

## Draft Project Eligibility Criteria and Prioritization Factors For the 2006-2009 Development STIP and Construction STIP Process Overview

Development STIP	Construction STIP		
<b>Major projects on or that improve operation of the State Highway System</b> ----- <b>Reviewed and prioritized by ACTS</b>	<b>Modernization projects on or that improve operation of the State Highway System</b> ----- <b>Applied by ACTs</b>	<b>Pavement preservation projects on the State Highway System</b> ----- <b>Applied by ODOT's Pavement Management System and Selection Committees</b> <b>Reviewed by ACTs</b>	<b>Bridge replacement/ rehabilitation projects on the State Highway System</b> ----- <b>Applied by State Bridge Oversight Committee</b> <b>Reviewed by ACTs</b>

### Eligibility Criteria

<p>Development work on major projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Support the definition of "Development STIP" approved by the Oregon Transportation Commission<sup>1</sup></li> <li>◆ Have an identified generalized purpose and need for the project in the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.</li> <li>◆ Document consideration of land use or alternate mode solutions in the TSP.</li> <li>◆ Have funding adequate to complete the identified milestone.<sup>2</sup></li> <li>◆ All environmental class 1 and class 3 projects will be in the D-STIP until a final Record of Decision or Finding of No Significant Impact has been completed.<sup>3</sup></li> </ul>	<p>Modernization projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>7</sup></li> <li>◆ Are consistent with the Oregon Highway Plan policy on Major Improvements (1.G.1), where applicable.<sup>8</sup></li> </ul>	<p>Pavement Preservation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are identified through the Pavement Management System process.<sup>13</sup></li> </ul>	<p>Bridge replacement and rehabilitation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are identified and prioritized through the Bridge Management System process.<sup>17</sup></li> <li>◆ Are improvements or work needed to rebuild or extend the service life of existing bridges and structures (includes replacement of an existing bridge).</li> </ul>
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### Prioritization Factors Used to Select Projects for Funding from the Pool of Eligible Projects

Development STIP	Construction STIP		
<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone).</li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>4</sup></li> <li>◆ Projects that have already completed one or more D-STIP milestones.</li> <li>◆ Projects that have funding identified for development or construction<sup>5</sup></li> <li>◆ Projects of Statewide/Regional Importance.</li> <li>◆ Major Modernization Projects that leverage other funds and public benefits.<sup>6</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>9</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>10</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>11</sup></li> <li>◆ Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision or Finding of No Significant Impact.<sup>12</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>14</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>15</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>16</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Projects that support the approved Bridge Implementation Strategy<sup>18</sup></li> </ul>

**Draft Project Eligibility Criteria and Prioritization Factors  
Process Description and Guidance  
For the 2006-2009 Development STIP and Construction STIP**

**I. Introduction**

**A. Roles and Responsibilities**

The Oregon Transportation Commission (OTC) will make the final selections for all projects included in the Statewide Transportation Improvement Program (STIP)<sup>a</sup>. The Commission will rely on the advice and recommendations that it receives from Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs) and regional advisory groups. Those providing recommendations will follow the procedures laid out in the *Policy on Formation and Operation of the Area Commissions on Transportation*, approved by the OTC on June 18, 2003. Geographic areas that do not have an ACT must adhere to the same standards of accountability as ACTs and demonstrate to the OTC that recommendations were developed in accordance with these criteria and factors. In making final project selections, the OTC will ensure that ACTs, MPOs and regional advisory groups have based their considerations on the criteria and will ensure projects are distributed according to the funding allocations approved by the OTC for the 2006–2009 STIP.

In making decisions, the OTC applies both regional and statewide perspective, optimizes system effectiveness in decisions for the state system and strives to develop and operate an integrated intermodal transportation system that facilitates the safe, efficient and economic movement of people and goods.

**B. Project Selection**

Eligibility Criteria and Prioritization Factors have been developed for both the Development STIP (D-STIP) and the Construction STIP (C-STIP). ACTs, MPOs and others, including those where an ACT does not exist, shall apply both regional and statewide perspective in making their recommendations. The Commission anticipates that most projects considered by ACTs, MPOs and regional advisory groups would be the outcomes of planning and the transportation management systems maintained by ODOT.

Region role: ODOT Region staff may perform the following tasks while assisting the ACT in developing recommendations (*Policy on Formation and Operation of the ACTs*, Section II. D, Page 3, Role of ODOT Staff):

- ◆ Serving as a communication liaison between the ACT, ODOT Region and ODOT Director's Office.
- ◆ Presenting a statewide perspective during discussions of local transportation issues.
- ◆ Providing technical and policy information.
- ◆ Coordinating presentations and education regarding state and federal programs and priorities.
- ◆ Advising the ACT of ODOT views during program and project discussions.

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<sup>a</sup> STIP includes both the Development and Construction sections of the Statewide Transportation Improvement Program. For application of these criteria and prioritization factors, Construction STIP means Modernization, Preservation and Bridge projects.

1 ACTs, MPOs and regional advisory groups should use this document as a guide when they  
2 evaluate projects for the STIP on the state highway system and for off-system projects that  
3 support implementation of the Oregon Highway Plan (OHP). Projects recommended for funding  
4 in the STIP should have consistent application of the project eligibility criteria and prioritizing  
5 factors. ACTs, MPOs and regional advisory groups may use additional criteria to select and  
6 rank projects provided the criteria are consistent with the project eligibility criteria and  
7 prioritization factors adopted by the OTC. This process recognizes regional differences and is  
8 consistent with the *Oregon Transportation Plan (Policy 2G)* and the *Policy on Formation and*  
9 *Operation of the Area Commissions on Transportation* (Section VI, Basis for Decisionmaking,  
10 page 8). Recommendations forwarded to the OTC shall document application of the criteria.

11  
12 In MPOs designated as Transportation Management Areas (TMA), projects using federal funds  
13 shall be selected by the MPO in consultation with the State and transit operator. In MPOs not  
14 designated as TMAs, projects using federal funds shall be selected by the State and/or the  
15 transit operator, in cooperation with the MPO. Projects outside MPO areas will be selected by  
16 the State in cooperation and consultation with affected local officials (23 Code of Federal  
17 Regulations part 450). ACTs and MPOs should coordinate their efforts to assure a better  
18 decision making process which results in better coordination of projects. When ACT and MPO  
19 boundaries overlap, a higher level of clearly defined coordination is needed. Where this occurs,  
20 the MPO and ACT should jointly agree on a process for maintaining consistency between ACT  
21 recommendations and the MPO Plan and TIP (*Policy on Formation and Operation of the Area*  
22 *Commissions on Transportation*, Section VII. G, Coordination, page 11).

23  
24 Project Eligibility Criteria: ACTs, MPOs or regional advisory groups advising the OTC on the  
25 selection of STIP projects for funding on the state highway system or for off-system projects that  
26 support implementation of the OHP shall apply the project eligibility criteria. The project  
27 eligibility criteria are a first screen so that additional efforts can be focused to determine what  
28 projects they will evaluate further for funding. The eligibility criteria are not listed in any  
29 particular order. Projects must satisfy these criteria, at a minimum, before they are given further  
30 consideration.

31  
32 Prioritization Factors: The prioritization factors are to be used to ensure consistent  
33 consideration of projects by ACTs, MPOs and regional advisory groups. With the exception of  
34 project readiness which shall have greater weight, the prioritization factors are not listed in any  
35 particular order and do not have any implied weight. To provide for regional differences, ACTs,  
36 MPOs and regional advisory groups may use additional criteria to rank projects provided the  
37 factors are consistent with the criteria adopted by the OTC. If an ACT, MPO or regional  
38 advisory group chooses to use additional prioritization factors, they must inform those  
39 developing project proposals about the factors.

### 40 41 **C. Project Documentation**

42  
43 ACTS, MPOs and regional advisory groups making recommendations to the OTC shall  
44 document the analysis used to develop recommendations. The supporting information should  
45 include the following:

- 46 1. Project description
- 47 2. Project justification
  - 48 ♦ Identify the planning history
  - 49 ♦ As applicable, describe information provided from the pavements or bridge  
50 management system. If the recommendation varies from the management  
51 system, describe the process used to reach that recommendation.

- 1                   ♦ Describe how this project supports OHP policies (Table 1).
- 2                   ♦ Provide an assessment of the likelihood of the project getting to construction in
- 3                   the timeframe contemplated
- 4                   ♦ Provide supplementary project information if the project leverages additional
- 5                   funding or community benefit
- 6           3. Applicable additional information

7

8 **D. Funding**

9

10 As required by federal regulations (23 CFR Part 450) the C-STIP is financially constrained by

11 year. The Eligibility Criteria and Prioritization Factors defined in this document apply to projects

12 that implement current revenue sources. If more funding becomes available, it will be allocated

13 in adherence to any additional funding or selection criteria attached to those new funds.

14

15 The D-STIP will be funded with the same funding sources as the C-STIP and the total funds

16 committed to the D-STIP may vary. Funding of the D-STIP can be impacted by several factors,

17 including the following: OTC selection of projects of statewide importance, federally funded

18 earmarks and discretionary projects, federal and state restrictions on the use of available funds,

19 and the Regional equity distribution of Modernization funds (ORS 366.507).

20

21

22

23

## 1 II. Development STIP (D-STIP)

### 2 3 A. Introduction to the D-STIP

4  
5 It will be important to clearly articulate the rationale and need of a D-STIP project in order to  
6 help manage expectations and potential next steps. The following should be considered when  
7 applying the Eligibility Criteria and Prioritization Factors:

- 8
- 9 ♦ A new alignment will be selected for one or several features in the refinement plan.
- 10 ♦ Rapid development is occurring in the area, making corridor preservation critical.
- 11 ♦ Issues needing resolution have a high priority and solutions are likely to be funded in  
12 the near future.
- 13 ♦ The corridor is very sensitive environmentally, and a strategy for the whole corridor  
14 needs to be approved before work on individual elements can commence.
- 15 ♦ Public pressure for a sustainable decision is high.

16  
17 Selection of D-STIP projects requires application of the D-STIP definition approved by the OTC  
18 (Footnote 1). D-STIP projects generally fall into the following three categories: federal  
19 discretionary projects (earmarks), large statewide significant projects, and modernization or  
20 major bridge replacement projects.

21  
22 Federal discretionary projects are a part of federal appropriations or transportation funding  
23 legislation. The Oregon Department of Transportation, with direction from the Oregon  
24 Transportation Commission, developed guidelines to use in deciding which projects should be  
25 submitted as earmark proposals in federal legislation for the reauthorization of transportation  
26 funding. The projects are categorized as low or medium risk and can be completed over the life  
27 of the federal transportation funding bill. Local jurisdictions that pursue earmark funding for  
28 projects not submitted by ODOT are solely responsible for the required matching funds or any  
29 shortfalls.

30  
31 Large statewide significant projects are projects that require funding that cannot be achieved  
32 within standard STIP allocations but are viewed by the OTC as projects of statewide  
33 significance. Identified funds would be used to either keep existing work on very large projects  
34 current, or to support development of very large projects (for example, funding a new  
35 Environmental Impact Statement or updating an existing EIS).

36  
37 Modernization or major bridge replacement projects are projects that have been approved and  
38 funded for development through specific milestones but that cannot be constructed within the  
39 four-year timeframe of the STIP and/or within the normal Region STIP allocations. These will  
40 include shelf projects, which are high priority projects developed in anticipation of funding but  
41 that have no funding identified for construction in the current STIP. Milestones include planning,  
42 environmental and project development.

43  
44 The Oregon Transportation Commission will make the final selections for all D-STIP projects  
45 and will apply a statewide perspective to the proposed list of projects and will give highest  
46 priority to earmark projects that have funding secured through federal legislation. Inclusion in  
47 the D-STIP does not guarantee funding for future D-STIP milestones or that a project will  
48 automatically move into the C-STIP. Funding may not be available to construct the final solution  
49 or the environmental document may identify the solution as a “No Build”.

## B. Development STIP

### B. 1. Development STIP Eligibility Criteria Footnotes

#### <sup>1</sup>Supports the OTC Definition of Development STIP

Development STIP or D-STIP: Projects approved and funded for development through specific milestones and within specific timeframes, which include the following characteristics:

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

The types of projects that tend to have one or more of the above characteristics include: large statewide significant projects, federally-earmarked or demonstration projects, modernization or major bridge replacement projects, and discretionary projects (projects eligible to receive federal discretionary funds).

#### <sup>2</sup>D-STIP milestones

The D-STIP includes projects approved and funded for development through specific milestones for planning, environmental or project development activities and within specific timeframes. The milestones include the following:

- A. Planning milestones:
  - ◆ Project specific refinement plan completion
  - ◆ Project specific refinement plan adoption
- B. Environmental milestones:
  - ◆ Location Environmental Impact Statement (EIS) Record of Decision (ROD)
  - ◆ Design EIS ROD
  - ◆ Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- C. Project development milestones for projects not yet funded for construction:
  - ◆ Right of way acquisition
  - ◆ Advance plans (or any other applicable project development design milestone)
  - ◆ Plans, specifications and estimates (PS&E).

By programming completion of D-STIP milestones that follow a ROD or FONSI, the project delivery activity can continue through right of way acquisition, advance plans, and/or PS&E. The project could then be ready for inclusion in the C-STIP at the regular 2-year update.

#### <sup>3</sup>Environmental Classification

- ◆ Class 1: Requires draft and final environmental impact statement (EIS)
- ◆ Class 2: Categorical exclusion (neither an environmental assessment nor an environmental impact statement is required)
- ◆ Class 3: Requires environmental assessment (EA) or revised environmental assessment

## 1 **B.2. Development STIP Prioritization Factors Footnotes**

### 2 3 **<sup>4</sup>D-STIP Projects that Best Support the Oregon Highway Plan Policies**

4 Oregon Highway Plan policies that are applicable to D-STIP projects may include but are not  
5 necessarily limited to the following (Table 1):

- 6  
7 ♦ 1A, 1B, 1C, 1D, 1F, 1G, 1H, 2A, 2B, 2C, 2E, 2F, 2G, 3A, 3B, 3C, 4A, 4B, 4C, 4E,  
8 and 5A  
9

### 10 **<sup>5</sup>Funding for D-STIP Projects**

11 A funding scenario should be identified through construction, though not necessarily  
12 guaranteed. Congressional high priority projects would fall into this category.  
13

### 14 **<sup>6</sup>Leverage and Public Benefit for D-STIP Projects**

15 ACTs, MPOs and regional advisory groups should evaluate how proposed projects leverage  
16 additional funding or collateral community benefits and make wise and efficient use of  
17 infrastructure and natural resources. Examples of leverage and public benefits for D-STIP  
18 modernization projects could include:

- 19  
20 ♦ Other funding contributions, such as additional federal funds, local matching funds or  
21 provision of project right-of-way, private funding.  
22 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on  
23 project readiness).  
24 ♦ Leveraging additional funds that contribute to transportation system effectiveness,  
25 revitalization of the downtown or mainstreet, etc.  
26 ♦ Improvements in Oregon's economy by addressing transportation challenges.  
27

### 1 **III. Construction STIP (C-STIP)**

#### 2 **A. Introduction to the C-STIP**

3  
4  
5 The C-STIP identifies project scheduling and funding for the state's transportation preservation  
6 and capital improvement program for a four-year construction period. This program meets the  
7 requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the federal act that  
8 provides funds to states for transportation projects. Application of the C-STIP Eligibility Criteria  
9 and Prioritization Factors includes Modernization, Preservation and Bridge projects.

#### 10 **B. Modernization**

11  
12  
13 As stated in the *1999 Oregon Highway Plan*, "The primary goal of modernization projects is to  
14 add capacity to the highway system in order to facilitate existing traffic and/or accommodate  
15 projected traffic growth. Modernization means capacity-adding projects including HOV lanes  
16 and off-system improvements. Projects in this category include major widening of lanes or  
17 bridges, and the addition of lanes, rest areas or entire facilities." Where a culvert is replaced  
18 with a bridge due to environmental analysis concluding that this is necessary, the project is not  
19 considered modernization.

#### 20 **B.1. Construction STIP Eligibility Criteria for Modernization Footnotes**

##### 21 **<sup>7</sup>Consistency with Comprehensive Plans and Transportation System Plans (TSP)**

22  
23 If consistency cannot be demonstrated at the time an ACT or regional advisory group  
24 recommends a project, the ACT or regional advisory group, after consultation with the applicant,  
25 shall note what changes to the project, TSP and/or comprehensive plan are needed and when  
26 they need to be completed, in which case the ACT or regional advisory group may recommend  
27 that the project be included in the D-STIP, and request that Transportation Planning Rule issues  
28 be addressed.  
29

30  
31 Proposed projects from within MPOs shall be identified in fiscally-constrained Regional  
32 Transportation Plans and shall meet air quality conformity requirements.

##### 33 **<sup>8</sup>Consistency with Oregon Highway Plan (OHP) policy on Major Improvements (1.G.1)**

34 In order to demonstrate that a project is consistent with OHP Policy 1G.1, the proposal must  
35 show that the project and/or the TSP clearly addressed the following prioritization measures  
36 found in Policy 1.G.1 of the OHP.  
37

- 38  
39 1. *Protect the existing system. The highest priority is to preserve the functionality of the*  
40 *existing highway system by means such as access management, local comprehensive*  
41 *plans, transportation demand management, improved traffic operations, and alternative*  
42 *modes of transportation.*
- 43  
44 2. *Improve efficiency and capacity of existing highway facilities. The second priority is to*  
45 *make minor improvements to existing highway facilities such as widening highway*  
46 *shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g.,*  
47 *bike lanes, sidewalks, bus shelters), extending or connecting local streets and making*  
48 *other off-system improvements.*

- 3. *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.*
- 4. *Add new facilities to the system. The lowest priority is to add new transportation facilities such as a new highway or bypass.*

**B.2. Construction STIP Prioritization Factors for Modernization Footnotes**

**<sup>9</sup>Project Readiness for C-STIP Modernization Projects**

Projects that can begin construction within the timeframe of the STIP and within the timeframe expected are considered to be more ready than those that have many or complicated remaining steps. The overall judgement of a project’s readiness is dependent on timeliness of construction expectations not on the number of steps to be completed.

The hurdles to accomplish each of the following steps must be assessed for major modernization projects that have come through the D-STIP and for which a final Record of Decision (ROD) for a design level environmental impact statement or a Finding of No Significant Impact (FONSI) has been made:

- ◆ Public involvement
- ◆ Right of way purchased
- ◆ Final construction and traffic flow management plans developed

Projects that have not gone through the D-STIP must also assess the following:

- ◆ Environmental requirements
- ◆ Land use requirements
- ◆ Applicability of minor improvements and alternative mode solutions

For all projects, if those aspects are not completed at the time of the assessment of project readiness, a plan to complete them must be described to assist in judging the likelihood that all of those aspects can be addressed, and construction begun within the timeframe projected. The project budget and time line must include execution of the plan.

**<sup>10</sup>Modernization Projects that Best Support the Oregon Highway Plan Policies**

OHP policies that are applicable to modernization projects may include but are not necessarily limited to the following (Table 1):

- ◆ 1A, 1B, 1C, 1D, 1F, 1G, 1H, 2A, 2B, 2C, 2E, 2F, 2G, 3A, 3B, 3C, 4A, 4B, 4C, 4E, and 5A

**<sup>11</sup>Leverage and Public Benefit for C-STIP Modernization Projects**

ACTs, MPOs and regional advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Examples of leverage and public benefits for C-STIP projects include:

- Other funding contributions, such as additional federal funds, local matching funds or provision of project right-of-way, private funding.
- ◆ Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- ◆ Fish enhancement, such as culvert replacement and improved drainage.

- 1           ♦ Transfer of jurisdiction from state to local control.
- 2           ♦ Leveraging of additional funds that contribute to transportation system effectiveness,
- 3           revitalization of the downtown or mainstreet, etc.
- 4           ♦ Direct benefits to multiple modes of travel. This would include local efforts to
- 5           accommodate non-auto modal opportunities.
- 6           ♦ Local circulation improvements that support and complement the state highway
- 7           project.
- 8           ♦ Improvements in Oregon’s economy by addressing transportation challenges.
- 9           ♦ Potential for collecting toll revenues.
- 10          ♦ Projects that implement other innovative finance techniques.

11  
12 <sup>12</sup>**Environmental Classification**

- 13           ♦ Class 1: Requires draft and final environmental impact statement (EIS)
- 14           ♦ Class 2: Categorical exclusion (neither an environmental assessment nor an
- 15           environmental impact statement is required)
- 16           ♦ Class 3: Requires environmental assessment (EA) or revised environmental
- 17           assessment

18  
19  
20 **C. Preservation**

21  
22 **C.1. Construction STIP Eligibility Criteria for Pavement Preservation Footnotes**

23  
24 <sup>13</sup>**Pavement Strategy**

25 The department has adopted a pavement preservation program designed to keep highways in  
26 the best condition at the lowest lifecycle cost, taking into account available funding. ODOT  
27 established a Pavement Strategy Committee in 1999 to address pavement preservation issues,  
28 including the development of a statewide pavement strategy for all state highways. The  
29 pavement strategy was developed using the department’s Pavement Management System.  
30 The strategy assumes maintenance of existing traffic capacity; it does not provide for capacity  
31 improvements.

32  
33 Using the list generated by the Pavement Management System (PMS), each Region is  
34 responsible for recommending preservation projects for inclusion in the STIP.  
35 Recommendations from the ACTs, MPOs and regional advisory groups will be considered as  
36 part of the process. It is anticipated that these groups will primarily enhance selected projects  
37 by leveraging additional funding or collateral community benefit. The interstate preservation  
38 projects are selected based on the PMS and a statewide strategy and are therefore not a part of  
39 this criteria.

40  
41 **C.2. Construction STIP Prioritization Factors for Pavement Preservation**  
42 **Footnotes**

43  
44 <sup>14</sup>**Project Readiness for C-STIP Preservation Projects**

45 Projects that can begin construction within the timeframe of the STIP and within the timeframe  
46 expected are considered to be more ready than those that have many or complicated remaining  
47 steps. The overall judgement of a project’s readiness is dependent on timeliness of  
48 construction expectations not on the number of steps to be completed.

1  
2 <sup>15</sup>**Preservation Projects that Best Support the Oregon Highway Plan Policies**  
3 Oregon Highway Plan policies that are applicable to preservation projects may include but are  
4 not necessarily limited to the following (Table 1):

- ◆ 1A, 1B, 1C, 1D, 1E, 2A, 2C, 2F, 3A, 4A, and 5A

7  
8 <sup>16</sup>**Leverage and Public Benefit for C-STIP Preservation Projects**  
9 ACTs, MPOs and regional advisory groups should evaluate how proposed projects leverage  
10 additional funding or collateral community benefits and make wise and efficient use of  
11 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP  
12 projects include:

- ◆ Other funding contributions, such as additional federal funds, local matching funds or provision of project right-of-way, private funding.
- ◆ Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- ◆ Fish enhancement, such as culvert replacement and improved drainage.
- ◆ Transfer of jurisdiction from state to local control.
- ◆ Leveraging of additional funds that contribute to transportation system effectiveness, revitalization of the downtown or mainstreet, etc.
- ◆ Direct benefits to multiple modes of travel. This would include local efforts to accommodate non-auto modal opportunities.
- ◆ Local circulation improvements that support and complement the state highway project.
- ◆ Improvements in Oregon’s economy by addressing transportation challenges.

27  
28 **D. Bridge**

29  
30 **D.1. Construction STIP Eligibility Criteria for Bridge Footnotes**

31  
32 <sup>17</sup>**Bridge Management System**

33 The process of identifying bridge projects for the STIP is two-fold in nature (1) bridges are  
34 inspected at least every two years, in order that the most current inspection information is used  
35 to develop a list of bridges and (2) the use of a Bridge Management System (BMS). The BMS  
36 is an electronic data management tool used by the department to identify, prioritize and develop  
37 needed bridge improvements. BMS data are linked to other technical databases to identify  
38 bridges that meet twelve separate deficiency parameters.

39  
40 State Bridge Project Selection: This criterion applies to bridges on the State highway system  
41 only. Through a formula distribution, 27% (% periodically reassessed) of the federal Highway  
42 Bridge Replacement and Rehabilitation Project funds go to local bridges, which are covered  
43 through a separate selection process.

44  
45 State bridge projects proposed for funding will be selected based on the desire to maintain and  
46 improve transportation’s role in Oregon’s economy.

47  
48 Focusing on the Interstate Highway and Oregon Highway Plan Freight Routes, consider bridges  
49 as candidates based on the following:

- ◆ Bridges that are presently load restricted.

- 1           ♦ Bridges that have needed temporary repair but still have some load restrictions.
- 2           ♦ Bridges that have deterioration that will cause load restrictions in the near future.

3

## 4 **D.2. Construction STIP Prioritization Factors for Bridge Footnotes**

5

### 6 <sup>18</sup>**Bridge Implementation Strategy**

7 Priority will be given to projects that support the Bridge Implementation Strategy adopted by the  
8 Oregon Transportation Commission. Bridges that increase lane capacity are included under  
9 modernization and must meet the modernization criteria and prioritization factors.

10

## Oregon Highway Plan Policies Applicable to Prioritizing Projects Statewide Transportation Improvement Program

Table 1

POLICY	D-STIP MOD.	C-STIP MOD.	C-STIP PRES.
<b>GOAL 1: SYSTEM DEFINITION</b>			
POLICY 1A: STATE HIGHWAY CLASSIFICATION SYSTEM	X	X	X
POLICY 1B: LAND USE AND TRANSPORTATION	X	X	X
POLICY 1C: STATE HIGHWAY FREIGHT SYSTEM	X	X	X
POLICY 1D: SCENIC BYWAYS	X	X	X
POLICY 1E: LIFELINE ROUTES			X
POLICY 1F: HIGHWAY MOBILITY STANDARDS	X	X	
POLICY 1G: MAJOR IMPROVEMENTS	X	X	
POLICY 1H: BYPASSES	X	X	
<b>GOAL 2: SYSTEM MANAGEMENT</b>			
POLICY 2A: PARTNERSHIPS	X	X	X
POLICY 2B: OFF-SYSTEM IMPROVEMENTS	X	X	
POLICY 2C: INTERJURISDICTIONAL TRANSFERS	X	X	X
POLICY 2E: INTELLIGENT TRANSPORTATION SYSTEMS	X	X	
POLICY 2F: TRAFFIC SAFETY	X	X	X
POLICY 2G: RAIL AND HIGHWAY COMPATIBILITY	X	X	
<b>GOAL 3: ACCESS MANAGEMENT</b>			
POLICY 3A: CLASSIFICATION AND SPACING STANDARDS	X	X	X
POLICY 3B: MEDIANS	X	X	
POLICY 3C: INTERCHANGE ACCESS MANAGEMENT AREAS	X	X	
<b>GOAL 4: TRAVEL ALTERNATIVES</b>			
POLICY 4A: EFFICIENCY OF FREIGHT MOVEMENT	X	X	X
POLICY 4B: ALTERNATIVE PASSENGER MODES	X	X	
POLICY 4C: HIGH-OCCUPANCY VEHICLE (HOV) FACILITIES	X	X	
POLICY 4E: PARK-AND-RIDE FACILITIES	X	X	
<b>GOAL 5: ENVIRONMENTAL AND SCENIC RESOURCES</b>			
POLICY 5A: ENVIRONMENTAL RESOURCES	X	X	X