active upon federal approval.

**Outcome:** ODOT staff will develop the Draft and Final STIP; OTC and appropriate federal agencies will approve of the STIP.

Appendix A - Diagram of Process

# Enhance Review Process



## **Appendix B - JTA STIP Considerations**

Jobs and Transportation Act (ORS 184.621)

Selection of projects for Statewide Transportation Improvement Program. The Oregon Transportation Commission shall work with stakeholders to review and update the criteria used to select projects within the Statewide Transportation Improvement Program. When revising the project selection criteria the commission shall consider whether the project:

- (1) Improves the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times within high-congestion corridors.
- (2) Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system.
- (3) Increases the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion.
- (4) Is capable of being implemented to reduce the need for additional highway projects.
- (5) Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the state.
- (6) Supports improvements necessary for this state's economic growth and competitiveness, accessibility to industries and economic development.
- (7) Provides the greatest benefit in relation to project costs.
- (8) Fosters livable communities by demonstrating that the investment does not undermine sustainable urban development.
- (9) Enhances the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity.
- (10) Is consistent with the state's greenhouse gas emissions reduction goals and reduces this state's dependence on foreign oil.

### **Appendix C – Freight Prioritization Legislation**

~~ORS 184.611. This statute addresses prioritization of freight mobility projects and reads “(1) As used in this section, “freight mobility project” means a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets. (2) The Legislative Assembly finds that investment in freight mobility projects will yield a return on the state’s investment in terms of improved economic opportunity and safety. (3) In developing the STIP, the Department of Transportation shall give priority to freight mobility projects that: (a) Are located on identified freight routes of statewide or regional significance; (b) Remove identified barriers to the safe, reliable and efficient movement of goods; and (c) Facilitate public and private investment that creates or sustains jobs.”~~