

## Project Eligibility Criteria and Prioritization Factors For the 2008-2011 Development STIP and Construction STIP Process Overview Eligibility Criteria

Development STIP Major projects	Construction STIP*		
	Modernization projects	Preservation projects	Bridge replacement/rehabilitation projects
<p>Development work on major projects may be eligible for funding if it:</p> <ul style="list-style-type: none"> <li>◆ Supports the definition of “Development STIP” approved by the Oregon Transportation Commission</li> <li>◆ Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s). or Addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP. or Is identified as a project of statewide significance or as a federal discretionary project.</li> <li>◆ Has funding adequate to complete the identified milestone.<sup>1</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>5</sup></li> <li>◆ Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action 1.G.1), where applicable.<sup>6</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>12</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 through the Bridge Management System process.<sup>16</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>

\* To the extent that legislative action (e.g., HB 2041) applies, the criteria in the legislation will control in the event of a conflict.

### Prioritization Factors Used to Select Projects for Funding from the Pool of Eligible Projects

Development STIP Major projects	Construction STIP		
	Modernization projects	Preservation projects	Bridge replacement/rehabilitation projects
<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>2</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>3</sup></li> <li>◆ Major Modernization Projects that leverage other funds and public benefits.<sup>4</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>7</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>8</sup></li> <li>◆ <a href="#">Projects that support freight mobility</a><sup>9</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>10</sup></li> <li>◆ Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects)<sup>11</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>13</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>14</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>15</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.)<sup>17</sup></li> <li>◆ <a href="#">Projects that best support the policies of the Oregon Highway Plan.</a><sup>18</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>19</sup></li> </ul>

1                   **Project Eligibility Criteria and Prioritization Factors**  
2                   **Process Description and Guidance**  
3                   **For the 2008-2011 Development STIP and Construction STIP**  
4

5   **I. Introduction**  
6

7   The Oregon Transportation Commission (OTC) approved the Project Eligibility Criteria and  
8   Prioritization Factors to assist Area Commissions on Transportation (ACTs), Metropolitan  
9   Planning Organizations (MPOs), or regional or statewide advisory groups advising the OTC on  
10   the selection of Statewide Transportation Improvement Program (STIP) projects. The document  
11   gives basic definitions and funding information and provides guidance pertaining to roles and  
12   responsibilities, project selection and documentation. More information about the ACT process,  
13   advisory committees, Oregon transportation management systems, other STIP programs and  
14   funding is available on the Internet (see Appendix A).  
15

16   The OTC establishes program goals, funding levels and regional funding distribution at the start  
17   of each two-year STIP update. These policy decisions are made separate from these eligibility  
18   criteria and prioritization factors and are not part of this document. (See Appendix B for the  
19   decision-making process.)  
20

21   **A. Roles and Responsibilities**  
22

23   The OTC will make the final selections for all projects included in the STIP. The Commission  
24   will consider the advice and recommendations that it receives from ACTs, MPOs and regional or  
25   statewide advisory groups. ODOT will provide tools necessary to enable an ACT to carry out its  
26   responsibilities under these criteria. Geographic areas that do not have an ACT must adhere to  
27   the same standards of accountability as ACTs (*Policy on Formation and Operation of the Area*  
28   *Commissions on Transportation*, Section VI, Basis for Decision Making) and demonstrate to the  
29   OTC that recommendations were developed in accordance with these criteria and factors. In  
30   making final project selections, the OTC will ensure that ACTs, MPOs and regional or statewide  
31   advisory groups have based their considerations on the criteria and will ensure projects are  
32   distributed according to the funding allocations approved by the OTC for the 2008–2011 STIP.  
33

34   In making decisions, the OTC applies both regional and statewide perspective, optimizes  
35   system effectiveness in decisions for the state system and strives to develop and operate an  
36   integrated intermodal transportation system that facilitates the safe, efficient and economic  
37   movement of people and goods. (*Policy on Formation and Operation of the Area Commissions*  
38   *on Transportation*, Section III. Authority)  
39

40   **B. Definitions**  
41

42   STIP includes both the Development and Construction sections of the Statewide Transportation  
43   Improvement Program. The D-STIP houses projects that require more than 4 years to develop  
44   or for which construction funding needs to be obtained. Projects that can complete the  
45   development process and be ready for bid within 4 years or less may be placed directly into the  
46   C-STIP.

## Development STIP (D-STIP)

The Oregon Transportation Commission approved the following definition for the 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).*

## Construction STIP (C-STIP)

The C-STIP identifies project scheduling and funding for the state's transportation preservation and capital improvement program for a four-year construction period. This program meets the requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the federal act that provides funds to states for transportation projects. For application of these criteria and prioritization factors, C-STIP means Modernization, Preservation and Bridge projects.

## Other STIP Programs

Other STIP programs (examples include Safety, Bicycle/Pedestrian, Transit, Congestion Mitigation/Air Quality Improvement, Transportation Enhancement, and Scenic Byways) are not addressed in this document. More information about programs funded in the STIP is available in the *Draft 2006-2009 STIP*.

## **C. 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 perspectives in making their recommendations. The Commission anticipates that most projects considered by ACTs, MPOs and regional or statewide advisory groups would be the outcomes of planning and the transportation management systems maintained by ODOT. ODOT Region staff shall assist the ACT in developing recommendations as described in the *Policy on Formation and Operation of the ACTs*, Section II. D, Role of ODOT Staff.

ACTs, MPOs and regional or statewide advisory groups should use this document as a guide when they evaluate projects for the STIP on the state highway system and for off-system projects that support implementation of the Oregon Highway Plan (OHP). Projects recommended for funding in the STIP should have consistent application of the project eligibility criteria and prioritizing factors. ACTs, MPOs and regional or statewide advisory groups may use additional criteria to select and rank projects provided the criteria are consistent with the

1 project eligibility criteria and prioritization factors adopted by the OTC. If requested, ODOT staff  
2 will provide a model to assist with project ranking. This process recognizes regional differences  
3 and is consistent with the *Oregon Transportation Plan* (Policy 2G) and the *Policy on Formation*  
4 *and Operation of the Area Commissions on Transportation*, Section VI, Basis for  
5 Decisionmaking.

6  
7 **In MPO areas designated as Transportation Management Areas (TMA)**, all projects using  
8 federal title 23 or Federal Transit Act funds, except projects on the NHS and projects funded  
9 under the Bridge, Interstate Maintenance and Federal Lands Highways programs, shall be  
10 selected by the MPO in consultation with the State and transit operator from the approved  
11 metropolitan Transportation Improvement Program (TIP). Projects on the NHS and projects  
12 funded under the Bridge and Interstate Maintenance programs shall be selected by the State, in  
13 cooperation with the MPO, from the approved metropolitan TIP. Note: This paragraph will be  
14 rewritten to make its language consistent with that used in federal regulations. The intent of the  
15 paragraph will not change.

16  
17 **In MPO areas not designated as TMAs**, projects using federal title 23 or Federal Transit Act  
18 funds, other than Federal Lands Highways program funds, shall be selected by the State and/or  
19 the transit operator, in cooperation with the MPO, from the approved metropolitan TIP.

20  
21 **Outside MPO areas**, transportation projects undertaken on the NHS and projects funded under  
22 the Bridge and Interstate Maintenance programs will be selected by the State in consultation  
23 with the affected local officials. Other transportation projects undertaken with funds  
24 administered by FHWA, other than federal lands highway projects, shall be selected by the  
25 State in cooperation with the affected local officials and projects undertaken with Federal Transit  
26 Act funds shall be selected by the State in cooperation with the appropriate affected local  
27 officials and transit operators (23 Code of Federal Regulations part 450).

28  
29 ACTs and MPOs should coordinate their efforts to assure a better decision making process  
30 which results in better coordination of projects. When ACT and MPO boundaries overlap, a  
31 higher level of clearly defined coordination is needed. Where this occurs, the MPO and ACT  
32 should jointly agree on a process for maintaining consistency between ACT recommendations  
33 and the MPO Plan and TIP (*Policy on Formation and Operation of the Area Commissions on*  
34 *Transportation*, Section VII. G, Coordination).

### 35 36 Project Eligibility Criteria

37  
38 ACTs, MPOs, or regional or statewide advisory groups advising the OTC on the selection of  
39 STIP projects for funding on the state highway system or for off-system projects that support  
40 implementation of the OHP shall apply the project eligibility criteria. The project eligibility criteria  
41 are a first screen so that additional efforts can be focused to determine which projects they will  
42 evaluate further for funding. The eligibility criteria are not listed in any particular order. Projects  
43 must satisfy these criteria, at a minimum, before they are given further consideration.

### 44 45 Prioritization Factors

46  
47 The prioritization factors are to be used to ensure consistent consideration of the relative merits  
48 of projects by ACTs, MPOs and regional or statewide advisory groups. With the exception of  
49 project readiness which shall have greater weight, the prioritization factors are not listed in any  
50 particular order and do not have any implied weight. To provide for regional differences, ACTs,  
51 MPOs and regional or statewide advisory groups may use additional factors to rank projects

1 provided the factors are consistent with the factors adopted by the OTC. If an ACT, MPO or  
2 regional or statewide advisory group chooses to use additional prioritization factors, they must  
3 inform those developing project proposals about the factors prior to the beginning of the project  
4 submittal period. When developing a tool to evaluate OHP policies, OHP Appendix A2 provides  
5 definitional information to facilitate shared understanding of the goals, policies and actions of the  
6 OHP policy element.  
7

## 8 **D. Project Documentation**

9

10 ACTs, MPOs and regional or statewide advisory groups making recommendations to the OTC  
11 shall document the analysis used to develop recommendations. The supporting information  
12 should include the following:

- 13 1. Project description
  - 14 2. Project justification
    - 15 ♦ Identify the planning history
    - 16 ♦ As applicable, describe information provided from the pavements or bridge
    - 17 management system. If the recommendation varies from the prioritization
    - 18 identified by the management system, describe the process used to reach that
    - 19 recommendation.
    - 20 ♦ Describe how this project supports OHP policies (Table 1).
    - 21 ♦ Provide an assessment of the likelihood of the project getting to construction in
    - 22 the timeframe contemplated
    - 23 ♦ Provide supplementary project information if the project leverages additional
    - 24 funding or community benefit
  - 25 3. Applicable additional information
- 26

## 27 **E. Funding**

28

29 As required by federal regulations (23 CFR Part 450) the C-STIP is financially constrained by  
30 year. The Eligibility Criteria and Prioritization Factors defined in this document apply to projects  
31 that implement current revenue sources. If more funding becomes available, it will be allocated  
32 in adherence to any additional funding or selection criteria attached to those new funds.  
33

34 The STIP represents multiple funding categories and each category has limits as to how the  
35 funding can be obligated. STIP projects must meet the funding source limitations established  
36 by state or federal regulations and cannot be selected without looking at those limitations. The  
37 D-STIP will be funded with the same funding sources as the C-STIP and the total funds  
38 committed to the D-STIP may vary. Funding of the D-STIP can be impacted by several factors,  
39 including the following: OTC selection of projects of statewide importance, federally funded  
40 earmarks and discretionary projects, federal and state restrictions on the use of available funds,  
41 and the Regional equity distribution of Modernization funds (ORS 366.507).

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

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

3 The Oregon Transportation Commission will make the final selections for all D-STIP projects  
4 and will apply a statewide perspective to the proposed list of projects, giving highest priority to  
5 OTC approved federal discretionary projects that have funding secured through federal  
6 legislation.  
7

8  
9  
10 It will be important to clearly articulate the rationale and need of a D-STIP project in order to  
11 help manage expectations and potential next steps. D-STIP projects will be consistent with  
12 statewide policies and may be identified in one or more planning documents, such as  
13 transportation system plans, regional transportation plans, corridor plans, comprehensive plans,  
14 refinement plans or state management systems. Additionally, the OTC may select large  
15 projects of statewide significance for inclusion in the D-STIP. The D-STIP includes projects  
16 approved and funded for development through specific milestones for planning, environmental  
17 or project development activities and within specific timeframes.  
18

19 The following should be considered when applying the Eligibility Criteria and Prioritization  
20 Factors:

- 21 ♦ A new alignment will be selected for one or several features in the refinement plan.  
22 Project specific refinement plans may be funded in the D-STIP as needed to resolve  
23 need, function, mode and general location decisions that could not be made during  
24 system plan or corridor plan development. In circumstances where these decisions  
25 have already been made, the goal of refinement planning will be to develop a  
26 specific solution or a range of solutions to the problems(s) that support the next  
27 appropriate project development step.
- 28 ♦ Rapid development is occurring in the area, making corridor preservation critical.
- 29 ♦ Issues needing resolution have a high priority and solutions are likely to be funded in  
30 the near future.
- 31 ♦ The highway segment is very sensitive environmentally, and a strategy for the whole  
32 segment needs to be approved before work on individual elements can commence.  
33 For example, addressing land use to help resolve inconsistencies with planned  
34 transportation facilities; planning for compatible land uses along state highways.
- 35 ♦ Public pressure for a sustainable decision is high.  
36

37  
38 Selection of D-STIP projects requires application of the D-STIP definition approved by the OTC.  
39 D-STIP projects generally fall into the following three categories: federal discretionary projects  
40 (earmarks), large statewide significant projects, and modernization or major bridge replacement  
41 projects.  
42

#### 43 Federal discretionary projects

44  
45 Federal discretionary projects are a part of federal appropriations or transportation funding  
46 legislation. The Oregon Department of Transportation, with direction from the Oregon  
47 Transportation Commission, developed guidelines to use in deciding which projects should be  
48 submitted as earmark proposals in federal legislation for the reauthorization of transportation  
49 funding. The projects are categorized as low or medium risk and can be completed over the life  
50 of the federal transportation funding bill. Local jurisdictions that pursue earmark funding for

1 projects not submitted by ODOT are solely responsible for the required matching funds or any  
2 shortfalls.

#### 3 4 Large statewide significant projects

5  
6 Large statewide significant projects are projects that require funding that cannot be achieved  
7 within standard STIP allocations but are viewed by the OTC as projects of statewide  
8 significance and can be selected by the OTC independent of the ACT process. Identified funds  
9 would be used to either keep existing work on very large projects current, or to support  
10 development of very large projects (for example, funding a new Environmental Impact  
11 Statement or updating an existing EIS).

#### 12 13 Modernization or major bridge replacement projects

14  
15 Modernization or major bridge replacement projects are projects that have been approved and  
16 funded for development through specific milestones but that cannot be constructed within the  
17 four-year timeframe of the STIP and/or within the normal Region STIP allocations. These may  
18 include shelf projects, which are high priority projects developed in anticipation of funding but  
19 that have no funding identified for construction in the current STIP. Milestones include planning,  
20 environmental and project development.

#### 21 22 D-STIP Project Completion

23  
24 Projects remain in the D-STIP until work required to meet the National Environmental Policy Act  
25 (NEPA) is completed. NEPA classifications:

- 26 ♦ Class 1: Requires draft and final environmental impact statement (EIS). An EIS is  
27 required for actions that significantly affect the environment.
- 28 ♦ Class 2: Categorical exclusion (neither an environmental assessment nor an  
29 environmental impact statement is required). These actions do not individually or  
30 cumulative have a significant environmental effect and are excluded from the  
31 requirement to prepare an environmental assessment or environmental impact  
32 statement.
- 33 ♦ Class 3: Requires environmental assessment (EA) or revised environmental  
34 assessment. The environmental impact is not clearly established. All actions that  
35 are not Class 1 or 2 fall into this classification. These actions require preparation of  
36 an EA to determine the appropriate environmental document. If it is determined that  
37 the action is likely to have a significant impact on the environment, the preparation of  
38 an EIS will be required.

39  
40 All Class 1 and 3 projects should be in the D-STIP until a final Record of Decision (ROD) or  
41 Finding of No Significant Impact (FONSI) has been completed. By programming completion of  
42 D-STIP milestones that follow a ROD or FONSI, the project delivery activity can continue  
43 through right of way acquisition, advance plans, and/or plans specifications and estimates  
44 (PS&E). The project could then be ready for inclusion in the C-STIP at the regular 2-year  
45 update. Work on right of way, advance plans or PS&E may be conducted in either the D-STIP  
46 or the C-STIP.

47  
48 ODOT and the Department of Land Conservation and Development (DLCD) shall work with  
49 affected cities and counties to obtain land use approvals needed to select a specific alignment.

50 | ~~After completion of the Draft EIS or EA they will resolve any other project specific land use~~

1 | ~~issues.~~ The level of land use consistency required will depend on the environmental milestone  
 2 | being completed.  
 3 |

4 | Although the primary purpose of the D-STIP is to develop projects for the C-STIP, inclusion in  
 5 | the D-STIP does not guarantee funding for future D-STIP milestones or that a project will  
 6 | automatically move into the C-STIP. Funding may not be available to construct the final solution  
 7 | or the environmental document may identify the solution as a “No Build”.  
 8 |

## 9 | **B. Development STIP**

### 10 | **B. 1. Development STIP Eligibility Criteria Footnotes**

#### 11 | **<sup>1</sup>D-STIP milestones**

12 | D-STIP projects must have funding to complete the identified milestone; partial milestones or  
 13 | those with no funding will not be programmed. D-STIP milestones, while not necessarily  
 14 | sequential, include those listed below. Not all projects are required to complete all the  
 15 | milestones.  
 16 |

- 17 | ♦ Project specific refinement plan completion
- 18 | ♦ Project specific refinement plan adoption
- 19 | ♦ Land use consistency/Statewide Goal Compliance. (Project is included in the  
 20 | acknowledged comprehensive plan or transportation system plan as a planned  
 21 | facility, which is a facility allowed by the plan and that is expected to be  
 22 | constructed within the next 20 years with available financial resources. This may  
 23 | include land use decisions that establish need, mode, function and general  
 24 | location.)
- 25 | ♦ Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- 26 | ♦ Design EIS ROD
- 27 | ♦ Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- 28 | ♦ Right of way acquisition
- 29 | ♦ Advance plans (or any other applicable project development design milestone)
- 30 | ♦ Plans, specifications and estimates (PS&E)
- 31 |
- 32 |

### 33 | **B.2. Development STIP Prioritization Factors Footnotes**

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

35 | Oregon Highway Plan policies that are applicable to D-STIP projects may include but are not  
 36 | necessarily limited to the following (Table 1):  
 37 |

- 38 | ♦ 1A, 1B, 1C, 1D, 1F, 1G, 1H, 2A, 2B, 2C, 2E, 2F, 2G, 3A, 3B, 3C, 4A, 4B, 4C, 4D, 4E,  
 39 | and 5A  
 40 |
- 41 |

#### 42 | **<sup>3</sup>Funding for D-STIP Projects**

43 | A funding scenario should be identified through construction, though not necessarily  
 44 | guaranteed. Congressional high priority projects would fall into this category.  
 45 |

#### 46 | **<sup>4</sup>Leverage and Public Benefit for D-STIP Projects**

47 | ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects  
 48 | leverage additional funding or collateral community benefits and make wise and efficient use of  
 49 | infrastructure and natural resources. Those making project recommendations should pursue an  
 50 | agenda to accomplish leverage or community benefits although specific benefits might not

1 always be known at the D-STIP stage. Examples of leverage and public benefits for D-STIP  
2 modernization projects could include where applicable, but are not limited to the following:

- 3
- 4 ♦ Other funding contributions, such as additional federal funds, local matching funds or
- 5 provision of project right of way, private funding.
- 6 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on
- 7 project readiness).
- 8 ♦ Fish enhancement, such as culvert replacement and improved drainage.
- 9 ♦ Transfer of jurisdiction from state to local control.
- 10 ♦ Leveraging additional funds that contribute to transportation system effectiveness,
- 11 revitalization of the downtown or mainstreet, etc.
- 12 ♦ Direct benefits to multiple modes of travel. This would include local efforts to
- 13 accommodate non-auto modal opportunities.
- 14 ♦ Local circulation improvements that support and complement the state highway
- 15 project.
- 16 ♦ Improvements in Oregon's economy by addressing transportation challenges.
- 17 ♦ Potential for collecting toll revenues.
- 18 ♦ Projects that implement other innovative finance techniques.
- 19 | ♦ [Would facilitate public and private investment that creates or sustains jobs](#)
- 20

21 This determination must be considered within the capacity of the community on a case by case  
22 basis.

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

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

3 The C-STIP contains projects scheduled for construction and is financially constrained by year.  
 4 Application of the C-STIP Eligibility Criteria and Prioritization Factors includes Modernization,  
 5 Preservation and Bridge projects. Information about other programs in the STIP may be found in  
 6 the *Draft 2006-2009 STIP*.  
 7

#### 8 B. Modernization

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

#### 19 B.1. Construction STIP Eligibility Criteria for Modernization Footnotes

##### 20 <sup>5</sup>Consistency with Comprehensive Plans and Transportation System Plans (TSP)

21 The proposal must show that the project is consistent with the applicable adopted  
 22 comprehensive plan or transportation system plan as a planned facility, including land use  
 23 decisions that establish need, mode, function and general location, including goal exceptions,  
 24 where required. If consistency cannot be demonstrated the project submission will describe  
 25 how the inconsistency will be addressed, including changes to the project, TSP and/or  
 26 comprehensive plan and when they need to be completed. In such cases, the ACT or regional  
 27 or statewide advisory group may recommend that the project be included in the D-STIP, and  
 28 request that Transportation Planning Rule issues be addressed.  
 29

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

##### 33 <sup>6</sup>Consistency with Oregon Highway Plan (OHP) Policy 1G, Action 1G.1, on Major 34 Improvements

35 In order to demonstrate that a project is consistent with OHP Policy 1G, Action 1G.1, the  
 36 proposal must show that the project and/or the TSP clearly addressed the prioritization criteria  
 37 found in Action 1G.1 of the OHP.  
 38

39 Where needed to achieve consistency with the above-noted Oregon Highway Plan policy, the  
 40 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, shall negotiate  
 41 conditions for project approval with an applicant. These conditions, if not addressed as the  
 42 project proceeded through the D-STIP if applicable, shall be attached to the application  
 43 approved by the ACT, MPO or regional or statewide advisory group, shall be as specific as  
 44 possible given the stage of development of the project, and may include the following:  
 45

- 46 ♦ Access management and interchange area management plans,
- 47 ♦ Highway segment designations,
- 48 ♦ Needed local street improvements,
- 49 ♦ Traffic management plans,
- 50

- ◆ Land use plan designations,
- ◆ Other similar conditions.

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

### <sup>7</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.

Where applicable, 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
- ◆ Additional land use requirements such as completing plans for access management, supporting local transportation system improvements and land use measures to protect the function and operation of the project.

Projects that have not gone through the D-STIP or have not completed a FONSI or ROD 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>8</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, 4D, 4E, and 5A

#### ◆ <sup>9</sup>Projects that support freight mobility

Are modernization projects on freight routes of statewide or regional significance, including: highways on the State Highway Freight System as designated in the Oregon Highway Plan; or highways or local roads designated as National Highway System intermodal connectors; or other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or local freight routes designated in a regional or local transportation plan. These projects would remove identified barriers to the safe, reliable, and efficient movement of goods and/or would support multimodal freight transportation movements.

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3 | <sup>10</sup>**Leverage and Public Benefit for C-STIP Modernization Projects**

4 ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects  
5 leverage additional funding or collateral community benefits and make wise and efficient use of  
6 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP  
7 modernization projects include:  
8

- 9
- 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.
  - ◆ Potential for collecting toll revenues.
  - ◆ Projects that implement other innovative finance techniques.
  - ◆ [Would facilitate public and private investment that creates or sustains jobs](#)

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26 This determination must be considered within the capacity of the community on a case by case  
27 basis.  
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29 | <sup>11</sup>**Environmental Classification**

- 30
- ◆ 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

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36 This prioritization factor is not intended to give Class 1 and 3 projects priority over or to exclude  
37 Class 2 projects, but to give Class 1 and 3 projects with a completed ROD or FONSI priority  
38 over Class 1 and 3 projects that require additional environmental documentation.  
39

40 | **C. Preservation**

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42 The pavement preservation projects list is developed by ODOT's Pavement Management  
43 System (PMS) and applied by the pavement management selection committees. The PMS is an  
44 electronic data management tool used by the department to identify, prioritize and develop  
45 needed pavement preservation projects. The role of ACTs, MPOs and regional or statewide  
46 advisory groups is to review the timing of the pavement preservation projects as they relate to  
47 other local projects or issues; their comments will be considered as part of the process. It is  
48 anticipated that these groups will primarily enhance selected projects by leveraging additional  
49 funding or collateral community benefit. The interstate preservation projects are selected based  
50 on the PMS and a statewide strategy and are therefore not a part of these criteria.  
51

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

### 2 3 <sup>12</sup>**Pavement Strategy**

4 The department has adopted a pavement preservation program designed to keep highways in  
5 the best condition at the lowest lifecycle cost, taking into account available funding. ODOT  
6 established a Pavement Strategy Committee in 1999 to address pavement preservation issues,  
7 including the development of a statewide pavement strategy for all state highways. The  
8 pavement strategy was developed using the department's Pavement Management System.  
9 The strategy assumes maintenance of existing traffic capacity; it does not provide for capacity  
10 improvements.

11  
12 Using the list generated by the Pavement Management System (PMS), each Region is  
13 responsible for recommending preservation projects for inclusion in the STIP.

## 14 15 **C.2. Construction STIP Prioritization Factors for Pavement Preservation** 16 **Footnotes**

### 17 18 <sup>13</sup>**Project Readiness for C-STIP Preservation Projects**

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

### 23 24 <sup>14</sup>**Preservation Projects that Best Support the Oregon Highway Plan Policies**

25 Oregon Highway Plan policies that are applicable to preservation projects may include but are  
26 not necessarily limited to the following (Table 1):

- 27  
28 ♦ 1A, 1B, 1C, 1D, 1E, 2A, 2C, 2F, 3A, 4A, and 5A

### 29 30 <sup>15</sup>**Leverage and Public Benefit for C-STIP Preservation Projects**

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

- 35  
36 ♦ Other funding contributions, such as additional federal funds, local matching funds or  
37 provision of project right-of-way, private funding.  
38 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on  
39 project readiness).  
40 ♦ Fish enhancement, such as culvert replacement and improved drainage.  
41 ♦ Transfer of jurisdiction from state to local control.  
42 ♦ Leveraging of additional funds that contribute to transportation system effectiveness,  
43 revitalization of the downtown or mainstreet, etc.  
44 ♦ Direct benefits to multiple modes of travel. This would include local efforts to  
45 accommodate non-auto modal opportunities.  
46 ♦ Local circulation improvements that support and complement the state highway  
47 project.  
48 ♦ Improvements in Oregon's economy by addressing transportation challenges.  
49

**D. Bridge**

The process of identifying bridge projects for the STIP is two-fold in nature: (1) bridges are inspected at least every two years in order that the most current inspection information is used to develop a list of bridges; and (2) the use of a Bridge Management System (BMS). The State has implemented the use of PONTIS (bridge management system software) condition evaluation criteria for bridge inspection. Upon full implementation of all the PONTIS modules, the BMS will evaluate the existing condition of bridges, predict the rate of deterioration and suggest repairs and rehabilitation option. For development of the 08-11 STIP, the Bridge Program will continue to use other ~~The BMS is an electronic data management tool used by the department to identify, prioritize and develop needed bridge improvements. BMS data are linked to other~~ technical databases to identify bridges that meet twelve separate deficiency parameters. Applying this information, after technical review and coordination with the Regions and the State Bridge Leadership Team, the State Bridge Program Manager, the State Bridge Oversight Committee recommends a prioritized list of projects for inclusion in the STIP. The role of ACTs, MPOs and regional or statewide advisory groups is to review the timing of the bridge replacement/rehabilitation projects as they relate to other local projects or issues; their comments will be considered as part of the process. It is anticipated that these groups will primarily enhance selected projects by leveraging additional funding or collateral community benefit.

## D.1. Construction STIP Eligibility Criteria for Bridge Footnotes

### <sup>16</sup>Bridge Management System

#### State Bridge Project Selection

This criterion applies to bridges on the State highway system only. Through an agreement between the State and the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC), a formula distribution, 27% (% periodically reassessed) of the federal Highway Bridge Replacement and Rehabilitation Project funds are divided between the State and local agencies based on the percentages of deficient bridges. ~~go to local bridges, which Local bridge projects~~ are covered through a separate selection process.

State bridge projects proposed for funding will be selected based on the desire to maintain and improve transportation's role in Oregon's economy. Traditionally, modernization funding will pay for major improvements to the transportation system including the bridge work. The State Bridge Program will support OTIA, freight mobility, life safety and protection of the transportation infrastructure investment.

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

- ◆ Bridges that are presently load restricted or could become restricted in the near future.
- ◆ ~~Bridges that have needed temporary repair but still have some load restrictions.~~
- ◆ ~~Bridges that have deterioration that will cause load restrictions in the near future.~~
- ◆ Bridges that preserve freight corridors detour and other lifeline routes.
- ◆ Other structural, safety and functional considerations.

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

### <sup>17</sup>Bridge Options Report

Priority will be given to projects that support the Updated Bridge Options Report adopted by the Oregon Transportation Commission. ~~In implementing the Bridge Options Report, bridges being designed or constructed to take into account anticipated future growth are not considered modernization projects. Other bridges that increase lane capacity are included under modernization and must meet the modernization criteria and prioritization factors.~~ (Add link to BOR)

### <sup>18</sup>Bridge Projects that Best Support the Oregon Highway Plan Policies

Oregon Highway Plan policies that are applicable to bridge projects may include but are not necessarily limited to the following (Table 1):

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

### <sup>19</sup>Leverage and Public Benefit for C-STIP Bridge Projects

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of

- 1 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP  
2 bridge replacement/rehabilitation projects include:  
3  
4       ♦ Other funding contributions, such as additional federal funds, local matching funds or  
5       provision of project right-of-way, private funding.  
6       ♦ Bundling with other infrastructure projects (provided there is no adverse affect on  
7       project readiness).  
8       ♦ Fish enhancement, such as culvert replacement and improved drainage.  
9       ♦ Direct benefits to multiple modes of travel. This would include local efforts to  
10       accommodate non-auto modal opportunities.  
11       ♦ Improvements in Oregon's economy by addressing transportation challenges.  
12  
13  
14

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

Table 1

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

## Appendix A

### Key Website Addresses

Draft ~~2006-2009~~ and Final STIP, Criteria Compliance Reports: <http://www.odot.state.or.us/stip/>

STIP Users' Guide discussing STIP development rules, programs, timelines, and more will be available on ODOT's website in late 2005.

Management Systems: <http://intranet.odot.state.or.us/otms/>

Policy on Formation and Operation of the ACTs:  
[http://www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml)

Program Advisory Committees, Community Involvement: <http://www.oregon.gov/ODOT/>