

**2012-2015 STIP Eligibility Criteria and Prioritization Factors  
Directions and Guidance for Use**

**I. Introduction**

The Statewide Transportation Improvement Program (STIP) Project Eligibility Criteria and Prioritization Factors apply to the Development STIP, Modernization, Preservation, and State Bridge programs, which cover most of the Oregon Department of Transportation's (ODOT's) major transportation investments. The criteria are renewed with the help of the STIP Stakeholder Committee every two years. The STIP Stakeholder Committee represents a variety of transportation interests including freight, public transit, cities, counties, state agencies, Metropolitan Planning Organizations (MPOs), Area Commissions on Transportation (ACTs), and private interests.

The STIP Stakeholder Committee meets to agree on a draft of the new criteria to send out for review and comment by ACTs, MPOs, ODOT Regions, and local jurisdictions. After the comment period, the STIP Stakeholder Committee prepares a revised draft to forward to the Oregon Transportation Commission (OTC) for approval. After approval, the STIP Project Eligibility Criteria and Prioritization Factors (known as the "STIP criteria") are distributed for use in STIP project selection. The STIP criteria are used throughout the STIP development process to narrow the list of possible investments.

Upon approval, the STIP criteria are used immediately by ODOT and local jurisdiction staff to decide which projects should be "scoped" in more detail, meaning more information about the cost and extent of the project is developed. Scoping and project prioritization and selection continue for about six months until the draft STIP program is complete. The ACTs, MPOs, and local jurisdictions, in coordination with their respective ODOT Regions, use the approved criteria to prioritize and select investments to fund in the STIP primarily during the six months of scoping and project selection for the Draft STIP. Steps between the Draft STIP and Final STIP approval include making sure expected revenues and expenditure totals match, public review and comment, air quality conformity modeling, and approval and inclusion of the MPO transportation investment programs in the STIP. Altogether, it is approximately a year and nine months between the OTC approval of the STIP criteria and the approval of the Final STIP. The OTC (and the Federal Highway and the Federal Transit Administrations) must approve the Final STIP before investments in the recommended projects can go forward.

The STIP criteria themselves consist of two parts: Eligibility Criteria and Prioritization Factors. The Eligibility Criteria list criteria that projects must meet for any further consideration. If at any time during scoping and consideration of a project, it is found not to meet the Eligibility Criteria, then it is eliminated from further evaluation.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Investments that do meet the Eligibility Criteria are then prioritized by ODOT and the  
2 ACTs, MPOs, and local jurisdictions using the approved Prioritization Factors.  
3 How project comparison and prioritization is done varies by area and region of the state.  
4 Some ACT or MPO areas have project application processes where project proponents  
5 fill out an application that relates to the Eligibility Criteria and Prioritization Factors.  
6 Other areas may compare projects in a discussion format. They may also choose to  
7 add criteria to aid their local project selection, so long as these additional criteria do not  
8 conflict with the approved statewide STIP criteria. In all cases, Development,  
9 Modernization, Preservation, or State Bridge projects or investments recommended for  
10 inclusion in the STIP are documented showing how they meet the approved Eligibility  
11 Criteria and Prioritization Factors. This documentation is delivered to the OTC for their  
12 consideration and is published on ODOT's website for stakeholders statewide.

13  
14 This document clarifies expectations for the Development STIP, Modernization,  
15 Preservation, and State Bridge programs and the STIP decision process for those  
16 programs. This document, as a whole, will be approved by the OTC before it is  
17 released for use. It explains overall expectations and direction for STIP project  
18 selection, lists the STIP Project Eligibility Criteria and Prioritization Factors for the 2012-  
19 2015 STIP, and describes the documentation necessary to show how a project meets  
20 each criterion or factor.

21  
22 Further descriptions of the STIP development procedures are provided in various  
23 documents available on ODOT's website on the STIP Background Information page. A  
24 short summary brochure describes the STIP process in general, and the STIP User's  
25 Guide includes more detailed information about the processes and procedures for  
26 developing the STIP. The STIP Background Information page can be found at:  
27 [www.oregon.gov/ODOT/TD/TP/Background.shtml](http://www.oregon.gov/ODOT/TD/TP/Background.shtml).

28  
29 The Policy on Formation and Operation of the Area Commissions on Transportation  
30 (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy  
31 and other information about the ACTs can be found on the ACT homepage at:  
32 [www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml).

### 33 34 35 **II. Goal Context**

36  
37 The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria  
38 and Prioritization Factors to declare expectations for projects that are recommended for  
39 inclusion in the STIP by the Oregon Department of Transportation (ODOT), Area  
40 Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs),  
41 or regional or statewide advisory groups. This document gives basic information and  
42 provides guidance pertaining to using the criteria for project prioritization and selection  
43 and explains expectations for project documentation.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 The OTC establishes program goals, funding levels and regional funding distribution at  
2 the start of each two-year STIP update. Those policy decisions are made separate from  
3 the STIP Eligibility Criteria and Prioritization Factors and are not part of this document.  
4 Those decisions establish how much funding is available to various STIP programs.  
5 The STIP Eligibility Criteria and Prioritization Factors are then used to prioritize and  
6 select projects for the Development STIP and Construction STIP (Modernization,  
7 Preservation, and State Bridge programs) to the funding levels approved by the OTC.

8  
9 The OTC's decisions reflect the goals and priorities adopted in the Oregon  
10 Transportation Plan (OTP). The OTP sets forth policies that guide decisions and  
11 actions of the agency, including project and program funding decisions. The OTP's  
12 goals are:

- 13
- 14 1. Mobility and Accessibility
- 15 2. Management of the System
- 16 3. Economic Vitality
- 17 4. Sustainability
- 18 5. Safety and Security
- 19 6. Funding the Transportation System
- 20 7. Coordination, Communication, and Cooperation

21  
22 These goals recognize the importance of providing an efficient, optimized, safe, secure,  
23 and well-integrated multimodal transportation system that allows for access and  
24 connectivity throughout the state to enable a diverse economy while not compromising  
25 the ability of future generations to meet their needs. These goals are implemented  
26 through the Oregon Highway Plan (OHP) and the other mode and topic plans.

27  
28 Projects recommended for inclusion in the STIP are expected to be consistent with the  
29 Oregon Transportation Plan and the Oregon Highway Plan. Both plans contain goals  
30 and policies; the OTP has strategies to implement the goals and policies while the OHP  
31 has actions to implement its goals and policies. These goals and policies set a general  
32 framework for projects to advance. The STIP Project Eligibility Criteria and Prioritization  
33 Factors then set specific thresholds to meet and factors to use for determining eligibility  
34 and prioritization of possible STIP projects.

### 35 36 37 **III. House Bill 2001 Implementation**

38  
39 The STIP Project Eligibility Criteria and Prioritization Factors (the "STIP criteria") for  
40 2012-2015 included in this document are an interim step as ODOT moves toward  
41 implementing least cost planning methodologies, as directed by the 2009 Oregon State  
42 Legislature in HB 2001. Least cost planning is defined in HB 2001 as "a process of  
43 comparing direct and indirect costs of demand and supply options to meet  
44 transportation goals, policies, or both, where the intent of the process is to identify the

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 most cost-effective mix of options.” In the same legislation, ten “considerations” were  
2 listed for use in development of criteria for STIP project selection. The considerations  
3 listed also reflect least cost planning ideas and other priorities of the state. These 2012-  
4 2015 STIP criteria respond to the criteria considerations in HB 2001 and help move  
5 towards a least cost planning process.

6  
7 The ten STIP criteria considerations in House Bill 2001 are:

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

31  
32 The 2012-2015 STIP criteria respond to these considerations in HB 2001 in the  
33 following ways:

- 34 • Adding new emphasis and project reporting requirements reflecting OTP Policy  
35 1.1 and OHP Policy 1G that prioritize operations, management, and other non-  
36 construction improvements first, ahead of capacity construction improvements  
37 (considerations 1, 2, 3, and 4).
- 38 • Providing explanations and documentation requirements to clarify use of off-  
39 system improvements (consideration 4) and to better address the prioritization  
40 factor addressing freight (consideration 5).
- 41 • Adding new prioritization factors to address safety (consideration 2), economic  
42 development (consideration 6), the land use and transportation relationship  
43 (consideration 8), and environmental concerns (consideration 9).

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign  
2 oil dependency reduction are included in this document in general ways rather than as  
3 specific criteria or factors for use in the 2012-2015 STIP. This is because methods,  
4 tools, and measures for how to consider these factors and report on their use are under  
5 development at this time. For example, another section of House Bill 2001 and House  
6 Bill 2186 require development of targets and processes for metropolitan area  
7 greenhouse gas planning. This work has recently started, and specific metropolitan  
8 level targets for greenhouse gas reduction will be set by rule in 2011. "Toolkits" and  
9 best practices that assist in considering greenhouse gas reduction in planning are  
10 expected to be developed by the end of 2010. These will help inform future STIP criteria  
11 and project documentation requirements.

12  
13 The final 2012-2015 STIP criteria will be approved by the Oregon Transportation  
14 Commission in the spring of 2010. They will be immediately used to start deciding  
15 which projects should be evaluated further for the 2012-2015 STIP. Once the STIP  
16 criteria are approved, the STIP Stakeholder Committee will turn its attention to  
17 development of the least cost planning process required by HB 2001. It is expected that  
18 the least cost planning process and implementation methods that are developed will  
19 provide agreed-upon methods and measures for incorporating both benefit-cost  
20 comparisons and greenhouse gas reduction factors in a decision-making framework.  
21 Criteria for future STIPs will reflect what is learned through the development of the least  
22 cost planning process.

23  
24 Implementing the least cost planning process will require a broad perspective on  
25 possible solutions to transportation problems and methods of comparison to find cost-  
26 effective options that respect the goals and policies of the Oregon Transportation Plan  
27 as well as state targets such as those for greenhouse gas emission reduction. Also,  
28 much of the least cost planning process will likely need to be implemented at the  
29 transportation system or corridor planning levels. Selection of possible transportation  
30 solutions for funding and implementation, through application of the STIP criteria, is a  
31 later process that follows the transportation system or corridor planning stages.

32  
33 However, the 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors begin  
34 to reflect the priorities of least cost planning and other current concerns by setting  
35 appropriate eligibility thresholds and prioritization factors. The 2012-2015 STIP criteria  
36 represent a first step toward this perspective. Indeed, the HB 2001 considerations likely  
37 reflect priorities that the least cost planning process must address, and these STIP  
38 criteria take steps to integrate these considerations in the STIP decision process.  
39 Further agency and stakeholder time and effort will be spent on determining least cost  
40 planning methodologies after the 2012-2015 STIP criteria are approved, and later  
41 criteria will be further adapted to reflect the conclusions of that process.

42  
43 Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will  
44 consider the broader subject of least cost planning and assist ODOT to develop least

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 cost planning implementation methods. The least cost planning process will require  
2 comparison of possible investments to find the best transportation solutions, ideally  
3 without regard to limitations due to program funding rules and “silos” that allow funding  
4 for some types of work and not others. However, at this time, the constraints of various  
5 program funding limitations do apply. While the 2012-2015 STIP criteria apply across  
6 programs, they do not change program funding requirements. The grouping of the  
7 Modernization, Preservation, and State Bridge criteria indicate broad concerns that all  
8 projects may address, facilitate reading of and reduce duplication in this document, and  
9 are intended to encourage prioritizing the best solutions no matter the type of work.  
10 However, the application of the criteria does not change the funding sources or their  
11 restrictions. The level of funding allocated for each program is determined separately  
12 by the OTC and various rules and laws.

13  
14 For several STIP cycles, documentation has been required to show how the  
15 Development STIP and Construction STIP (Modernization, Preservation, and State  
16 Bridge) projects meet the approved criteria. This documentation requirement will be  
17 strengthened for 2012-2015. Explanation of what meeting the criteria means will be  
18 provided in this documentation and responses on the reporting “templates” will be  
19 expected to be thorough enough to answer the questions posed by the criteria. This is  
20 also an interim step towards identifying future criteria that projects may be expected to  
21 meet following development of least cost planning methodologies.

22  
23 ODOT staff, stakeholders, and project proponents should develop the information  
24 needed to show how proposed projects meet the appropriate criteria before identifying  
25 STIP priorities and narrowing the list of projects. This will provide information to assist  
26 decision-making. ODOT staff, stakeholders, and proponents should communicate and  
27 share this and other STIP-related information as early as practicable to enable timely  
28 and informed project prioritization.

### IV. Additional Principles for STIP Project Selection

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32  
33 There are principles that should be employed by ACTs, MPOs, local jurisdictions, and  
34 ODOT Regions during the selection of STIP projects, in addition to the criteria listed on  
35 the following pages. These principles reflect transportation policies described in the  
36 Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and in House Bill  
37 2001, particularly considerations 7 and 10, benefit-cost comparison and greenhouse  
38 gas reduction. These are not included as specific criteria to answer at this time and  
39 documentation of these is not required for the 2012-2015 STIP. However, ACTs,  
40 MPOs, ODOT Regions, and local jurisdictions are expected to consider and discuss  
41 these principles as STIP selections are made. If any project information is developed to  
42 respond to these principles, it should be included in the project documentation.

#### OTP / OHP Policies

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 One additional principle is the goal context of projects. Projects are expected to be  
3 consistent with the OTP and the OHP goals and policies. In the past, OHP goal support  
4 in general was one prioritization factor, but this proved difficult to apply. For the 2012 –  
5 2015 STIP, certain policies are called out in the prioritization factors because they  
6 contain a set of ideas that will likely prove important as least cost planning is developed,  
7 or because they list ways of implementing these ideas. These include OTP Policy 1.1  
8 and OHP Policies 1B: Land Use and Transportation, 1G: Major Improvements, and 5A:  
9 Environmental Resources. This does not imply that only these policies apply when  
10 considering what solutions to fund in the STIP. Rather, the goals of the OTP and OHP  
11 overall should be furthered by choices made for the STIP. OTP and OHP goals and  
12 policies should be kept in mind during STIP project prioritization and selection and  
13 appropriate choices made, even though documentation required will focus on certain  
14 policies.

### 15 16 Long-term Perspective

17  
18 A second principle is that a long-term broad perspective should be used when choosing  
19 solutions to fund. Whether a project will be effective in the short term or the long term  
20 and how well the transportation solution will further transportation goals should be  
21 considered in relation to the overall cost of the project. Similarly, the corridor or system  
22 level effects of the project and how well it integrates with other applicable plans should  
23 be considered. For example, does the proposed transportation solution make sense  
24 with the context of land use plans and other investments within the planning area or  
25 along the transportation corridor? STIP decisions should reflect consideration of the  
26 long-term impacts of the investment.

### 27 28 House Bill 2001 Considerations 7 and 10

29  
30 Project proponents should expect that these considerations regarding benefit-cost  
31 comparison and greenhouse gas reduction will be included as criteria for future STIPs.  
32 Data, methods, and measures to evaluate these meaningfully are not yet developed for  
33 the 2012-2015 STIP, therefore these considerations are not yet included as criteria to  
34 evaluate and report on. Methods and measures for evaluating these will be developed  
35 through the greenhouse gas reduction planning and least cost planning implementation  
36 efforts. Even though formal evaluation procedures are not yet developed, benefit-cost  
37 comparison and greenhouse gas reduction should be considered and discussed by  
38 ACTs, MPOs, ODOT Regions, and local jurisdictions as part of 2012-2015 STIP project  
39 selection. An appropriate way to consider these for the 2012-2015 STIP would be to try  
40 to select solutions for funding that are consistent with and support the ideas described.  
41 If interim methods of evaluating and reporting on these have been developed by  
42 affected jurisdictions, then any results of project evaluations should be included in the  
43 project documentation.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Cost-efficiency, or benefit-cost comparison reflected in HB 2001 consideration 7, is not  
2 an explicit criterion or factor for the 2012-2015 STIP because information and  
3 procedures to evaluate cost-efficiency for projects are not yet in place for this STIP.  
4 However, cost-efficiency should be considered throughout STIP development and  
5 project prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or  
6 optimum results or return relative to the expenditure. For the purposes of a  
7 transportation investment, cost-efficiency refers to results over the long-term (generally  
8 20 or more years), and results and return as well as costs should be thought of broadly  
9 in terms of goal achievement not just dollars saved or spent. Various goals that  
10 transportation projects may help achieve include economic development, community  
11 livability, and environmental sustainability. In order to be considered cost-efficient,  
12 transportation projects should help advance goals over the long-term. For example, an  
13 inexpensive project that is contrary to broader community goals should not be  
14 considered cost-efficient.

15  
16 Transportation investments generally have a long life and major investments should  
17 result in improved outcomes over the long-term. A major project that creates an  
18 improved outcome for only a few years should not be considered cost-effective. Also,  
19 an inexpensive solution that will provide only moderate improvements for a short time or  
20 that does not meet the approved prioritization factors well should not necessarily be  
21 considered more cost-effective than an expensive solution that provides long-term  
22 improvements and better meets the prioritization factors. However, if a temporary  
23 solution is affordable while the long term solution is not likely to be funded in the  
24 foreseeable future, then the benefits of implementing the temporary solution may make  
25 it cost-effective.

26  
27 Greenhouse gas reduction is another priority for the state and is reflected in HB 2001  
28 consideration 10. Methods, rules, procedures, and regional targets to evaluate project  
29 contributions to state greenhouse gas (GHG) reduction goals are currently under  
30 development. Consequently, this is not included as a criterion to be answered during  
31 project selection and prioritization for the 2012-2015 STIP. However, project  
32 proponents should be aware of the state greenhouse gas reduction targets and any  
33 local greenhouse gas reduction plans and are encouraged to select investments that  
34 contribute to achievement of the goals described. The state GHG reduction targets are  
35 listed in ORS 468A.205:

- 36 (a) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to  
37 reduce greenhouse gas emissions.  
38 (b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.  
39 (c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990  
40 levels.

41  
42 Possible prioritization factors to address greenhouse gas reduction in future STIP  
43 solution prioritization processes include the following:

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Demonstrate a material contribution to reducing greenhouse gas emissions  
2 consistent with adopted state goals (HB 2001 consideration #10)
- 3 • Reduce Oregon's dependence on imported fossil fuels (HB 2001 consideration  
4 #10)
- 5 • Reduce vulnerability of essential transportation infrastructure (and of the  
6 communities and commerce that rely upon it) to climate change-associated  
7 effects such as flooding and fire
- 8 • Project designs that anticipate future needs to reduce greenhouse gas emissions  
9 and adaptation to climate change

10  
11 Application of the first two possible prioritization factors should recognize that different  
12 communities and regions within the state, such as urban and rural areas, will have  
13 different capabilities to reduce GHG emissions and fossil fuel consumption. Such  
14 differences should be explicitly acknowledged; while also acknowledging that all areas  
15 should be capable of reductions of emissions as compared to their historical record.

### 16 17 18 **V. STIP Project Documentation**

19  
20 This document lists and explains expectations for meeting approved eligibility criteria  
21 and prioritization factors for the Development STIP and the Construction STIP  
22 (Modernization, Preservation, and State Bridge programs). Project documentation is  
23 expected to show how the selected project meets the criteria. The information required  
24 to show that the project meets the criteria is listed in this document. There are two  
25 types of criteria listed in this document: Eligibility Criteria and Prioritization Factors.

- 26  
27 • *Eligibility Criteria* are criteria that must be met in order for the project to be  
28 considered further. All of the eligibility criteria listed must be met or the project  
29 may not move on to prioritization. The eligibility criteria are a pass-fail test that a  
30 project must pass.
- 31  
32 • *Prioritization Factors* are criteria that are used to choose projects to be funded  
33 from among eligible projects. All prioritization factors may not apply to all  
34 projects. Generally, a project that meets more prioritization factors or meets  
35 them more fully should be advanced ahead of a project that meets fewer  
36 prioritization factors or meets them to a lesser degree.

37  
38 The project documentation must clearly show how all the applicable eligibility criteria are  
39 met by providing the information requested. The prioritization factors are designed to  
40 be broadly applicable to the different programs. However, as Preservation and State  
41 Bridge projects typically maintain existing infrastructure, fewer of the prioritization  
42 factors may apply. Documentation for Preservation and State Bridge projects should  
43 answer all of the eligibility criteria and answer the prioritization factors that apply or were  
44 used to help prioritize projects, not necessarily all of them. Preservation project criteria

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 can still be answered on a region-wide basis, and State Bridge criteria can still be  
2 answered on a statewide basis, with some information provided by each region.

3  
4 Development STIP projects and modernization projects typically make substantial  
5 changes to the transportation system, so their documentation should show how they  
6 meet all of the approved STIP Eligibility Criteria and how all the Prioritization Factors  
7 were evaluated. Documentation for D-STIP and modernization projects will answer all  
8 the eligibility criteria and all of the prioritization factors and will be answered on an  
9 individual project basis; if a factor does not apply to a particular project, that fact may be  
10 noted in the documentation.

11  
12 Here are some overall principles to use for documentation:

- 13 • Use brief but sufficient explanations; extensive explanations are not required.
- 14 • Yes or no without explanation is not an acceptable answer, except where yes or  
15 no is the only possible answer, i.e. is the project on a designated freight route?
- 16 • If data or other documentation is available to support the explanation, cite or use  
17 it. For example, if travel model data is available that shows the impact of the  
18 proposed project, describe those results. Or, if a letter of commitment from  
19 another partner or investor or an intergovernmental agreement is in place,  
20 include those facts in the explanation.
- 21 • It is not required that any special study be done to show that the project meets  
22 the criteria. At this time, descriptions of expected effects are sufficient.  
23 However, if information from such a study is already available, describe those  
24 results in the explanation.

25  
26 The documentation requirements described here are more extensive than in the past  
27 and are designed to explain what is needed to sufficiently show that the criteria are met.  
28 Due to the short timeline available to implement the 2012-2015 STIP criteria,  
29 explanations in the documentation are expected to rely primarily on narrative  
30 descriptions of anticipated effects, though project proponents should provide data to  
31 support their conclusions where such data is available. In the future, more objective  
32 and data-based criteria may be implemented, particularly as analysis methods and  
33 measures are agreed to during the least cost planning methodology development  
34 process. Future STIP project documentation may therefore require more objective data.

### 35 36 Conditions of Approval

37  
38 ODOT staff and project proponents should remember that Conditions of Approval may  
39 be applied to projects. Applying Conditions of Approval should be considered where  
40 they will assist the project to meet these criteria or overall goals. What Conditions of  
41 Approval are applied and what they are expected to accomplish should be included in  
42 the project documentation.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Staff and proponents should consider whether conditions would benefit the investment  
2 in terms of better meeting the approved criteria or in terms of lengthening the time that  
3 the investment successfully resolves the transportation problem. For example, ODOT  
4 regularly requires an Interchange Area Management Plan (IAMP) that includes binding  
5 implementation steps and strategies with interchange improvements. Would a similar  
6 management plan or other type of agreement between affected jurisdictions and ODOT  
7 be beneficial for non-interchange projects? If so, applying such conditions to the project  
8 should be considered.

9  
10 These conditions reflect specific implementation steps that a jurisdiction or ODOT must  
11 take to maintain the integrity of the recommended transportation solution. The  
12 Conditions of Approval are delivered to the OTC for approval as a part of the  
13 transportation solution's final STIP approval. They are considered a part of the  
14 transportation solution and are binding on the jurisdiction and ODOT.

### 15 16 Intergovernmental Agreements (IGA)

17  
18 Intergovernmental agreements (IGAs) are another tool that may be used to specify  
19 actions that will be taken, instead of or in addition to Conditions of Approval. IGAs may  
20 be sufficient for some projects or a Condition of Approval can be used to formalize  
21 agreements, such as where local jurisdictions have agreed to contribute funds or other  
22 resources to the project. Because the OTC approves the project and conditions  
23 together, thereby making the project approval dependent on the condition, specifying  
24 important aspects of intergovernmental agreements in a Condition of Approval may give  
25 them more weight and clarify that they are binding.

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**VI. Development STIP**

The Development STIP (D-STIP) is intended for transportation solutions that will take more than the four years of the STIP to reach construction or implementation. The ACTs, MPOs, and ODOT Regions determine what financial resources available to their area they will assign to their D-STIP programs; there is no funding level for the D-STIP set by the OTC. If the ACT, MPO, or Region determines that a solution needing further development work is a high priority, that work may be funded in the D-STIP. Note, though, that inclusion in the Development STIP does not guarantee future funding in the Construction STIP. Generally work is beginning in the D-STIP that will go to final completion via the C-STIP, but the solution must have sufficient priority and funding at the time of C-STIP development in order to move on.

Development STIP solutions do not have construction funding assigned to them. Solutions may need to complete further planning such as refinement planning or environmental documentation such as an Environmental Impact Statement. Solutions should remain in the D-STIP through completion of the environmental documentation phases, when these are necessary. In many cases, the final specific solution is not yet defined at the Development STIP stage. The Eligibility Criteria and Prioritization Factors for Development STIP projects reflect this special nature of Development STIP work. Also, the term “solution” is used in the criteria for work in the Development STIP. “Solution” reflects that the final decision developed through D-STIP work may be a modernization or other construction project or another type of transportation solution such as an operational or system management strategy.

**Development STIP Eligibility Criteria and Prioritization Factors**

**Development STIP Eligibility Criteria**

Development work on major transportation solutions may be eligible for funding if it:

- Supports the definition of “Development STIP” approved by the Oregon Transportation Commission.<sup>1</sup>
- 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 federal discretionary project.<sup>2</sup>
- Has funding adequate to complete the identified milestone.<sup>3</sup>

**Development STIP Prioritization Factors**

Priority shall be given to transportation solution development work that:

- Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup>
- Is suitable for the D-STIP.<sup>5</sup>
- Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup>
- Is for a solution that has funding identified for development or construction.<sup>7</sup>

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### A. Development STIP Eligibility Criteria Explanations

These eligibility criteria establish what types of projects are eligible for funding in the Development STIP. The eligibility criteria are not listed in any particular order nor is there any implied weighting of the various criteria. Development STIP projects must meet all these eligibility criteria in order to be eligible for funding.

#### <sup>1</sup>Supports Development STIP Definition

Solutions selected for funding in the Development STIP must meet this definition for D-STIP projects approved by the Oregon Transportation Commission:

*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 federal earmark or demonstration projects, modernization or major bridge replacement projects, and discretionary projects (projects eligible to receive federal discretionary funds).*

Documentation provided in response to this criterion must:

- Briefly explain how the proposed project meets this definition

#### <sup>2</sup>Addresses an Unmet Need in a Plan

Transportation solutions funded for further development in the D-STIP must:

- Address an unmet need described in a plan,
- Address the general need, mode, function, and location described in an acknowledged TSP, or
- Be identified as a federal discretionary project.

Projects in the STIP are expected to support and implement state, regional, or local transportation and land use plans. Projects selected for further development in the D-STIP should develop specific solutions for needs described in plans, typically

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 transportation system plans or comprehensive plans, or be identified in legislation as a  
2 discretionary project. Occasionally, funding for specific projects may be included in  
3 federal legislation as a discretionary project. If that project is still under development, it  
4 will be a high priority to include in the Development STIP.  
5

6 Documentation provided in response to this criterion must:  
7

- 8 • Note the federal discretionary project status of the proposed work and/or
  - 9 • Describe the planning history of the solution and the unmet need:
    - 10 ○ Identify the plan that describes the need
    - 11 ○ Describe briefly how the work will meet the need
- 12  
13

### 14 **3D-STIP Milestone(s) Funded** 15

16 D-STIP projects must have funding to complete the identified milestone. Partially  
17 funded milestones or those with no funding will not be included in the STIP. Possible D-  
18 STIP milestones include those listed below. Not all projects are required to complete all  
19 the milestones.  
20

- 21 • Project specific refinement plan completion
  - 22 • Project specific refinement plan adoption
  - 23 • Land use consistency. This may include land use decisions that establish need,  
24 mode, function and general location for a project that is included in the  
25 acknowledged comprehensive plan or transportation system plan as a planned  
26 facility and that is expected to be constructed within the next 20 years with  
27 available financial resources
  - 28 • Interchange Area Management Plan or Access Management Plan
  - 29 • Location Environmental Impact Statement (EIS) Record of Decision (ROD)
  - 30 • Design EIS ROD
  - 31 • Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
  - 32 • Right of way acquisition
  - 33 • Advance plans (or any other applicable project development design milestone)
  - 34 • Plans, specifications and estimates (PS&E)
- 35

36 Documentation provided in response to this criterion must:  
37

- 38 • Identify what milestone(s) will be funded during the four years of the STIP  
39  
40

## 41 **B. Development STIP Prioritization Factors Explanations** 42

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Use these factors to prioritize among possible Development STIP projects. These  
2 prioritization factors are not listed in any particular order. Not all the Prioritization  
3 Factors will apply to all projects, but D-STIP project documentation should respond to  
4 each prioritization factor, indicating any that do not apply. Work that better meets more  
5 of the factors generally should be chosen over work that meets fewer prioritization  
6 factors or meets them less well.

### 7 8 **4Implements OTP Policy 1.1**

9  
10 Priority should be given to Development STIP solutions that meet the intent of OTP  
11 Policy 1.1: *It is the policy of the State of Oregon to plan and develop a balanced,*  
12 *integrated transportation system with modal choices for the movement of people and*  
13 *goods.* In particular, see Strategy 1.1.4:

14  
15 *In developing transportation plans to respond to transportation needs, use the most*  
16 *cost-effective modes and solutions over the long term, considering changing*  
17 *conditions and based on the following:*

- 18 • *Managing the existing transportation system effectively.*
- 19 • *Improving the efficiency and operational capacity of existing transportation*  
20 *infrastructure and facilities by making minor improvements to the existing*  
21 *system.*
- 22 • *Adding capacity to the existing transportation system.*
- 23 • *Adding new facilities to the transportation system.*

### 24 25 **Documentation that responds to this criterion should:**

- 26  
27 • Describe how the proposed transportation solution meets the intent of this policy  
28 and strategy with respect to the hierarchy of priorities described in OTP Strategy  
29 1.1.4
- 30 • Describe whether the solution can be phased in over time, what part of the  
31 identified need is met by the phase, and how the phase will move towards  
32 implementing the overall solution
- 33 • If the transportation solution will include providing additional highway capacity or  
34 adding new facilities, documentation should:
  - 35 ○ Describe whether higher priority solutions as listed in OTP Strategy 1.1.4  
36 have already been considered and/or implemented, how effective they  
37 have been, and whether evaluation and active management of those  
38 solutions are being implemented to improve their performance to meet the  
39 short or long-term need
  - 40 ○ Describe why higher priority solutions would not be effective, or why they  
41 do not apply to the situation if management, operations, or minor  
42 improvements have not been implemented previously, or are not being  
43 evaluated for inclusion with the current capacity project

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- Describe why a capacity increasing solution is likely to be the most effective solution to address the long term capacity needs of the projects area

### **5D-STIP Suitability**

Solutions proposed for development work should be suitable for inclusion in the D-STIP. Priority should be given to projects for which the milestone funded is expected to be completed during the four years of the STIP.

Also, Development STIP projects are typically completing planning or preliminary milestones for a transportation solution that is intended to be funded for implementation later in the Construction STIP. Therefore, care should be taken to select solutions for development that will likely be able to meet the C-STIP eligibility criteria and prioritization factors. Solutions that will not be able to meet the intent of the C-STIP criteria and factors should not be selected. Where solutions are not yet defined, steps may be taken during development work that may help the solution better meet the C-STIP criteria and factors.

#### **Documentation that responds to this criterion should:**

- Indicate whether or not the milestone can be completed in the time period of the STIP
- Briefly describe how the solution is expected to be able to meet the C-STIP eligibility criteria and prioritization factors and move to completion in the C-STIP

### **6D-STIP Milestone(s) Completed**

D-STIP projects that build on work completed in prior D-STIP periods generally should be given priority over D-STIP projects just beginning. For example, one D-STIP period may complete a refinement plan; in the next D-STIP period, the milestone may be the required environmental document. However, for each STIP period, the project must be of high enough priority to be chosen over other projects. It is possible that a different need takes on more urgency in the following STIP period, or that limited funds available do not allow further work on a project in the next STIP period. Inclusion in the D-STIP does not guarantee further work in future D-STIPs, nor does it guarantee future inclusion in the Construction STIP.

#### **Documentation that responds to this criterion should:**

- Indicate any previous milestones completed in a D-STIP

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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### **7Funding has been Identified for Future Development or Construction**

Development STIP projects that have funding already identified for future steps to completion should be given priority over projects that do not have future funding identified.

#### **Documentation that responds to this criterion should:**

- Identify the source of funding for future steps and the sufficiency of that funding to complete the future step.

**VII. Construction STIP**

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The C-STIP identifies project scheduling and funding for the state's transportation Modernization, Preservation and State Bridge programs for a four-year construction period. This program meets the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), 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 State Bridge projects. Information about other programs in the STIP may be found in the *Draft 2010-2013 STIP* and the *STIP Users' Guide*.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Construction STIP Eligibility Criteria and Prioritization Factors For the Modernization, Preservation, and State Bridge Programs

#### Eligibility Criteria for Modernization, Preservation, and State Bridge

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is 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>9</sup>

#### Prioritization Factors for Modernization, Preservation, and State Bridge

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and local economic development plans and goals.<sup>12</sup>
- Support freight mobility.<sup>13</sup>
- Improve the safety of the transportation system.<sup>14</sup>
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.<sup>15</sup>
- Leverage other funds and public benefits.<sup>16</sup>
- Are ready to go to construction within the four years of the STIP.<sup>17</sup>

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### A. Eligibility Criteria for C-STIP Modernization, Preservation, and State Bridge

Eligibility criteria establish what types of Modernization, Preservation, and State Bridge program projects are eligible for funding in the Construction STIP. The eligibility criteria are not listed in any particular order nor is there any implied weighting of the various criteria. Projects must meet all these eligibility criteria in order to be eligible for funding.

#### **<sup>8</sup>Identified as a Need in a Management System, Where Applicable**

Some STIP programs, particularly Preservation and Bridge, have management systems to identify needs. Management systems keep data on the condition of infrastructure and may have tools to analyze or predict needs and the adequacy of possible solutions. Management system data shows when pavement or a bridge is falling below acceptable standards and helps identify what solutions are appropriate. Preservation and State Bridge projects must be identified as a need in a management system to be eligible for Construction STIP funding.

Needs identified by a management system include replacement or rebuilding of existing pavement or bridges. Construction of entirely new facilities (not replacement) will not be identified by a management system and will likely fall under the Modernization program rather than the Preservation or Bridge programs.

#### **Documentation that responds to this criterion must:**

- Show that proposed preservation and bridge projects respond to needs that have been identified by the appropriate management system

#### **<sup>9</sup>Consistent with the Applicable Plan**

The project must be consistent with the applicable adopted comprehensive plan or transportation system plan as a planned facility, including land use decisions that have established the need, mode, function and general location of the project, including goal exceptions, where required. Proposed projects within MPOs shall be identified in fiscally constrained Regional Transportation Plans and shall meet air quality conformity requirements.

If consistency cannot be demonstrated, the project documentation will describe how the inconsistency will be addressed, including changes to the project, TSP and/or comprehensive plan and when they need to be completed. In such cases, the ACT or regional or statewide advisory group may recommend that the project be included in the D-STIP, and request that Transportation Planning Rule issues be addressed during the D-STIP work.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 Documentation that responds to this criterion must:

- 3  
4
- Describe how the project is consistent with the appropriate plan, or
  - Describe how and when the inconsistency will be rectified.
- 5  
6  
7

### 8 **B. Prioritization Factors for C-STIP Modernization, Preservation, and State Bridge**

9

10 Use these factors to prioritize among possible projects. These prioritization factors are  
11 not listed in any particular order. Not all the Prioritization Factors will apply to all  
12 projects. A project that better meets more of the factors generally should be chosen  
13 over a project that meets fewer prioritization factors or meets them less well.

14  
15 As Preservation and State Bridge projects typically maintain existing infrastructure,  
16 fewer of these factors may apply to them. Therefore, Preservation and State Bridge  
17 project documentation may respond only to the prioritization factors that apply or were  
18 used to help prioritize projects. Modernization projects typically make significant  
19 changes to the transportation system. Therefore, modernization project documentation  
20 should respond to all of the prioritization factors listed. If a factor does not apply to a  
21 particular modernization project, the documentation may note that fact.

#### 22 23 24 **<sup>10</sup>Implement OHP Action 1G.1**

25  
26 Projects should implement the intent of the Major Improvements Policy, Action 1G.1,  
27 which lists a hierarchy of types of improvements:

- 28  
29
1. Protect the existing system
  2. Improve efficiency and capacity of existing highway facilities
  3. Add capacity to the existing system
  4. Add new facilities to the system
- 30  
31  
32  
33

34 Projects may implement Action 1G.1 by showing that this priority system has been  
35 reflected in the development of the proposed project. This may include higher priority  
36 work done earlier, planning processes such as the relevant TSP that addressed these  
37 priorities, or studies that show that work higher in this priority list will likely not be cost-  
38 efficient or effective over the applicable planning period.

39  
40 Projects may also implement OHP Action 1G.1 by:

- 41
- Implementing access management techniques
  - Implementing operational improvements (consistent with any systems or operations management plans for the area and consistent with the MPO's Congestion Management Process in MPO areas)
- 42  
43  
44

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Using technology or innovative methods to protect the system or improve  
2 efficiency
- 3 • Making improvements such as widening shoulders, adding auxiliary lanes,  
4 providing improved access for alternative modes
- 5 • Making off-system improvements consistent with OHP Policy 2B (keeping in  
6 mind that cost-effectiveness should be considered over the applicable planning  
7 period)

8  
9 *Policy 2B: It is the policy of the State of Oregon to provide state financial*  
10 *assistance to local jurisdictions to develop, enhance, and maintain improvements*  
11 *on local transportation systems when they are a cost-effective way to improve*  
12 *the operation of the state highway system if:*

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

25  
26 Where needed to implement Action 1G.1 (or Policy 2B: Off-System Improvements), the  
27 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, may  
28 negotiate Conditions of Approval for a project with affected jurisdictions and project  
29 proponents. If such conditions are not met during any D-STIP milestones completed for  
30 the project, they shall be noted in the project documentation and shall be as specific as  
31 possible given the stage of development of the project, and may include the following:

- 32
- 33 • Interchange Area Management Plan or Access Management Plan,
- 34 • Highway segment designations,
- 35 • Needed local street improvements,
- 36 • Traffic management plans,
- 37 • Land use plan designations,
- 38 • Other similar conditions.

39  
40 Conditions of Approval on projects are delivered to the OTC with the final STIP and are  
41 approved by the OTC and are binding.

42  
43 Documentation that responds to this criterion should:

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Describe how the proposed project implements or has met the intent of OHP  
2 Action 1G.1 with respect to the hierarchy of priorities described.
- 3 • Describe whether the project can be phased in over time, what part of the  
4 identified need is met by the phase, and how the phase will move towards  
5 implementing the overall solution
- 6 • If the project adds capacity to the existing system or adds a new facility to the  
7 system, documentation should:
  - 8 ○ Describe whether higher priority solutions as listed in OHP Action 1G.1  
9 have already been considered and/or implemented, how effective they  
10 have been, and whether evaluation and active management of those  
11 solutions are being implemented to improve their performance to meet the  
12 short or long-term need.
  - 13 ○ Describe why higher priority solutions as listed in OHP Action 1G.1 would  
14 not be effective, or why they do not apply to the situation if management,  
15 operations, or minor improvements have not been implemented  
16 previously, or are not being evaluated for inclusion with the current  
17 capacity project
  - 18 ○ Describe why a capacity increasing solution is likely to be the most  
19 effective solution to address the long term capacity needs of the project  
20 area
- 21 • Clearly specify any Conditions of Approval that apply to the project and the  
22 process for coordination and adoption of the conditions with the appropriate  
23 jurisdiction.

### **11 Implement OHP Policy 1B: Land Use and Transportation**

28 Projects selected for the STIP should be given priority if they help implement this policy.  
29 Policy 1B of the OHP addresses the integration and interdependence of land use and  
30 transportation:

31  
32 *It is the policy of the State of Oregon to coordinate land use and transportation*  
33 *decisions to efficiently use public infrastructure investments to:*

- 34 • *Maintain the mobility and safety of the highway system;*
- 35 • *Foster compact development patterns in communities;*
- 36 • *Encourage the availability and use of transportation alternatives;*
- 37 • *Enhance livability and economic competitiveness; and*
- 38 • *Support acknowledged regional, city and county transportation system plans*  
39 *that are consistent with this Highway Plan.*

40  
41 Projects may implement this policy by:

- 42 • Supporting local community development plans
- 43 • Supporting sustainable urban development

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Improving the quality of life of the community
- 2 • Supporting development of transportation mode choices
- 3 • Supporting industrial land development near adequate infrastructure
- 4 • Improving intermodal connectivity and transfer opportunities
- 5 • Supporting other state, regional, or local plans such as
  - 6 ○ Sustainability plans
  - 7 ○ Climate change adaptation plans
  - 8 ○ Economic development plans
  - 9 ○ Other local approved plans, strategies, or similar documents

### 10 Documentation that responds to this criterion should:

- 11 • Identify local, regional, or state plans that are supported by the project and how
- 12 the project supports the identified plan
- 13 • Briefly describe how the project implements OHP Policy 1B

### 14 <sup>12</sup>Support Economic Development Plans and Goals

15 Priority should be given to projects that assist implementation or realization of state,  
16 regional or local economic development goals and plans, including those from local  
17 jurisdictions and special districts such as a port authority or transit district. There are  
18 also various state level economic development goals including:

- 19 • Oregon Transportation Plan Goal 3 Economic Vitality: *To promote the expansion*  
20 *and diversification of Oregon's economy through the efficient and effective*  
21 *movement of people goods, services, and information in a safe, energy-efficient,*  
22 *and environmentally sound manner.*
- 23 • Department of Land Conservation and Development Goal 9: *To provide*  
24 *adequate opportunities throughout the state for a variety of economic activities*  
25 *vital to the health, welfare, and prosperity of Oregon's citizens.*

26 Ways in which a proposed project may support economic development include:

- 27 • Improve transportation access and mobility for freight, businesses, and workers
- 28 • Reduce costs of travel for freight, business, and workers
- 29 • Improve operation, safety, or efficiency of the transportation corridor or system
- 30 • Improve travel times or reliability
- 31 • Reduce delay
- 32 • Help maintain or generate long-term and/or living wage jobs
- 33 • Serve an Oregon certified industrial site
- 34 • Serve an economically distressed community

### 35 Documentation that responds to this criterion should:

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Identify the economic development goal or plan that the project will support
- 2 • Briefly describe how the project is anticipated to support economic development
- 3 • Briefly address the likelihood of the anticipated economic benefits being realized
- 4 • Briefly describe the likely duration of the anticipated economic benefits
- 5 • Use empirical data where available, such as travel model data to document the
- 6 long-term outcome of the project and its impact on the transportation system

### **13 Support freight mobility**

10  
11 Projects should be given priority if they support freight mobility. Projects that support  
12 freight mobility are projects on freight routes of statewide, regional, or local significance,  
13 including:

- 14 • Highways on the State Highway Freight System as designated in the Oregon  
15 Highway Plan;
- 16 • Highways or local roads designated as National Highway System intermodal  
17 connectors;
- 18 • Other highways with a high volume or percentage of trucks or which are  
19 important for regional or interstate freight movement;
- 20 • Local freight routes designated in an adopted regional or local transportation  
21 system plan.

22  
23 Projects that support freight mobility may:

- 24 • Remove identified barriers to the safe, reliable, and efficient movement of goods
- 25 • Support multimodal freight transportation movements by improving intermodal  
26 connectivity and opportunities for transfer between modes
- 27 • Improve the operation, safety, or efficiency of freight infrastructure
- 28 • Improve the condition, connectivity, or capacity of freight infrastructure

29  
30 Documentation that responds to this criterion should:

- 31  
32 • Identify the document in which the project is designated as a freight route
- 33 • Describe the expected benefit to freight mobility including barriers removed,  
34 operational or safety benefits, or enhanced opportunities for improving intermodal  
35 connectivity
- 36 • Briefly describe the likely duration of the anticipated effects
- 37 • Use empirical data where available, such as travel model data to document the  
38 long-term outcome of the project and its impact on the transportation system

### **14 Improves the Safety of the Transportation System**

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Safety is considered in every transportation investment decision made by ODOT and  
2 most investments are designed to improve safety either directly or indirectly. However,  
3 priority should be given to projects that incorporate improvements to resolve a  
4 documented safety problem. A project should be given priority if it:

- 5 • Incorporates improvements that address a known safety problem, either a Safety  
6 Priority Index System (SPIS) site or other documented safety problem
- 7 • Incorporates improvements that will reduce the number or severity of crashes

8  
9 Documentation that responds to this criterion should:

- 10  
11 • Identify the documented safety problem the project will address
- 12 • Briefly describe the improvements incorporated to address a known safety  
13 problem
- 14 • Briefly describe the overall improvement in safety expected and, where practical  
15 and available, provide estimates of the potential reduction in the number of  
16 crashes and/or severity of injuries expected by the improvements proposed using  
17 reported crash data

### 18 19 20 **15 Implement OHP Policy 5A: Environmental Resources**

21  
22 Projects should be given priority in the C-STIP if they help implement Policy 5A of the  
23 Oregon Highway Plan by exceeding minimum environmental requirements, by  
24 supporting environmental goals, or implementing innovative techniques to lessen the  
25 environmental impact of a transportation project.

26  
27 OHP Policy 5A: *It is the policy of the State of Oregon that the design, construction,*  
28 *operation, and maintenance of the state highway system should maintain or improve the*  
29 *natural and built environment including air quality, fish passage and habitat, wildlife*  
30 *habitat and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat,*  
31 *etc.), vegetation, and water resources where affected by ODOT facilities.*

32  
33 There are a variety of different environmental requirements set by law or rule that may  
34 apply to a transportation project and different environmental goals adopted by federal,  
35 state, regional, or local jurisdictions. While all projects are designed to meet any  
36 applicable environmental requirements, a project that exceeds minimum requirements  
37 or furthers environmental goals should be given priority over a project that does not.

38  
39 Environmental impacts considered may include:

- 40 • Air quality
- 41 • Water quality
- 42 • Protected species or habitats
- 43 • Climate change mitigation and adaptation

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Documentation that responds to this criterion should:

- Explain what environmental plan, goal, or target is furthered by the project
- Explain how the project will exceed minimum environmental requirements
- Explain what innovative techniques will be used to lessen environmental impacts and why they are expected to be effective
- Describe the likelihood of the project being constructed as described

### **<sup>16</sup>Leverage Other Funds and Public Benefits**

ACTs, MPOs, and regional or statewide advisory groups should evaluate whether proposed projects leverage additional funding, investment, or other benefits. Priority should be given to projects that do leverage other contributions and benefits, though the capacity of the jurisdictions affected to contribute should be considered as well.

Leveraged funds and benefits may include:

- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, right-of-way, etc.)
- Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment

### Documentation that responds to this criterion should:

- Briefly describe the expected leveraged funds or benefits
- Identify whether or not an intergovernmental or other formal agreement is in place or intended that specifies the contributions
- In the case of expected additional investment in other infrastructure or the community, describe the likelihood of that investment occurring in a timely manner and the anticipated outcome (e.g. other needed public facilities, additional jobs, low income housing, etc.) that will be realized.

### **<sup>17</sup>Project Readiness**

Projects that are “ready” should be given priority in the C-STIP over projects that are not ready. A project is ready when it is expected that construction or implementation can begin within the timeframe of the STIP. Projects that can be considered ready likely have any necessary environmental documentation complete and approved, and other major pre-construction steps are likely complete or nearing completion. Other major pre-construction steps may include completion of any necessary management plans or land use approvals.

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 It is preferred that projects remain in the D-STIP until any required environmental  
2 documentation steps are complete. For the C-STIP, projects that have required  
3 environmental documentation steps complete and approvals issued should be  
4 considered more “ready” than projects for which required environmental documentation  
5 steps are not complete. The type of environmental documentation is required is  
6 determined by project class. Project classes are:

- 7
- 8 • Class 1: Requires draft and final environmental impact statement (EIS) and the  
9 final approval issued is called a Record of Decision (ROD)
- 10 • Class 2: Categorical exclusion (requires documentation sufficient to demonstrate  
11 Class 2 status)
- 12 • Class 3: Requires environmental assessment (EA) or revised environmental  
13 assessment and the final approval issued is called a Finding of No Significant  
14 Impact (FONSI) or it may be determined that a full EIS is required
- 15

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

- 20
- 21 • Public involvement
- 22 • Right of way purchased
- 23 • Final construction and traffic flow management plans developed
- 24 • Additional land use requirements such as completing plans for access  
25 management, supporting local transportation system improvements and land use  
26 measures to protect the function and operation of the project.
- 27

28 For projects that have not gone through the D-STIP or have not been issued a FONSI  
29 or ROD the following must also be assessed:

- 30
- 31 • Environmental requirements
- 32 • Land use requirements
- 33 • Applicability of minor improvements and alternative mode solutions
- 34

35 If these components are not completed at the time of the assessment of project  
36 readiness, a plan to complete them must be described to help determine whether they  
37 can be addressed and construction begun within the projected timeframe. The project  
38 budget and timeline must include execution of the plan.

39  
40 Documentation that responds to this criterion should:

- 41
- 42 • Identify whether the project will be a Class 1, 2, or 3 project

## DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Identify whether the EA or EIS is complete and a ROD or FONSI issued or  
2 whether Class 2 status has been approved
- 3 • For a Class 1 or 3 project that does not have a ROD or FONSI issued or a Class  
4 2 project that has not been approved as a categorical exclusion, identify  
5 remaining steps and anticipated timeline to complete the remaining steps
- 6 • Identify whether or not the project is likely to go to construction when anticipated
- 7 • Briefly describe any major pre-construction steps remaining and when they are  
8 expected to be complete