

March 4, 2004

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 4.b: Draft FY06-09 STIP Project Priorities

**Action Recommended:** Hold Public Hearing. Approve FY06-09 STIP Priorities and Forward to Lane County Board.

### **Issue Summary:**

Every two years the Oregon Transportation Commission (OTC) requests input from MPOs, Area Commissions on Transportation (ACTs), and other groups throughout the state on priorities for funding transportation projects and programs in the Statewide Transportation Improvement Program (STIP). The OTC is currently soliciting input regarding priorities for the use of modernization funds on the state highway system.

### **Background**

At the January and February 2004 meetings, the Metropolitan Policy Committee (MPC) received background materials and potential state highway system STIP project lists from staff. In February, MPC reviewed the initial list of projects eligible for funding in both the FY2006-2009 Development STIP (D-STIP) and the FY2006-2009 Construction STIP (C-STIP). The D-STIP includes projects that require more than four years to develop or for which construction funding needs to be obtained. D-STIP projects receive funding for development milestones such as facility planning, environmental assessment work, right-of-way acquisition, or other pre-construction activities. Projects that can complete the development process and be ready for construction bid within four years or less may be placed directly into the C-STIP. Both D-STIP and C-STIP projects must meet several eligibility criteria, and must address a set of prioritization factors in order to be selected for inclusion in the STIP. (The eligibility criteria and prioritizing factors were included in the January MPC agenda item packet as Attachment 1 to item 5e.)

At the February MPC meeting, MPC directed staff to assess the list of eligible projects against D-STIP and C-STIP prioritization factors and opened a public comment period on the STIP priorities.

## Developing Central Lane MPO C-STIP and D-STIP Priorities

### Preliminary Technical Rankings

After reviewing the eligible projects with MPC in February as sorted into a “Potential D-STIP Projects” list or a “Potential C-STIP Projects” list, staff began the work of assessing each project against the prioritization factors presented in February. Both the C-STIP and D-STIP processes for evaluating priorities are governed by the OTC’s *Project Eligibility Criteria and Prioritization Factors Process Description and Guidance for the 2006-2009 Development STIP and Construction STIP* document. This document was included in the January 2004 MPC packet as Attachment 1 to item 5e.

The prioritization factors specified by the OTC for C-STIP modernization projects are:

- Project Readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated)
- Projects that best support the policies of the Oregon Highway Plan
- Projects that leverage other funds and public benefits
- Class 1 and Class 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI)

The OTC guidance also states that “ACTs, MPOs and regional or statewide advisory groups may use additional criteria to select and rank projects provided the criteria are consistent with the project eligibility criteria and prioritization factors adopted by the OTC.” As discussed in February, for the prioritization of potential C-STIP modernization projects staff recommends that the Central Lane MPO utilize an additional set of factors considering consistency with the adopted Central Lane RTP policy set. Each project’s support of the four RTP policy categories would be considered individually.

Staff recommended that the potential D-STIP projects be prioritized using OTC’s recommended prioritization factors.

Additional description and discussion of all of the OTC and local C-STIP and D-STIP prioritization factors was included in both the January and February 2004 MPC packets.

TPC staff, in consultation with a consultant, rated each project’s “performance” on each of the prioritization factors as either:

- “Not supporting/not meeting” (indicated by a blank cell on the matrix)
- “Supporting/meeting” (indicated by a “+” on the matrix)
- “Strongly supporting/meeting” (indicated by a “++”)

Staff then assessed the overall performance of each project across all of the prioritization factors by adding up the plus signs, and ranked the projects accordingly. The prioritization analysis and the resulting rankings are shown in Attachments 1 and 2<sup>i</sup>. Attachment 3 shows the analysis detail for the C-STIP prioritization factors related to the OHP policies and the RTP Transportation System Improvement (TSI) policies.

### Public Involvement

Staff conducted an extensive public outreach program as part of the development of the Central Lane MPO priorities for the FY2006-2009 STIP. The primary outreach activities included:

- E-mail notices were sent to a distribution list of interested parties maintained by the MPO.
- A STIP web site was set up and maintained with current materials showing the development of the priorities and inviting public comment.
- A public workshop was scheduled and advertised in the Register-Guard.

Approximately 14 citizens attended the informal drop-in public workshop on February, with most staying at least 30 minutes and engaging the staff in discussion on the STIP priorities. In addition to extensive materials related to the development of the proposed STIP priorities, staff provided comment forms and other ways to encourage public comment. The only written comment received during the workshop came from one citizen who filled in the blank D-STIP and C-STIP “Now Tell Us How You Would Rank the Projects” forms provided by staff. These two forms are included with this memo as Attachments 4 and 5.

Subsequent to the public workshop, one additional written comment was submitted prior to the mailing date of this packet. That letter is included as attachment 6.

### 2003 Oregon Transportation Investment Act (OTIA III) Funding Priorities

In the February MPC memo on STIP priorities, staff noted that:

Although the funding levels for both C-STIP and D-STIP modernization projects are expected to be very modest, the next round of funding from the Oregon Transportation Investment Act (OTIA) is anticipated to provide a larger source of funds for modernization projects. Projects on the MPC priority list that are not selected for STIP funding could be proposed for OTIA funding at the appropriate time.

Until just recently, the timing of the OTIA funding priority-setting process was unknown. On February 27, staff was informed by ODOT that the priorities for one portion of the OTIA III funding package would be determined using the same schedule as the STIP

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<sup>i</sup> Please note that one additional project was added to the *Potential C-STIP Projects* list subsequent to the February MPC meeting and after the public workshop. Springfield staff requested the addition of the I-5/Beltline project (Environmental Assessment Phase 1 reconstruction and right-of-way purchase for EA Phases 1 and 2) to the “Greater than \$20 million” project category.

priorities. Please see Attachment 7 for additional details on the OTIA III funding allocations and schedules.

The funding in question is \$100 million (statewide) of modernization funding that will go to projects based on what is known as the regional equity split. This means that the \$100 million is divided across the five ODOT regions in the same manner that STIP highway modernization funding is divided (using a formula that considers relative population, highway miles and other factors), and then each region recommends priorities for spending their share. The Central Lane MPO is part of ODOT Region 2, which covers all of northwest Oregon from Astoria to Eugene, with the exception of the Portland metropolitan area. As a result, at the same time that the Central Lane MPO is currently determining local priorities to propose for a share of the approximately \$10 million in FY06-09 STIP modernization funding available for all of Region 2, the MPO must now also propose local priorities for sharing in approximately \$29 million of additional OTIA III modernization funding for a total of \$39 million. Both the STIP and OTIA III priorities will be discussed at a Region 2 all-region meeting on April 22. It is anticipated that the Region's top priorities will be determined at that meeting and forwarded to the OTC.

Project selection for the \$100 million of OTIA III "equitable distribution" modernization funding is subject to the same eligibility and prioritization factors as used in the current STIP priority-setting exercise, plus three additional factors. To be eligible for funding from this OTIA III source, projects must have a minimum 25 percent local match contribution, subject to a means test. ODOT has stated that the local match could include, but is not limited to, financial participation, right-of-way donation, jurisdictional transfer or other actions that would benefit ODOT or the state highway system. Two additional factors will be considered when determining priorities for this funding source: projects must be "ready for construction" and additional match over 25 percent will be a ranking factor.

Attachment 8 provides the definition of "ready for construction" and additional information related to this prioritization factor. It must be noted that ODOT has requested that this factor be considered when forwarding priorities to the April 22 Region 2 meeting and beyond, yet the rule-making process for defining "ready for construction" is still in progress and is not scheduled to result in OTC's adoption of a rule until June 2004. A public comment period on the proposed rule is scheduled to run from March 22 to May 21.

Similarly, the final decision on use of the 25 percent match requirement is still pending. ODOT has noted that the League of Oregon Cities, the Association of Oregon Counties and the Local Officials Advisory Committee, among others, have raised concerns about this requirement. ODOT has indicated that the Oregon Transportation Commission will consider a decision on this topic in April, "after the Area Commissions on Transportation have had an opportunity to comment."

TPC staff have discussed this late development regarding setting priorities for OTIA III equitable distribution funding and feel that MPC should consider, approve and forward project priorities for this funding source alongside the MPO's D-STIP and C-STIP project priorities. Fortunately, the process used for consideration of the D-STIP and C-STIP priorities also included all projects in the MPO that would be eligible for the OTIA III funding. And since the prioritization factors are largely the same for both funding sources, much of the work of determining priorities for OTIA III funding has been accomplished.

### **Recommended Central Lane FY2006-09 D-STIP & C-STIP and OTIA III Modernization Priorities**

As shown on Attachment 1, three potential D-STIP projects ranked higher than the other projects on the list. The Beltline Highway (River Road to Coburg Road) Facility Plan Study and the Interstate 5 Interchange Study – Refinement Plan Completion are both on the financially constrained RTP roadway projects capital investment list. The third project, the Interstate 5 at Coburg Interchange Environmental Assessment, was not in the MPO boundary at the time of the last update of the RTP. This project is now within the MPO boundary, is consistent with the RTP's policies, and is included in the Coburg Transportation System Plan (TSP). All three of the projects are intended to achieve identifiable D-STIP milestones. The three projects also cover a range of funding levels, and therefore allow the MPO to compete for Region 2 D-STIP funding at both the "small project" and the "large project" level. TPC unanimously recommends these three projects as the MPO's highest priorities for D-STIP funding.

Attachment 2 shows the highest-ranking C-STIP and OTIA III priorities as determined by the analysis. Due to the limited availability of STIP funds, staff recommends forwarding the two highest-ranked projects in the "Under \$10 Million" category for potential STIP modernization funding. The *6<sup>th</sup> & 7<sup>th</sup> Avenue Intersections* project is on the financially constrained RTP roadway projects capital investment list. The *W. 11<sup>th</sup> Ave.* project is on the RTP "Future" projects list. Should the *W. 11<sup>th</sup> Ave.* project be selected for FY06-09 C-STIP funding, the RTP would need to be amended to place the project on the financially constrained projects list. Again, these two projects present different funding-level requirements (approximately \$0.5 million and \$4.5 million, respectively), and thus allow the MPO to compete for funding at the Region 2 level with both a lower-cost and a somewhat higher cost project on the table. TPC unanimously recommends these two projects as the MPO's highest priorities for C-STIP funding.

The third project in the low cost category that was ranked as a "High" priority (the Beltline/Coburg Road interchange project) has already been identified as a high priority by ODOT and the OTC. The project was actually programmed and funded for \$4.1 million) in the FY2004-2007 STIP, but was "bumped," or de-funded, just prior to adoption of the FY2004-07 STIP by OTC. According to minutes of the November 17 2003 OTC meeting (emphasis added), "Commissioner Achterman commented it was important to note that several projects, three in particular, were bumped from this STIP in order to continue the Willamette Valley Rail Project. However, ODOT has given those

communities assurance that it will do everything it can to get the back projects back on. It all depends on federal funding levels." Staff recommends that this project be forwarded as one of the MPO's highest priorities, but with the notation that the project has already advanced through the MPO's, County's, ODOT Region 2's, ODOT's and OTC's previous C-STIP priority process and was identified as a high priority. Given OTC's assurance, this project should not have to again compete for priority, and it should be funded in the FY2006-2009 C-STIP without detracting from the other funding decisions to be made during that process.

Five projects are listed in the two higher cost categories shown on Attachment 2. All of these projects were considered for possible OTIA III funding. Three projects ranked higher than the other two. Of these three projects, both the *WEP Units 2-A & 2-B* project and the *I-5/Beltline* project are on the financially constrained RTP roadway projects capital investment list. The third project (*Beltline Highway, Stage 3*) is not on the RTP's financially constrained project list. TPC unanimously recommends these two projects as the MPO's highest priorities for OTIA III funding.

**Attachments:**

- Attachment 1 – Potential ODOT D-STIP Modernization Projects
- Attachment 2 – Potential ODOT C-STIP Modernization Projects
- Attachment 3 – C-STIP Prioritization Factor Analysis Detail for OHP and RTP-TSI Policies
- Attachment 4 – Citizen-submitted Comments on D-STIP Priorities
- Attachment 5 – Citizen-submitted Comments on C-STIP Priorities
- Attachment 6 – Testimony from Rob Zako, 1000 Friends of Oregon
- Attachment 7 – Memo from Bruce Warner, ODOT Director, to the Local Officials Advisory Committee re: 2003 Oregon Transportation Investment Act (HB 2041) Modernization Project Selection
- Attachment 8 – Definition and Rulemaking Timeline for "Ready for Construction"

# POTENTIAL D-STIP PROJECTS

PROJECT NAME	LIMITS	CONSTRUCTION PROJECT DESCRIPTION	DEVELOPMENT PROJECT DESCRIPTION	ESTIMATED DEVELOPMENT PROJECT COST	COMMENTS	MAP KEY #	D-STIP ELIGIBILITY CRITERIA			D-STIP PRIORITIZATION FACTORS					Total Number of Plus Marks	DRAFT CENTRAL LANE MPO STAFF PRIORITY FOR FY06-09 D-STIP FUNDING
							Supports OTC definition of D-STIP	Addresses need in TSP or statewide or federal project	Funding adequate to complete the identified milestone	Level of work is appropriate to achieve developmental milestone	Supports OHP Policies	One or more development milestones already completed	Funding identified for construction	Leverages other funds and public benefits		
Beltline Highway	River Road to Coburg Road	Widen to 6 lanes	Facility Plan Study	\$2,000,000	Facility Plan Study is on constrained list in TransPlan.	D12	Y	Y	Y	++	+			+	4	HIGH
Interstate 5 Interchange Study	Willamette River to 30th Avenue	Facility Plan Study to determine needed improvements	Refinement Plan Completion	\$750,000	This study is on the TransPlan constrained list. It would address the interchanges and on-off ramps at Franklin, Glenwood and 30th Avenue.	D4, D5, D6	Y	Y	Y	++	+			+	4	HIGH
Interstate 5	At Coburg interchange	Reconstruct interchange	Environmental Assessment	\$300,000	This project is not in TransPlan but is now within the TMA boundary and is in the Coburg TSP. An interchange refinement plan has been developed.	D7	Y	Y	Y	+	+	++			4	HIGH
Eugene-Springfield Highway (126)	at Q Street/Pioneer Parkway	Interchange improvements	Environmental Assessment	\$500,000	Project is on future list in TransPlan, with corridor study (I-5 to Main St.) on constrained list.	D12	Y	Y	Y	+	+			+	3	MEDIUM
Eugene-Springfield Highway (126)	at Main Street	New interchange to replace at-grade signalized intersection	Environmental Assessment	\$500,000	Project is on future list in TransPlan. A planning-level analysis is included in current study of Eugene-Springfield Highway from 42nd St. to Main St.	D2	Y	Y	Y	+	+			+	3	MEDIUM
Franklin Blvd.	Jenkins Dr. to Mill Street	Urban standards improvements	Environmental Assessment	\$200,000	Project is on future list in TransPlan. Recent planning work completed as part of nodal development planning in Glenwood.	D13	Y	Y	Y	+	+			+	3	MEDIUM
Interstate 5	at Franklin Blvd. and Glenwood Interchange	Construct new interchange	Environmental Impact Statement	\$2,250,000	Project is on future list in TransPlan. Project is under consideration in conjunction with Willamette River bridge replacement project. I-5 interchange study is on TransPlan constrained list.	D5, D6	Y	Y	Y	+	+			+	3	MEDIUM
Eugene-Springfield Highway (126)	at 52nd Street	New interchange to replace at-grade signalized intersection	Environmental Assessment	\$500,000	Project is on future list in TransPlan. A planning-level analysis is included in current study of Eugene-Springfield Highway from 42nd St. to Main St.	D3	Y	Y	Y	+	+			+	3	MEDIUM
Eugene-Springfield Highway (126)	I-5 to Mohawk	Widen to 6 lanes	Environmental Assessment	TBD	Project is on future list in TransPlan, with corridor study (I-5 to Main St.) on constrained list.	D9	Y	Y	TBD		+				1	LOW
Interstate 5	at 30th/McVay Highway	Reconstruct interchange	Development Work Reflected by I-5 Interchange Study Shown Above	NA	Project is on future list in TransPlan. I-5 interchange study is on TransPlan constrained list.	D4, D5, D6	NA	NA	NA	NA	NA	NA	NA	NA		
Beltline Highway	River Road to Delta	Widen to 6 lanes	Development Work Reflected by Beltline Study Shown Above	NA	Project is on future list in TransPlan, with facility planning study on constrained list.	Part of D12	NA	NA	NA	NA	NA	NA	NA	NA		
Interstate 5	I-105 to Highway 58	Widen to 6 lanes	Further Development Work Not Needed at this Time	NA	Project is on future list in TransPlan.	D10	NA	NA	NA	NA	NA	NA	NA	NA		
Interstate 105	Delta Highway to Coburg Road	Widen to 6 lanes	Further Development Work Not Needed at this Time	NA	Project is on future list in TransPlan.	D11	NA	NA	NA	NA	NA	NA	NA	NA		
Interstate 105	Coburg Road to Interstate 5	Widen to 6 lanes	Further Development Work Not Needed at this Time	NA	Project is on future list in TransPlan.	D8	NA	NA	NA	NA	NA	NA	NA	NA		

# POTENTIAL C-STIP PROJECTS

COST RANGE	PROJECT	LIMITS	DESCRIPTION	MAP KEY #	C-STIP PRIORITIZATION FACTORS				ADDITIONAL CENTRAL LANE MPO PRIORITIZATION FACTORS				Total Number of Plus Marks	DRAFT CENTRAL LANE MPO STAFF PRIORITY FOR FY06-09 C-STIP HIGHWAY MODERNIZATION FUNDING
					Readiness: Project is achievable by FY06-09	Supports OHP Policies	Leverages other funds and projects	Environmental Milestones Already Complete	Supports Central Lane MPO RTP Land Use Policies	Supports Central Lane MPO RTP Transportation Demand Management Policies	Supports Central Lane MPO RTP Transportation System Improvement Policies	Supports Central Lane MPO RTP Finance Policies.		
OVER \$20 MILLION	I-5/Beltline	I-5 to Gateway/Beltline	Environmental Assessment Phase 1 Reconstruction and Right-of-Way Purchase for EA Phases 1 & 2	C13	++	++	+	+			++	+	9	(Large project--consider for OTIA funding)
	WEP Unit 1-B	Garfield to Seneca	New 4-lane arterial	C3	++	++		+			++	+	8	(Large project--consider for OTIA funding)
	WEP Units 2-A & 2-B	W. 11th to Beltline	New 4-lane arterial	C4	++	++	+	+			++	+	9	(Large project--consider for OTIA funding)
\$10 MILLION to \$20 MILLION	Beltline Highway, Stage 3	Roosevelt to W. 11th	Widen to 4 lanes.	C5	+	++	+	++			++	+	9	(Large project--consider for OTIA funding)
	Franklin Blvd.	Jenkins Dr. to Mill Street	Urban standards improvements and intersection improvements.	C7	+	++	+		+		++	+	8	(Large project--consider for OTIA funding)
UNDER \$10 MILLION	6th & 7th Avenue Intersections	Garfield to Washington	Intersection improvements for traffic capacity and operations	C1	++	++			+		+	+	7	HIGH
	W. 11th Ave. (126)	Green Hill Rd. to Terry St.	Widen to 4 lanes	C12	+	++	+		+		++	+	8	HIGH
	Beltline-Coburg Interchange	Beltline Highway at Coburg Road	Improve interchange to provide adequate storage	C14	++	++			+		+	+	7	HIGH
	N. 42nd Street	Marcola Road to Weyerhauser RR tracks (City Street)	Upgrade to urban standards	C6	++	+	+		+		++		7	HIGH (Consider for OTIA funding)
	Highway 99 North	Garfield to Roosevelt	Urban standards improvements	C8	+	+	+		+		+		5	LOW
	Interstate 105	Washington Jefferson Bridge, southbound	Add lane to 6th Avenue off-ramp	C9	+	+			+		+	+	5	LOW
	Interstate 105	Washington Jefferson Bridge	Add NB lane from 6th to Delta Hwy.	C10	+	+			+		+	+	5	LOW
	Jasper Road	42nd to JR Extension	Upgrade to urban standards	C11	+	+	+		+		+		5	LOW
	McVay Highway	I-5 to Franklin	Upgrade to urban standards	C2	+	+	+		+		+		5	LOW

TDM Policies Not Directly Applicable to These Modernization Projects. ODOT Contributes Money to Local TDM Programs From Other Funding Sources

# C-STIP PRIORITIZATION FACTOR ANALYSIS DETAIL FOR OHP RTP-TSI POLICIES

Project	Limits	Description	OHP Policies																	RTP TSI Policies												
			1A	1B	1C	1D	1F	1G	2A	2B	2C	2E	2F	2G	3A	3B	3C	4A	4B	4C	4D	4E	5A	OHP #	TSI-SW	TSI-R	TSI-T	TSI-B	TSI-P	TSI-GM	TSI-OM	TSI #
I-5/Beltline	I-5 to Gateway/Beltline	Environmental Assessment Phase 1 Reconstruction and Right-of-Way Purchase for EA Phases 1 & 2	+	+	+		++	+		+				+		+	+	+	+					13	++	++	+	+	+	+		8
WEP Unit 1-B	Garfield to Seneca	New 4-lane arterial	+	+	+		++	+						+	+	+	+		+	+				12	++	++	+	+	+	+		8
WEP Units 2-A & 2-B	W. 11th to Beltline	New 4-lane arterial	+	+	+		++	+						+		+	+		+	+				11	++	++	+	++	+	+		9
Beltline Highway, Stage 3	Roosevelt to W. 11th	Widen to 4 lanes, etc.	+	+			++	+						+		+		+	+					9	+	++	+	+	+	+		7
Beltline-Coburg Interchange	Beltline Highway at Coburg Road	Improve interchange to provide adequate storage	+	+			++	+						+		+		+	+					10	++	++	+			+		6
Franklin Blvd.	Jenkins Dr. to Mill Street	Urban standards improvements	+	+			+	+						+		+	+		+	+				9	+	+	+	++	+	+		7
6th-7th Avenues	Garfield to Washington	Intersection improvements for traffic capacity and operations	+	+	+		++	+						+		+		+						9	++	++	+			+		6
N. 42nd Street	Marcola Road to Weyerhauser RR tracks	Upgrade to urban standards		+				+		+				+		+		+						7	++	+	+	++	+			7
Highway 99 North	Garfield to Roosevelt	Urban standards improvements	+	+				+						+		+	+		+	+				8	+	+	+	+	+	+		6
Interstate 105	Washington Jefferson Bridge	Add SB lane from 1st to 6th	+	+	+		++	+						+				+						8	+	++	+			+		5
Interstate 105	Washington Jefferson Bridge	Add NB lane from 6th to Delta Hwy.	+	+	+		++	+						+				+						8	+	++	+			+		5
Jasper Road	42nd to JR Extension	Upgrade to urban standards		+				+						+		+			+					5	+	+	+	+	+			5
McVay Highway	I-5 to Franklin	Upgrade to urban standards		+				+						+		+			+					5	+	+	+	++	+			6
W. 11th Ave. (126)	Green Hill Rd. to Terry St.	Widen to 4 lanes	+	+	+		++	+						+		+	+		+	+				11	+	++	+	+	+	+		7

**This sheet shows in detail which OHP Policies and RTP-TSI Policies each project supports.**

A + sign indicates support for the policy. A ++ sign indicates strong support for that policy.

Projects with 9 to 12 plus marks for OHP policies receive a ++ mark on the overall ranking sheet.

Projects with 5 to 8 plus marks for OHP policies receive a + mark on the overall ranking sheet.

Projects with 7 to 9 plus marks for RTP-TSI policies receive a ++ mark on the overall ranking sheet.

Projects with 5 or 6 plus marks for RTP-TSI policies receive a + mark on the overall ranking sheet.



# POTENTIAL C-STIP PROJECTS

## C-STIP PROJECTS

# NOW TELL US WHAT YOUR PRIORITIES ARE

COST RANGE	PROJECT	LIMITS	DESCRIPTION	MAP KEY #	PRIORITY
OVER \$20 MILLION	WEP Unit 1-B	Garfield to Seneca	New 4-lane arterial	C3	<del>None</del> None
	WEP Units 2-A & 2-B	W. 11th to Bellline	New 4-lane arterial	C4	Very Low
\$10 MILLION to \$20 MILLION	Bellline Highway, Stage 3	Roosevelt to W. 11th	Widen to 4 lanes.	C5	Low
	Franklin Blvd.	Jenkins Dr. to Mill Street	Urban standards improvements and intersection improvements.	C7	3-8 * BLOODY * REP * HOT
UNDER \$10 MILLION	6th & 7th Avenue Intersections	Garfield to Washington	Intersection improvements for traffic capacity and operations	C1	Medium Low
	W. 11th Ave. (126)	Green Hill Rd. to Terry St.	Widen to 4 lanes	C12	None
	N. 42nd Street	Marcola Road to Weyershauser RR tracks (City Street)	Upgrade to urban standards	C6	WARM
	Highway 99 North	Garfield to Roosevelt	Urban standards improvements	C8	COLD
	Interstate 105	Washington Jefferson Bridge, southbound	Add lane to 6th Avenue off-ramp	C9	MED LOW
	Interstate 105	Washington Jefferson Bridge	Add NB lane from 6th to Delta Hwy.	C10	Low
	Jasper Road	42nd to JR Extension	Upgrade to urban standards	C11	(WARM) (WILL GET HOT IF JASPER RD EXT. STAYS SLOW.)
	McVay Highway	I-5 to Franklin	Upgrade to urban standards	<del>C2</del> C2	<del>None</del> Hot



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**Date:** March 3, 2004

**From:** Rob Zako, Transportation Advocate

**To:** Metropolitan Policy Committee

**Re:** Draft 2006–2009 STIP Priorities

Dear Metropolitan Policy Committee,

Thank you for this opportunity to comment on the Draft 2006–2009 STIP priorities.

I really don't have much to say, except that many of the projects you would like to see funded are on the TransPlan "Future" (Beyond 20 Years) list. As such, these projects really aren't eligible for funding. Aside from a handful of small projects, there are only two significant projects that are on the TransPlan "Financially-Constrained" list, and thus eligible for funding: the I-5/Beltline interchange and the West Eugene Parkway (WEP).

I don't think it is necessary for me to point out that when Eugene, Springfield, Lane County and LTD adopted the July 2002 amendments to TransPlan, which are now acknowledged or in the process of being acknowledged, they made a policy decision to favor two large projects over a larger number of small- and medium-sized projects. These smaller projects included improvements to West 11<sup>th</sup>, Beltline, and elsewhere.

Given the current funding realities, it will be interesting to see the effect of this policy decision.

Sincerely,

A handwritten signature in cursive script that reads "Rob Zako".

Rob Zako

Transportation Advocate

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# Oregon

Theodore R. Kulongoski, Governor

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**DATE:** February 26, 2004

**TO:** Local Officials Advisory Committee

File Code:

**FROM:** Bruce A. Warner  
Director

**SUBJECT:** 2003 Oregon Transportation Investment Act (HB 2041)  
Modernization Project Selection

I indicated last August that the modernization program would come later as part of the development of the 2006-2009 STIP. In the short term, our focus would be on implementation of the OTIA III bridge program.

It is time to turn our attention to the modernization program now that ODOT has entered into negotiations with a program management firm and the OTC will gavel down on selection of local bridges.

### **2006-2009 Modernization Program Elements**

We need to clarify the segments of the OTIA III modernization program. The OTIA III modernization program for 2006-2009 has three parts:

- \$100 million – Modernization bond proceeds for freight mobility, industrial access and job creation.
- \$200 million – Modernization bond proceeds for projects. For purposes of building the draft STIP, this portion of the bond proceeds are further allocated based on direction from the OTC:
  - \$100 million will go to projects based on the regional equity split.
  - \$100 million will be devoted to projects of statewide significance.
- \$200 million – Federal advanced construction reserved for OTC-requested federal earmarks.

The traditional state modernization program will continue as well, albeit at a lower level after bonds are issued. For 2006-2009, it amounts to \$134.9 million (\$46 million – 2006; \$54.3 million – 2007; and, \$17.3 million each for 2008 and 2009). Recall that about half of the state modernization funds (\$25 million per year) will be used in 2008 and thereafter to meet the debt service requirements for the OTIA III modernization bonds.

## **2006-2009 Development Responsibilities**

### **Equitable Distribution**

The portion of the modernization program that is subject to regional equity will be developed following the STIP stakeholder guidelines that were adopted by the OTC. The regional targets for the modernization program will be updated to reflect the \$100 million of modernization bond proceeds available for 2008 and 2009. The table below focuses on 2008 and 2009; more detailed information is in the first attachment.

	2008 & 2009 Combined		
	Current*	OTIA III**	Total
Region 1	\$13.25	\$38.30	\$51.55
Region 2	\$10.09	\$29.16	\$39.25
Region 3	\$5.15	\$14.87	\$20.02
Region 4	\$3.48	\$10.07	\$13.55
Region 5	\$2.63	\$7.60	\$10.23
Total	\$34.60	\$100.00	\$134.60

\* Project selection subject to STIP Stakeholder criteria

\*\* Project selection subject to STIP Stakeholder criteria plus “Ready for Construction” and OTC’s criteria for match and leverage

The regional targets for the developmental STIP and accelerated project readiness are not changed.

ODOT regions and Area Commissions on Transportation will develop project recommendations by May 2004 as shown in the 2006-2009 STIP Development Timeline.

## **Freight Mobility, Industrial Access, and Job Creation**

There are three different sources of project recommendations for the \$100 million set aside for these purposes in HB 2041:

- The Freight Advisory Committee will present its project recommendations to the OTC in April 2004. Area Commissions on Transportation will provide their comments on the committee's recommendations by March 1.
- The Governors Economic Revitalization Team (GERT) is prioritizing industrial sites that can be made "shovel ready" for development. The GERT and ODOT staff will identify the transportation improvements needed to support these sites. The GERT's will have the needed transportation investments identified by March 15, 2004
- The Oregon Community and Economic Development Department is prioritizing job creation opportunities. ODOT staff will work with OCEDD to identify the transportation improvements needed to support these sites by April 15, 2004.

## **Projects of Statewide Significance**

The OTC adopted a list of projects of statewide significance in May 2002. These projects are listed below:

- I-5 Columbia River Crossing (Portland / Vancouver)
- Sunrise Corridor (I-205 to U.S. 26)
- I-5 to Highway 99W (Tualatin – Sherwood Bypass)
- I-205 (Columbia River to I-5)
- I-405 Loop
- Newberg-Dundee Transportation Improvement Project
- Highway 20 (Pioneer Mtn. to Eddyville)
- Highway 62 units 2 & 3 (Medford)

ODOT staff has been working to advance these projects to construction.

## **Federal Advanced Construction**

The OTC approved a list of federal earmark requests. These projects (see below) will have first call on the A/C money. However, A/C money may also be used to move projects of statewide significance along.

- Highway 217 (Tualatin Valley Highway to U.S. 26)
- I-5: Fern Valley Interchange

- U.S. 97 (Modoc Point to Algoma)
- U.S. 97 Redmond Bypass
- I-5 (Delta Park to Lombard)
- I-5 Beltline Interchange
- I-5 Winchester Interchange/Bridge
- US 20 (Pioneer Mtn. to Eddyville)
- Emergency Bridge Repair / Replacement

ODOT staff has also been working to advance these projects to construction.

### **2006-2009 Modernization Program Recommendation**

Each of these processes (equitable distribution, freight mobility, etc.) will result in a priority list of projects by May 2004. ODOT will meld these lists into a staff recommendation to the OTC during June 2004. The staff recommendation will be a step in preparing the Draft 2006–2009 STIP for public review and comment.

Please note the requirements that are unique to OTIA III. These include:

- Local match and leverage
- Ready for construction (Advanced Construction and modernization bond proceeds except for freight mobility, industrial access and job creation opportunities)

The steps that I have outlined above require a few adjustments to the 2006-2009 STIP Development Outline (see attached timeline).

## Statewide Transportation Improvement Program State Modernization Program Target Levels

	Adopted program target levels				OTIA III Bond Proceeds	Combined
	2006*	2007*	2008	2009	2008-2009 OTIA III	2006-2009
<b>Modernization</b>	\$46.0	\$54.3	\$17.3	\$17.3	\$100.0	\$234.9
IOF	\$3.5	\$3.5	\$3.5	\$3.5	-	\$14.0
Modernization Debt Service (LSN)	\$3.2	\$3.2	\$3.2	\$3.2	-	\$12.8
Development STIP/Accl Proj Read	\$0.0	\$0.0	\$1.3	\$1.3	-	\$2.5
Statewide Significant/Protective ROW	\$0.0	\$0.0	\$1.3	\$1.3	-	\$2.5
<b>Modernization Total</b>	<b>\$52.7</b>	<b>\$61.0</b>	<b>\$26.5</b>	<b>\$26.5</b>	<b>\$100.0</b>	<b>\$266.7</b>

### MODERNIZATION

Region	2006 Actuals	2007 Actuals	Equity Split for 2008 -2009	2008 Targets	2009 Targets	OTIA III Targets
1	\$18,560	\$18,560	38.30%	\$6,626	\$6,626	\$38,300
2	\$16,310	\$18,410	29.16%	\$5,045	\$5,045	\$29,160
3	\$3,240	\$7,262	14.87%	\$2,572	\$2,572	\$14,870
4	\$3,971	\$6,429	10.07%	\$1,742	\$1,742	\$10,070
5	\$3,925	\$3,595	7.60%	\$1,315	\$1,315	\$7,600
<b>Total</b>	<b>\$46,006</b>	<b>\$54,256</b>	<b>100%</b>	<b>\$17,300</b>	<b>\$17,300</b>	<b>\$100,000</b>

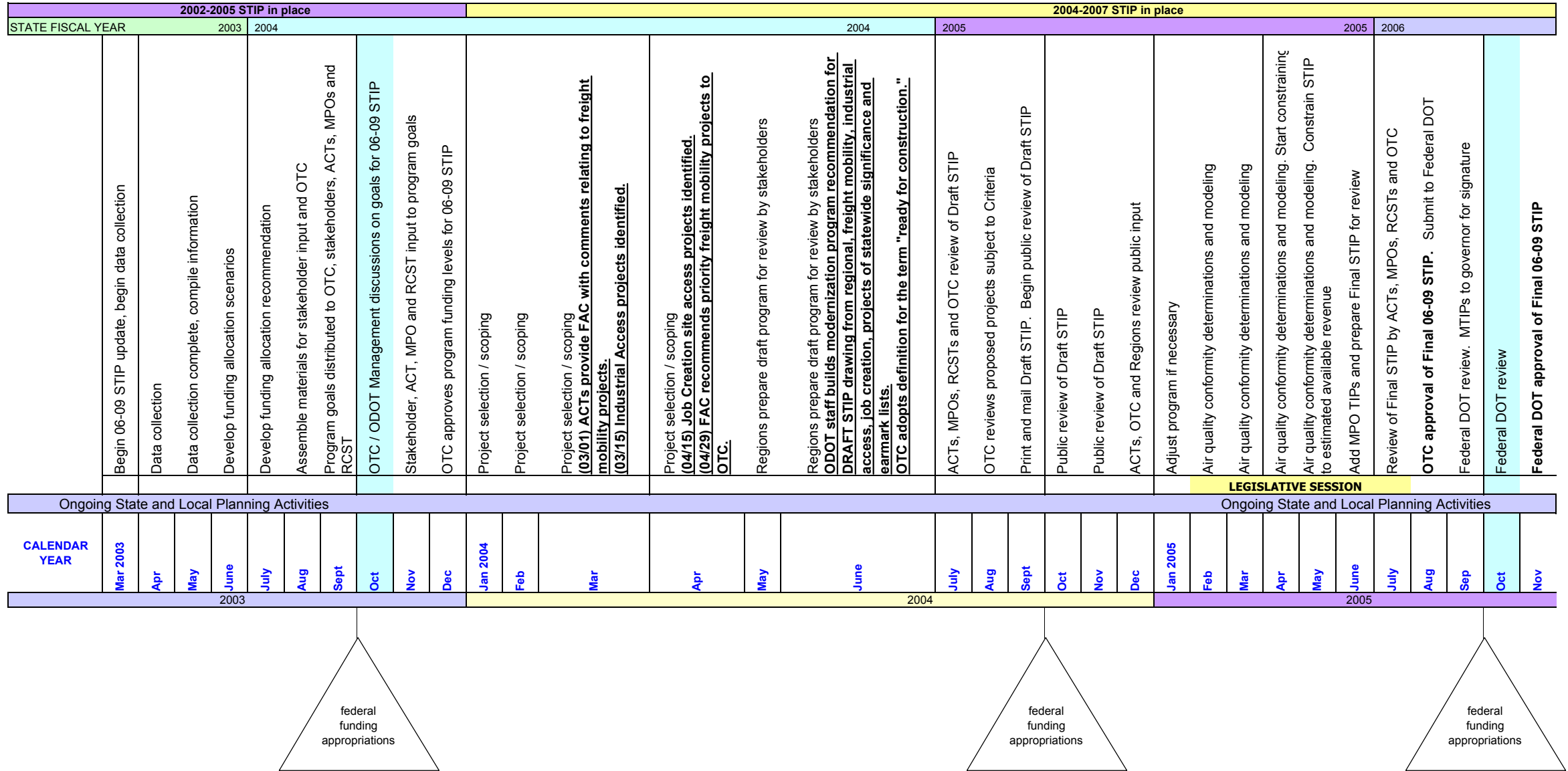
### DEVELOPMENT STIP/ACCELERATED PROJECT READINESS

Region	Equity Split for 2008 -2009	2008 Targets	2009 Targets
1	38.30%	\$478	\$478
2	29.16%	\$365	\$365
3	14.87%	\$186	\$186
4	10.07%	\$126	\$126
5	7.60%	\$95	\$95
<b>Total</b>	<b>100%</b>	<b>\$1,250</b>	<b>\$1,250</b>

OTIA III  
PROGRAMS, CRITERIA, RESPONSIBILITY

PART	AMOUNT	CRITERIA	PRIMARY RESPONSIBILITY
State Bridge	\$1.3 Billion	<ul style="list-style-type: none"> <li>• Bridge Strategy</li> <li>• 2006-2009 STIP Criteria</li> </ul>	<ul style="list-style-type: none"> <li>• OTC w/ consultation from Bridge Oversight Committee and ACTs</li> </ul>
Local Bridge	\$300 Million	<ul style="list-style-type: none"> <li>• HBRR Criteria—OTC approved</li> <li>• Timeline and standards</li> </ul>	<ul style="list-style-type: none"> <li>• HBRR Committee</li> <li>• Doug Tindall (Interim Lead)</li> </ul>
Local Operations and Maintenance	\$371 Million	<ul style="list-style-type: none"> <li>• Locally determined for local operations</li> </ul>	<ul style="list-style-type: none"> <li>• Local Responsibility</li> </ul>
Modernization: 1. Advance Construction	\$200 Million	<ul style="list-style-type: none"> <li>• Federal Earmarks</li> <li>• Ready for Construction</li> </ul>	<ul style="list-style-type: none"> <li>• OTC w/consultation from ACTs &amp; MPOs</li> </ul>
2. Other Modernization	\$200 Million  Split between statewide and regional projects is only a starting point.	<ul style="list-style-type: none"> <li>• 2006-2009 STIP Criteria</li> <li>• Ready for Construction</li> <li>• Local match criteria</li> <li>• \$100M - regional projects</li> <li>• \$100M - large statewide projects</li> </ul>	<ul style="list-style-type: none"> <li>• OTC w/consultation from ACTs &amp; MPOs</li> </ul>
3. a. Freight b. Industrial Lands c. Job Creation	\$100 Million  No target to subdivide	<ul style="list-style-type: none"> <li>• Criteria differs <ul style="list-style-type: none"> <li>a. Freight Advisory Committee</li> <li>b. GERT/OECDD and Governor</li> <li>c. Governor</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• OTC w/consultation from FAC, GERT, OECDD and Governor</li> </ul>
4. State Modernization Program (STIP)	\$50 +/- million before 2008. \$25 +/- million 2008 and after (amount depends on debt service requirements)	<ul style="list-style-type: none"> <li>• 2006-2009 STIP Criteria</li> </ul>	<ul style="list-style-type: none"> <li>• OTC w/consultation from ACTs &amp; MPOs</li> </ul>

## 2006-2009 STIP DEVELOPMENT TIMELINE



STIP = Statewide Transportation Improvement Program    ACT = Area Commission on Transportation    FAC = Freight Advisory Committee    RCST = Regional Community Solutions Team    MPO = Metropolitan Planning Organization  
 OTC = Oregon Transportation Commission    ODOT = Oregon Department of Transportation    DOT = Department of Transportation

**731-050-0020**

**Definition of “Ready for Construction”**

For purposes of Section 57, Chapter 618, Oregon Laws 2003 (HB 2041), “Ready for Construction” means that priority will be given to modernization projects, that as of the effective date of this rule:

- (1) Have completed plans, specification and cost estimates (PS&E); and
- (2) In the event use of federal funds are likely in any aspect of the project, have been approved for construction by the Federal Highway Administration (FHWA).

Stat. Auth.: ORS 184.616, 184.619 & Sec. 57, Ch. 618,  
OL 2003

Stat. Implemented: Sec. 57, Ch. 618, OL 2003

# **“Ready for Construction” Rulemaking Timeline**

*Projected-2/4/04*

- \* **1/30 Draft Rule approved by ODOT Management/Attorney General**
- \* **1/30 Draft Rule sent to Small Businesses/DLCD for comment**
- \* **2/12 Statement of Need/Fiscal Impact to Rules Coordinator**
- \* **2/12 Request for Hearing to Rules Coordinator**
- \* **2/12 Request to file Rulemaking Notice to Rule Coordinator**
- \* **2/13 Rules Coordinator files Notice with Secretary of State**
- \* **3/01 Notice of Rulemaking published in Oregon Bulletin**
- \* **3/22 Comment period begins**
- \* **4/09 Hearing Scheduled**
- \* **5/19 May OTC Meeting**
- \* **5/21 Comment period closes**
- \* **6/23 June OTC Meeting**
- \* **6/30 Deadline for Commission adoption of Rule**