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**AGENDA COVER MEMO**

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**DATE:** March 10, 2004

**TO:** Lane County Board of Commissioners

**DEPARTMENT:** Public Works Department

**PRESENTED BY:** Tom Stinchfield, Transportation Planning Engineer

**TITLE:** DISCUSSION/Countywide Priority Setting for the Oregon Department of Transportation (ODOT) 2006-2009 State Transportation Improvement Program (STIP)

**I. MOTION**

N.A.

**II. ISSUE**

This is a work session in preparation for a public hearing and action on March 31, 2004 for countywide priorities for the ODOT 2006-2009 Statewide Transportation Improvement Program (STIP). No action is required at this meeting.

**III. DISCUSSION**

A. Background

The Board is scheduled for a public hearing at 1:30 pm on March 31, 2004 to accept public testimony and make decisions on countywide priorities for the draft 2006-2009 Statewide Transportation Improvement Program (STIP). The Metropolitan Policy Committee (MPC) is scheduled for a public hearing at their meeting on March 11, 2004 to consider and recommend MPO priorities. In August, the Board commented on the eligibility criteria and priority factors proposed by ODOT. The Oregon Transportation Commission (OTC) adopted these criteria last fall. They are included as Attachment 1 to this packet.

Public Works staff have sent two letters to the cities in Lane County and other interested parties to announce the county process and distribute the criteria. The second letter (see Attachment 2) sent out application forms for project requests and a status sheet (Attachment 3) on the Board's adopted priorities from May 15, 2002. County staff and LCOG staff have created web pages for STIP materials on both the Lane County and LCOG websites in an effort to make this material more available to the public. We are now maintaining an interested parties email list.

B. Analysis

The countywide priorities adopted in 2002 were divided into "Large Projects": and "Smaller Projects". This division has been continued again in this current exercise. Primarily because of debt service for the OTIA III bond program, the OTC reduced

amount of Modernization funding available in FY 2008 and 2009 to about \$18 million statewide per year (down from \$54 million). Region 2 staff estimates there will be about \$5 million available in each of these two STIP years for Region 2. Based on historical percentages, Lane County might expect to get about a quarter of that amount. In addition to this modest STIP Modernization amount, the OTC will also be programming about \$300 million in OTIA III Modernization funds for "projects of statewide significance". They have yet to announce how these projects will be selected. It is likely that only small projects or development work on large projects will be funded with STIP funds. The larger projects are there as possible candidates for the OTIA Statewide process or for the next STIP cycle.

As of February 23, 2004, staff had not received any new Modernization project proposals from the outlying cities. We expect to receive something from the City of Oakridge for the reconstruction of Highway 58 through Oakridge. That proposal, or others received after preparation of the Board packet, will be sent to the Board as supplemental information.

Lane County received a copy of a letter dated February 23, 2004 from the City of Florence to ODOT staff requesting priority for a preservation project on Highway 126W. Due to timing considerations, discussion and action on that letter is scheduled today for separate action by the Board.

Attachment 4 is a draft of a countywide priority list. This sheet will be updated in the next Board packet prior to the March 31<sup>st</sup> public hearing. Metro and non-metro priorities are shown as "high, medium, low" and have not been combined at this point. At this point, it contains almost exclusively metro-area projects. This reflects progress made in the past on improvements to Highway 58, Highway 126W, and Highway 99. It also is an indication of the importance of the ODOT system to the metro area and the concentration of large projects in the metro area. Attachments 5 and 6 are draft CSTIP and DSTIP priority lists for the metro area. These lists were presented at a public workshop on February 19<sup>th</sup> and will be considered for adoption at MPC on March 12, 2004.

C. Alternatives / Options

N.A.

D. Recommendation

N.A.

E. Timing

An All-Area meeting for Region 2 has been tentatively scheduled for April 22, 2004 in Salem.

#### IV. IMPLEMENTATION/FOLLOW-UP

Commissioners Green and Morrison (Alternate) have been designated to represent Lane County at the Region 2 All-Area meetings and for other matters related to Area Commissions on Transportation. The Board will also be asked by ODOT to comment on the draft STIP program when it is released for public comment later this year.

## **V. ATTACHMENTS**

- Attachment 1 OTC adopted Eligibility Criteria and Priority Factors
- Attachment 2 Feb 6, 2004 letter to cities and interested parties from PW Director
- Attachment 3 Feb 6, 2004 Status Sheet on countywide priorities adopted May 15, 2002
- Attachment 4 Draft Countywide Listing of Candidate Projects
- Attachment 5 Draft MPO CSTIP Project List
- Attachment 6 Draft MPO DSTIP Project List

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

<b>Development STIP</b> <b>Major projects</b>	<b>Construction STIP</b>		
	<b>Modernization projects</b>	<b>Preservation projects</b>	<b>Bridge replacement/rehabilitation projects</b>
<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>11</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>15</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>

<sup>1</sup> To the extent that legislative action (e.g., HB 2041) applies, the criteria in the legislation will control in the event of a conflict.  
Project Eligibility Criteria and Prioritization Factors  
Approved by the OTC 11-17-03

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

<b>Development STIP</b> <b>Major projects</b>	<b>Construction STIP</b>		
	<b>Modernization projects</b>	<b>Preservation projects</b>	<b>Bridge replacement/rehabilitation projects</b>
<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>◆ Projects that leverage other funds and public benefits.<sup>9</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>10</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>12</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>13</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>14</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>16</sup></li> <li>◆ Projects that leverage other funds and public benefits<sup>17</sup></li> </ul>

1                   **Project Eligibility Criteria and Prioritization Factors**  
2                   **Process Description and Guidance**  
3                   **For the 2006-2009 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 2006–2009 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.

1 Development STIP (D-STIP)

2  
3 The Oregon Transportation Commission approved the following definition for the D-STIP:

4  
5 *Projects approved and funded for development through specific milestones and within*  
6 *specific timeframes, which include the following characteristics:*

- 7  
8 A. *Projects approved for funding through specific milestones such as National*  
9 *Environmental Policy Act (NEPA) design-level environmental documents,*  
10 *right of way acquisition, and final plans; or*  
11  
12 B. *Projects for which needed improvements have been identified but a final*  
13 *solution either has not been determined or needs further design and analysis.*

14  
15 *The types of projects that tend to have one or more of the above characteristics include*  
16 *large statewide significant projects, federally earmarked or demonstration projects,*  
17 *modernization or major bridge replacement projects, and discretionary projects (projects*  
18 *eligible to receive federal discretionary funds).*

19  
20 Construction STIP (C-STIP)

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

27  
28 Other STIP Programs

29  
30 Other STIP programs (examples include Safety, Bicycle/Pedestrian, Transit, Congestion  
31 Mitigation/Air Quality Improvement, Transportation Enhancement, and Scenic Byways) are not  
32 addressed in this document. More information about programs funded in the STIP is available  
33 in the *Draft 2004-2007 STIP*.

34  
35 **C. Project Selection**

36  
37 Eligibility Criteria and Prioritization Factors have been developed for both the Development  
38 STIP (D-STIP) and the Construction STIP (C-STIP). ACTs, MPOs and others, including those  
39 where an ACT does not exist, shall apply both regional and statewide perspectives in making  
40 their recommendations. The Commission anticipates that most projects considered by ACTs,  
41 MPOs and regional or statewide advisory groups would be the outcomes of planning and the  
42 transportation management systems maintained by ODOT. ODOT Region staff shall assist the  
43 ACT in developing recommendations as described in the *Policy on Formation and Operation of*  
44 *the ACTS*, Section II. D, Role of ODOT Staff.

45  
46 ACTs, MPOs and regional or statewide advisory groups should use this document as a guide  
47 when they evaluate projects for the STIP on the state highway system and for off-system  
48 projects that support implementation of the Oregon Highway Plan (OHP). Projects  
49 recommended for funding in the STIP should have consistent application of the project eligibility  
50 criteria and prioritizing factors. ACTs, MPOs and regional or statewide advisory groups may  
51 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.

14  
15 **In MPO areas not designated as TMAs**, projects using federal title 23 or Federal Transit Act  
16 funds, other than Federal Lands Highways program funds, shall be selected by the State and/or  
17 the transit operator, in cooperation with the MPO, from the approved metropolitan TIP.

18  
19 **Outside MPO areas**, transportation projects undertaken on the NHS and projects funded under  
20 the Bridge and Interstate Maintenance programs will be selected by the State in consultation  
21 with the affected local officials. Other transportation projects undertaken with funds  
22 administered by FHWA, other than federal lands highway projects, shall be selected by the  
23 State in cooperation with the affected local officials and projects undertaken with Federal Transit  
24 Act funds shall be selected by the State in cooperation with the appropriate affected local  
25 officials and transit operators (23 Code of Federal Regulations part 450).

26  
27 ACTs and MPOs should coordinate their efforts to assure a better decision making process  
28 which results in better coordination of projects. When ACT and MPO boundaries overlap, a  
29 higher level of clearly defined coordination is needed. Where this occurs, the MPO and ACT  
30 should jointly agree on a process for maintaining consistency between ACT recommendations  
31 and the MPO Plan and TIP (*Policy on Formation and Operation of the Area Commissions on*  
32 *Transportation*, Section VII. G, Coordination).

### 33 34 Project Eligibility Criteria

35  
36 ACTs, MPOs, or regional or statewide advisory groups advising the OTC on the selection of  
37 STIP projects for funding on the state highway system or for off-system projects that support  
38 implementation of the OHP shall apply the project eligibility criteria. The project eligibility criteria  
39 are a first screen so that additional efforts can be focused to determine which projects they will  
40 evaluate further for funding. The eligibility criteria are not listed in any particular order. Projects  
41 must satisfy these criteria, at a minimum, before they are given further consideration.

### 42 43 Prioritization Factors

44  
45 The prioritization factors are to be used to ensure consistent consideration of the relative merits  
46 of projects by ACTs, MPOs and regional or statewide advisory groups. With the exception of  
47 project readiness which shall have greater weight, the prioritization factors are not listed in any  
48 particular order and do not have any implied weight. To provide for regional differences, ACTs,  
49 MPOs and regional or statewide advisory groups may use additional factors to rank projects  
50 provided the factors are consistent with the factors adopted by the OTC. If an ACT, MPO or  
51 regional or statewide advisory group chooses to use additional prioritization factors, they must



1 inform those developing project proposals about the factors prior to the beginning of the project  
2 submittal period. When developing a tool to evaluate OHP policies, OHP Appendix A2 provides  
3 definitional information to facilitate shared understanding of the goals, policies and actions of the  
4 OHP policy element.  
5

#### 6 **D. Project Documentation** 7

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

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

#### 25 **E. Funding** 26

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

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

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

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

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

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.

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

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

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.

#### 43 Federal discretionary projects

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 11 **B. 1. Development STIP Eligibility Criteria Footnotes**

#### 12 13 **<sup>1</sup>D-STIP milestones**

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

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

### 32 33 **B.2. Development STIP Prioritization Factors Footnotes**

#### 34 35 **<sup>2</sup>D-STIP Projects that Best Support the Oregon Highway Plan Policies**

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

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

#### 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

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

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

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

4 The C-STIP contains projects scheduled for construction and is financially constrained by year.  
5 Application of the C-STIP Eligibility Criteria and Prioritization Factors includes Modernization,  
6 Preservation and Bridge projects. Information about other programs in the STIP may be found in  
7 the *Draft 2004-2007 STIP*.

8  
9 **B. Modernization**

10  
11 As stated in the *1999 Oregon Highway Plan*, "The primary goal of modernization projects is to  
12 add capacity to the highway system in order to facilitate existing traffic and/or accommodate  
13 projected traffic growth. Modernization means capacity-adding projects including HOV lanes  
14 and off-system improvements. Projects in this category include major widening of lanes or  
15 bridges, and the addition of lanes, rest areas or entire facilities." Where a culvert is replaced  
16 with a bridge due to environmental analysis concluding that this is necessary, the project is not  
17 considered modernization.

18  
19 **B.1. Construction STIP Eligibility Criteria for Modernization Footnotes**

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

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

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

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

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

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

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

- ◆ 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>Leverage and Public Benefit for C-STIP Modernization 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 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP modernization projects include:

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

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

11  
12 This determination must be considered within the capacity of the community on a case by case  
13 basis.

14  
15 <sup>10</sup>**Environmental Classification**

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

21  
22 This prioritization factor is not intended to give Class 1 and 3 projects priority over or to exclude  
23 Class 2 projects, but to give Class 1 and 3 projects with a completed ROD or FONSI priority  
24 over Class 1 and 3 projects that require additional environmental documentation.

25  
26 **C. Preservation**

27  
28 The pavement preservation projects list is developed by ODOT's Pavement Management  
29 System (PMS) and applied by the pavement management selection committees. The PMS is an  
30 electronic data management tool used by the department to identify, prioritize and develop  
31 needed pavement preservation projects. The role of ACTs, MPOs and regional or statewide  
32 advisory groups is to review the timing of the pavement preservation projects as they relate to  
33 other local projects or issues; their comments will be considered as part of the process. It is  
34 anticipated that these groups will primarily enhance selected projects by leveraging additional  
35 funding or collateral community benefit. The interstate preservation projects are selected based  
36 on the PMS and a statewide strategy and are therefore not a part of these criteria.

37  
38 **C.1. Construction STIP Eligibility Criteria for Pavement Preservation Footnotes**

39  
40 <sup>11</sup>**Pavement Strategy**

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

48  
49 Using the list generated by the Pavement Management System (PMS), each Region is  
50 responsible for recommending preservation projects for inclusion in the STIP.



1  
2 **C.2. Construction STIP Prioritization Factors for Pavement Preservation**  
3 **Footnotes**

4  
5 <sup>12</sup>**Project Readiness for C-STIP Preservation Projects**

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

10  
11 <sup>13</sup>**Preservation Projects that Best Support the Oregon Highway Plan Policies**

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

- 14  
15 ♦ 1A, 1B, 1C, 1D, 1E, 2A, 2C, 2F, 3A, 4A, and 5A

16  
17 <sup>14</sup>**Leverage and Public Benefit for C-STIP Preservation Projects**

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

- 22  
23 ♦ Other funding contributions, such as additional federal funds, local matching funds or  
24 provision of project right-of-way, private funding.  
25 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on  
26 project readiness).  
27 ♦ Fish enhancement, such as culvert replacement and improved drainage.  
28 ♦ Transfer of jurisdiction from state to local control.  
29 ♦ Leveraging of additional funds that contribute to transportation system effectiveness,  
30 revitalization of the downtown or mainstreet, etc.  
31 ♦ Direct benefits to multiple modes of travel. This would include local efforts to  
32 accommodate non-auto modal opportunities.  
33 ♦ Local circulation improvements that support and complement the state highway  
34 project.  
35 ♦ Improvements in Oregon's economy by addressing transportation challenges.

36  
37 **D. Bridge**

38  
39 The process of identifying bridge projects for the STIP is two-fold in nature (1) bridges are  
40 inspected at least every two years, in order that the most current inspection information is used  
41 to develop a list of bridges and (2) the use of a Bridge Management System (BMS). The BMS  
42 is an electronic data management tool used by the department to identify, prioritize and develop  
43 needed bridge improvements. BMS data are linked to other technical databases to identify  
44 bridges that meet twelve separate deficiency parameters. Applying this information, the State  
45 Bridge Oversight Committee develops a prioritized list. The role of ACTs, MPOs and regional or  
46 statewide advisory groups is to review the timing of the bridge replacement/rehabilitation  
47 projects as they relate to other local projects or issues; their comments will be considered as  
48 part of the process. It is anticipated that these groups will primarily enhance selected projects  
49 by leveraging additional funding or collateral community benefit.

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

2  
3 <sup>15</sup>**Bridge Management System**

4  
5 State Bridge Project Selection

6  
7 This criterion applies to bridges on the State highway system only. Through a formula  
8 distribution, 27% (% periodically reassessed) of the federal Highway Bridge Replacement and  
9 Rehabilitation Project funds go to local bridges, which are covered through a separate selection  
10 process.

11  
12 State bridge projects proposed for funding will be selected based on the desire to maintain and  
13 improve transportation's role in Oregon's economy.

14  
15 Focusing on the Interstate Highway and Oregon Highway Plan Freight Routes, consider bridges  
16 as candidates based on the following:

- 17  
18 ♦ Bridges that are presently load restricted.  
19 ♦ Bridges that have needed temporary repair but still have some load restrictions.  
20 ♦ Bridges that have deterioration that will cause load restrictions in the near future.  
21 ♦ Bridges that preserve freight corridors

22  
23 **D.2. Construction STIP Prioritization Factors for Bridge Footnotes**

24  
25 <sup>16</sup>**Bridge Options Report**

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

31  
32 <sup>17</sup>**Leverage and Public Benefit for C-STIP Bridge Projects**

33  
34 ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects  
35 leverage additional funding or collateral community benefits and make wise and efficient use of  
36 infrastructure and natural resources. Examples of leverage and public benefits for C-STIP  
37 bridge replacement/rehabilitation projects include:

- 38  
39 ♦ Other funding contributions, such as additional federal funds, local matching funds or  
40 provision of project right-of-way, private funding.  
41 ♦ Bundling with other infrastructure projects (provided there is no adverse affect on  
42 project readiness).  
43 ♦ Fish enhancement, such as culvert replacement and improved drainage.  
44 ♦ Direct benefits to multiple modes of travel. This would include local efforts to  
45 accommodate non-auto modal opportunities.  
46 ♦ Improvements in Oregon's economy by addressing transportation challenges.

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

Table 1

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

## **Appendix A**

### **Key Website Addresses**

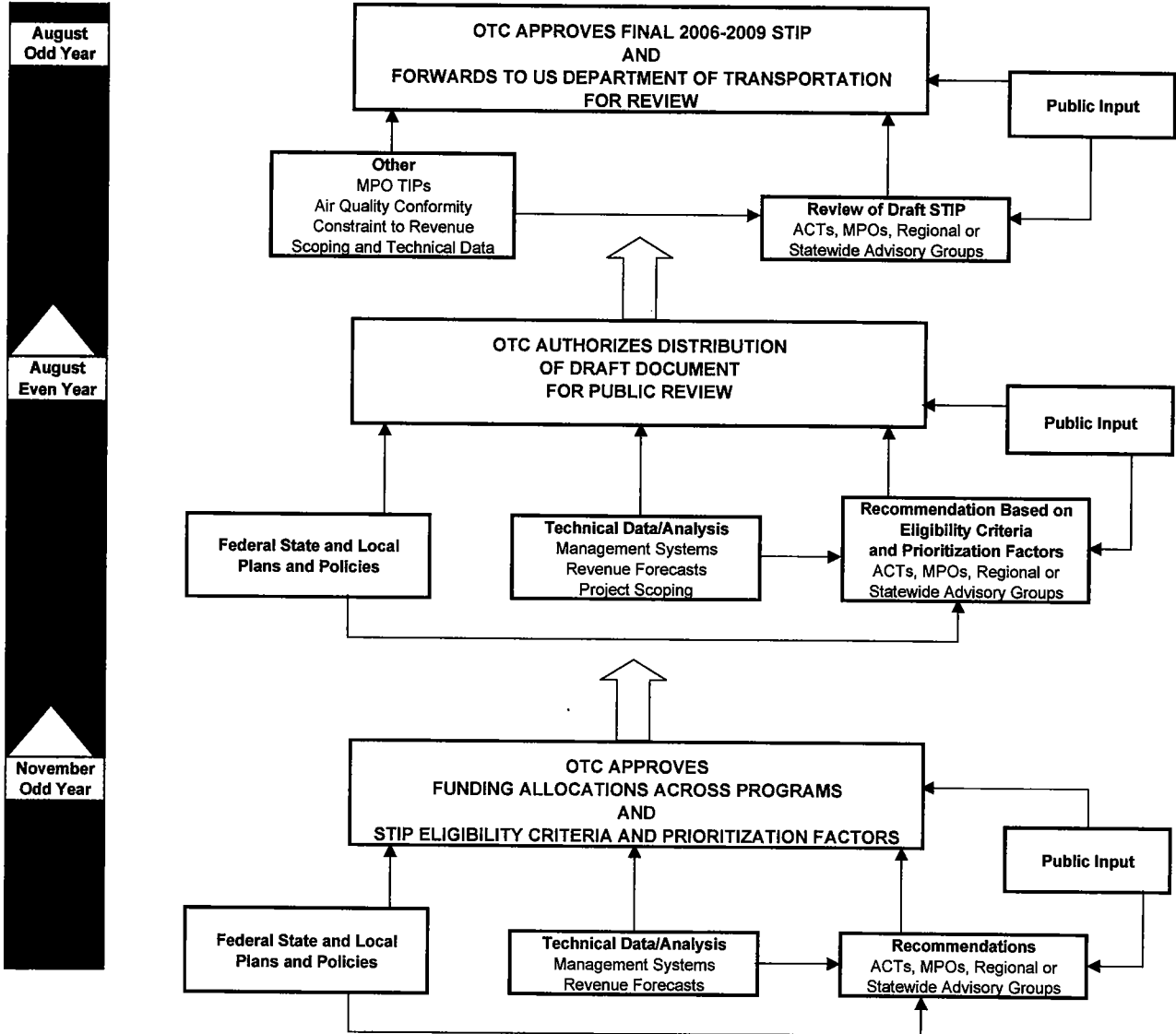
**Draft 2004-2007 STIP:** <http://www.odot.state.or.us/stip/>

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

**Policy on Formation and Operation of the ACTs:** <http://www.odot.state.or.us/otc/ACT.htm>

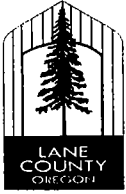
**Program Advisory Committees, Community Involvement:** <http://www.odot.state.or.us/home/>

# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DECISION PROCESS



**KEY**  
 ACT: Area Commission on Transportation  
 MPO: Metropolitan Planning Organization  
 TIP: Transportation Improvement Program

## APPENDIX B



## Lane County Public Works Department

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February 6, 2004

**Subject: Second Letter on Process and Materials for the 06-09 ODOT Statewide Transportation Improvement Program (STIP)**

Dear Mayors, City Staff, and Interested Parties:

This letter is a follow-up to my letter of January 12, 2004, notifying you of the beginning of the process for consideration of project concepts and priorities for the ODOT Statewide Transportation Improvement Program (STIP) for the FY 06-09 period. As with previous STIP processes, the Lane County Board of Commissioners is requesting your assistance in assembling a countywide priority listing of projects. A representative of the County Board will be invited to participate in a priority-setting exercise for Region 2 that has been tentatively scheduled in April 2004.

My first letter enclosed the STIP eligibility criteria and prioritization factors adopted by the Oregon Transportation Commission. Enclosed with this letter is further information and forms to be used in the process. Please contact Lane County staff if you have questions about how to fill-out the forms. It will be most helpful if each project request is accompanied by a completed form. We understand that this may be difficult in some cases, and we will assist as much as we can. We will e-mail these forms to our e-mail listing of interested parties. They will also be available on our website.

The Lane County Board will hold a public hearing on this issue on March 31, 2004 at 1:30 p.m. in the Lane County Public Service Building, 125 E. 8<sup>th</sup> Avenue, Eugene. You will receive a notice of that hearing later.

We are coordinating our efforts with the Metropolitan Policy Committee (MPC). MPC has responsibility for recommending priorities for projects within the federal planning boundary for the metro area, which includes Eugene, Springfield, and Coburg. The following timeline reflects our current understanding of the process and meeting calendar. Please check the websites listed below for current information.

**February 12, 2004** MPC releases draft priority list and project information for Eugene, Springfield, and Coburg metropolitan area.

**February 19, 2004** LCOG and metro area staff host a public work session on metro area projects. Draft countywide information will be available at the work session.

**February 23, 2004** Project requests due to County staff from non-metro cities and interested parties if they are to be included in the Board work session packet on March 9-10.

**March 10, 2004** County Board holds work session on draft priorities and project requests received from non-metro cities and interested parties.

**March 11, 2004** MPC holds public hearing and adopts project priorities for metro area. Recommends metro area priorities to the Lane County Board of Commissioners.

**March 31, 2004** County Board holds a public hearing and adopts project priorities for Lane County for use at the April Region 2 All-Area meeting.

Please check the Lane County website at "[www.lanecounty.org/PW\\_Engr/default.html](http://www.lanecounty.org/PW_Engr/default.html)" and find the link to "[ODOT 06-09 STIP Process](#)" (under Information) for current information and electronic copies of all the information related to this process. We have also established an e-mail link on the website where interested parties can request placement on our new STIP mailing list. You can also check the Lane Council of Governments (LCOG) website at [www.lcog.org](http://www.lcog.org). Go to "Meetings" and then "MPC" for current information on the process by the Metropolitan Policy Committee (MPC) related to the ODOT FY 06-09 STIP.

The current adopted 04-07 STIP contains projects for the first two years of the new 06-09 STIP. Consequently, ODOT is requesting projects for 2008 and 2009. It is also important to note that, because of debt service for the OTIA bridge strategy, a reduced amount of modernization funding will be available for these fiscal years. It is our understanding that about \$18,000,000 annually will be available statewide, down from \$54,000,000 in previous years. This might translate into about \$ 6,000,000 per year available for DSTIP or CSTIP projects in Region 2. Please consider this reality when thinking about projects.

The OTC will also be programming additional OTIA modernization funds for projects of statewide significance. Larger projects that meet the "statewide significance" test may be funded under this program. It is not yet clear how this process will be coordinated with the STIP process. We will keep you informed when more information is available.

Because of the small amount of conventional STIP funding available and the possibility of funding for larger projects of "statewide significance", we expect the priority lists to continue to list "large" and "smaller" project priorities separately.

We have included a status report on the project priorities for the FY 04-07 STIP previously adopted by the Board. We are pleased to report that several of the high priority projects (both in large and small project categories) have been funded. Given the restricted nature of the ODOT funds, we are gratified that progress has been made on projects in Lane County.

If you have questions regarding the project criteria or the process, please contact us at the Lane County Public Works Department. You may contact Tom Stinchfield, Transportation Planning Engineer, at 682-6930; Bill Morgan at 682-6932; or Ollie Snowden at 682-6910.

Sincerely,



Oliver P. Snowden  
Public Works Director

Enclosures:

Project Form for Development STIP (DSTIP)  
Project Form for Construction STIP (CSTIP)  
January 29, 2004 Status Report on FY 04-07 STIP requests  
Distribution List

PROJECT STATUS UPDATE AS OF MARCH 10, 2004

COUNTYWIDE PRIORITY LIST FOR 04-07 STIP

Adopted by the Lane County Board of Commissioners May 15, 2002

Countywide Ranking May 15, 2002	as of October 31, 2001		PROJECT	LIMITS	DESCRIPTION	(X1000) COST	HIGHWAY CLASSIFICATION	TRAFFIC VOLUME		COMMENT or STATUS
	Metro	Rural						Mainline	Minor Road	
<b>PROJECTS IN FUNDED STATUS SHOWN IN BOLD</b>										
<b>Large Roadway Projects</b>										
1	1		<b>Interstate 5</b>	<b>Interchange at Beltline, Beltline E</b>	<b>Phase 1 as shown in EA, Construct NB flyover, Signal NB ramp termin</b>	\$ 35,000	<b>Interstate/Statewide (NHS)</b>	<b>I-5 69,100</b>	<b>Beltline 31,000</b>	<b>EA complete. Ph 1 approved \$18 million OTIA for 2005 construction. Ph 2 in 04-07 STIP for 2007 construction with local funds required. Fed Earmark pending for \$15 million to match \$7 million in ODOT funds.</b>
DSTIP** 1		3	<b>Hwy 126 Florence-Eugene</b>	<b>Poterf Cr-Noti</b>	<b>Improve alignment, provide climbing/passing lanes. Final EIS</b>	\$ 14,248	<b>Statewide (NHS)</b>	<b>5,650</b>	<b>n.a.</b>	<b>Funded in 04-07 STIP. approved through Environ Doc 2006 at \$500,000</b>
na	na		<b>West Eugene Parkway</b>	<b>West 11th-Garfield</b>	<b>Unit 1 Part A. Four lane new construction</b>	\$ 17,737	<b>Statewide (NHS)</b>	<b>n.a.</b>	<b>n.a.</b>	<b>TransPlan amendments approved 10/31/02. LUBA remand response in process by local agencies. Resolution of NEPA document issues in process by ODOT and FHWA. First phase still funded by ODOT at \$17,737,000.</b>
<b>Smaller Roadway Projects</b>										
1	1		<b>South 42nd Street</b>	<b>Mckenzie Hwy to Jasper Road</b>	<b>Curb and gutter, sidewalks, bike lanes, street trees</b>	2500	<b>District Hwy</b>	<b>8800</b>	<b>n.a.</b>	<b>Funded at \$4.125 million 2007 in 04-07 STIP. IGA with city is signed.</b>
3	2		<b>Beltline Highway</b>	<b>@ Coburg Road interchange</b>	<b>Construct ramp/signal improvements</b>	\$1,500-4,500	<b>Statewide(NHS)/City</b>	<b>Beltline 56,100</b>	<b>Coburg 23,250</b>	<b>Funded at \$4.1 million in 2006 in DRAFT 04-07 STIP. Funding was reallocated prior to STIP adoption. Current status uncertain.</b>
		4	<b>Hwy 126 Florence-Eugene</b>	<b>Badger Mountain/Cougar Pass</b>	<b>Extend east and westbound passing lanes</b>	\$ 2,000	<b>Statewide (NHS)</b>	<b>4,500</b>	<b>n.a.</b>	<b>Funded at \$1.2 million in 2006 in 04-07 STIP.OTIA</b>
<b>PROJECTS REMAINING IN UNFUNDED STATUS</b>										
<b>Larger Roadway Projects</b>										
2		1	<b>Interstate 5</b>	<b>Coburg</b>	<b>Reconstruct interchange</b>	\$ 12,500	<b>Interstate (NHS)/County</b>	<b>I-5 44,300</b>	<b>Pearl 16,000</b>	<b>Interchange refinement Coburg TSP. No environmental done. ODOT has funded an Interchange Area Management Plan to be completed by June 2005. Requested as Federal Earmark.</b>
3		2	<b>Interstate 5</b>	<b>Creswell</b>	<b>Reconstruct interchange</b>	\$ 7,500	<b>Interstate (NHS)/District</b>	<b>I-5 39,700</b>	<b>Spfd/Cres 8,800</b>	<b>Interchange refinement Creswell TSP. OTIA III will fund bridge replacement at the interchange. Planned for partial modernization in 2005 to three lane urban design with ramp modification and signalization. Includes County CaPP funds.</b>
		2	<b>Beltline Highway</b>	<b>RR bridge,s/o Roosevelt to W11th</b>	<b>W11th-NCL Stage 3, 4 lanes</b>	\$17,000	<b>Statewide(NHS)</b>	<b>Beltline 18,060</b>	<b>W11th 22,750</b>	<b>Moved to TransPlan Future List</b>
		3	<b>Beltline Highway</b>	<b>River Road to Delta Hwy</b>	<b>Widen to 6 lanes</b>	\$13,390	<b>Statewide(NHS)</b>	<b>Beltline 78,650</b>	<b>Delta 34,000</b>	<b>Moved to TransPlan Future List.</b>
			<b>Hwy 126 Florence-Eugene</b>	<b>Veneta-Fisher Road</b>	<b>Modernize, 4 lanes and shoulders. Final EIS.</b>	\$ 13,319	<b>Statewide (NHS)</b>	<b>13,000</b>	<b>n.a.</b>	<b>Scoping and development needed. No recent activity.</b>
			<b>Interstate 5</b>	<b>I-5 @ S 6th Street, Cottage Grove</b>	<b>Planning study for conversion to complete interchange, exit 172</b>	?	<b>Interstate (NHS)/County</b>	<b>I-5 21,900</b>	<b>So 6th 2,550</b>	<b>UGB plan amendment needed. ODOT/DLCD concern. No recent activity.</b>
<b>Smaller Roadway Projects</b>										
2		5***	<b>Hwy 126 Florence-Eugene</b>	<b>Wildcat Creek Bridges, MPs 27.38, 27</b>	<b>Widen four bridges, improve horizontal/vertical alignment</b>	4200	<b>Statewide (NHS)</b>	<b>4500</b>	<b>n.a.</b>	<b>Project revised and listed separately from Whiteaker Creek. Preservation project will upgrade guardrail protection for these bridges. Otherwise, these bridges are not a high priority in the current bridge strategy.</b>
		7	<b>Hwy 101</b>	<b>6th St to 8th St in Florence</b>	<b>Pilot Project Downtown Plan. Add parking, curb extensions, ped crossing</b>	\$ 100	<b>Statewide (NHS)</b>	<b>16,800</b>	<b>n.a.</b>	<b>Project is fully funded with at \$46,000 bike/ped grant from ODOT. Awaiting approval by ODOT. May be constructed in 2004. Not a modernization request for the STIP.</b>
		3	<b>Highway 126/W11th</b>	<b>Terry-Greenhill</b>	<b>Four lane urban standards</b>	\$5,500	<b>Statewide(NHS)</b>	<b>17600</b>	<b>n.a.</b>	<b>Moved to TransPlan Future List.</b>
		4	<b>Interstate 105</b>	<b>South of River to 6th Ave</b>	<b>Add lane to 6th Ave off-ramp</b>	\$4,430	<b>Interstate/Statewide (NHS)</b>	<b>I-105 32,800</b>	<b>6th Ramp 18,760</b>	<b>Moved to TransPlan Future List.</b>
		5	<b>6th/7th Intersections</b>	<b>Garfield to Washington/Jefferson</b>	<b>Provide improvements such as turn lanes and signal improvements</b>	\$ 1,500	<b>Statewide (NHS)</b>	<b>37,650</b>	<b>n.a.</b>	<b>In TransPlan. ODOT will study intersection as part of funded preservation project in 2005.</b>
		6	<b>Jasper Road</b>	<b>S 42nd-Jasper Road Extension</b>	<b>Upgrade to 2 or 3 lane urban facility. Intersection improvement at 42nd</b>	\$5,250	<b>District Hwy</b>	<b>11100</b>	<b>n.a.</b>	<b>Moved to TransPlan Future List.</b>
		5***	<b>Hwy 126 Florence-Eugene</b>	<b>at Whitaker Creek</b>	<b>left turn lane at Whiteaker Creek</b>	\$ 4,000	<b>Statewide (NHS)</b>	<b>4,500</b>	<b>n.a.</b>	<b>Project revised and listed separately from WildCat Bridges. Environmental concerns at this location.</b>
		8	<b>Hwy 58 Willamette Hwy</b>	<b>In Oakridge at Fish Hatchery Road</b>	<b>Construct left turn lane</b>	\$ 750	<b>Statewide (NHS)/City</b>	<b>Hwy 58 3,200</b>	<b>Fish Hatch 400</b>	<b>In Oakridge TSP. ODOT supports but notes environmental and right-of-way constraints.</b>
		n.a.	<b>Hwy 126 Florence-Eugene</b>	<b>Unspecified locations</b>	<b>Develop additional passing lane projects.</b>	?	<b>Statewide (NHS)</b>	<b>3,200-5800</b>	<b>n.a.</b>	<b>Scoping and development needed.</b>
		n.a.	<b>Hwy 101</b>	<b>Suislaw River Bridge, Florence</b>	<b>Cathodic Protection</b>	\$ 4,000	<b>Statewide (NHS)</b>	<b>12,200</b>	<b>n.a.</b>	<b>No short-term corrosion problem. Bridge program does not expect to work on this bridge until sometime after 2010.</b>

NOTE \*\*\* Non-metro priority #5, Wildcat Bridges and Left Turn Lane were scoped and split into two separate projects. The bridge widening project is higher priority.



## ATTACHMENT 4: DRAFT COUNTYWIDE PRIORITY LIST FOR 06-09 STIP

March 10, 2004 Draft

COUNTY-WIDE	METRO	NON-METRO	PROJECT	LIMITS	DESCRIPTION	COST (X1000)	HIGHWAY CLASSIFICATION	TRAFFIC VOLUME		COMMENT or STATUS
	19-Feb-04							Mainline	Minor Road	
			<b>CSTIP- Large Roadway Projects</b>							
	OTIA		West Eugene Parkway, Unit 1-B	Garfield to Seneca	New four lane arterial.		Statewide (NHS)	n.a.	n.a.	Large project, consider for OTIA Statewide funding
	OTIA		West Eugene Parkway, Units 2-A and 2-B	W11th to Bellline	New four lane arterial.		Statewide (NHS)	n.a.	n.a.	Large project, consider for OTIA Statewide funding
	OTIA		Bellline Highway	Roosevelt to W11th	W11th-NCL Stage 3, 4 lanes	\$17,000	Statewide(NHS)	Bellline 13,900	W11th 22,750	Large project, consider for OTIA Statewide funding
	OTIA		Franklin Boulevard	Jenkins Drive to Mill Street	Urban standards improvements and intersection improvements		Statewide (NHS)	20,500	n.a.	Large project, consider for OTIA Statewide funding
		FED/OTIA	Interstate 5	Coburg	Reconstruct interchange	\$ 12,500	Interstate (NHS)/County	I-5 43,700	Pearl 16,000	Requested as federal earmark. Interchange refinement plan done. Interchange Area Management Plan to be complete June 2005..Possible for OTIA.
			<b>CSTIP-Smaller Roadway Projects</b>							
	HIGH		6th/7th Intersections	Garfield to Washington/Jefferson	Provide improvements such as turn lanes and signal improvements	\$ 1,500	Statewide (NHS)	7th 31,300		High priority for STIP
	HIGH		Highway 126/W11th	Terry-Greenhill	Four lane urban standards	\$5,500	Statewide(NHS)	6th 29,000	n.a.	High priority for STIP
	HIGH/OTIA		42nd Street	Marcola Rd to Weyerhaeuser RR tracks (city street)	Upgrade to urban standards		City Street	12,000	n.a.	High priority for STIP (also possible for OTIA)
	LOW		Highway 99 North	Garfield to Roosevelt	Urban standards improvements		Statewide (NHS)	26,600	n.a.	Low priority for STIP
	LOW		Interstate 105	Washington-Jefferson Bridge southbound	Add lane to 6th Ave off-ramp	\$4,430	Interstate/ (NHS)	I-105 33,400	6th Ramp 18,760	Low priority for STIP
	LOW		Interstate 105	Washington-Jefferson Bridge northbound	Add NB lane from 6th to Delta Highway		Interstate (NHS)	I-105 32,200	Delta Ramp 16,950	Low priority for STIP
	LOW		Jasper Road	S 42nd-Jasper Road Extension	Upgrade to urban standards	\$5,250	District Hwy	7,400	n.a.	Low priority for STIP
	LOW		McVay Highway	I-5 to Franklin	Upgrade to urban standards		District Hwy	14,400	n.a.	Low priority for STIP
	LOW		Hwy 126 Florence-Eugene	at Whitaker Creek	left turn lane at Whiteaker Creek	\$ 4,000	Statewide (NHS)	4,500	n.a.	Project revised and listed separately from WildCat Bridges. Environmental concerns at this location.
	LOW		Hwy 58 Willamette Hwy	In Oakridge at Fish Hatchery Road	Construct left turn lane	\$ 750	Statewide (NHS)/City	Hwy 58 4,400	Fish Hatch 400	In Oakridge TSP. ODOT supports but notes environmental and right-of-way constraints.
	LOW		Hwy 126 Florence-Eugene	Unspecified locations	Develop additional passing lane projects.	?	Statewide (NHS)	3,200-5800	n.a.	Scoping and development needed.
	LOW		Hwy 126 Florence-Eugene	Wildcat Creek Bridges, MPs 27.38, 27.66, 27.89, 27.98	Widen four bridges, improve horizontal/vertical alignment	4200	Statewide (NHS)	4500	n.a.	Preservation project will upgrade guardrail protection for these bridges. Otherwise, these bridges are not a high priority in the current bridge strategy.
	NOT MOD		Hwy 101	Suislaw River Bridge, Florence	Cathodic Protection	\$ 4,000	Statewide (NHS)	12,900	n.a.	No short-term corrosion problem. Cathodic protection not needed until sometime after 2010. Steel bridge deck section to be replaced 2004. Bridge program, not modernization.
			<b>DSTIP Large Projects</b>							
	HIGH		Bellline Highway	River Road to Coburg Road	Facility Plan Study (Construction project in TransPlan is for widening to 6 lanes	\$ 2,000	Statewide(NHS)	Bellline 82,700	Delta 34,000	Study is on TransPlan constrained list. Construction project is on the future list.
	HIGH		Interstate 5 Interchange Study	Willamette River to 30th Ave	Facility Plan Study (TransPlan contains a series of construction projects in this corridor)	\$ 750	Interstate (NHS)	I-5 64,300	varies	Study is on TransPlan constrained list. Would address interchanges and ramps at Franklin, Glenwood, and 30th Ave
	HIGH		Interstate 5	At Coburg Interchange	Environmental Assessment for interchange reconstruction	\$ 200	Interstate (NHS)	I-5 43,700	Pearl 16,000	Project not in TransPlan, but now in TMA boundary. Included in Coburg TSP and has a completed interchange refinement plan. ODOT has funded an Interchange Area Management Plan to be completed 2005.
	MED		Eugene-Springfield Highway (126)	At Q Street/Pioneer Parkway	Environmental Assessment for interchange improvements	\$ 500	Statewide (NHS)	126 53,300		Corridor study is on constrained TransPlan list. Construction is on future list.
	MED		Eugene-Springfield Highway (126)	At Main Street	Environmental Assessment for interchange reconstruction	\$ 500	Statewide (NHS)	126 20,300		Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
	MED		Franklin Boulevard	Jenkins Drive to Mill Street	Environmental Assessment for urban standards reconstruction	\$ 200	Statewide (NHS)	20,500		Nodal development planning work completed in Glenwood. Project is on future list in TransPlan.
	MED		Interstate 5	at Franklin Blvd and Glenwood Interchange	Environmental Impact Statement (EIS) for new interchange construction	\$ 2,250	Interstate (NHS)	I-5 64,300		Project is under consideration in conjunction with Willamette River bridge replacement project. Interchange study is on constrained list. Interchange project is on TransPlan future list.
	MED		Eugene-Springfield Highway (126)	at 52nd Street	Environmental Assessment for new interchange to replace traffic signal and at-grade intersection.	\$ 500	Statewide (NHS)	126 20,300		Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
	LOW		Eugene-Springfield Highway (126)	I-5 to Mohawk	Environmental Assessment for widening to 6 lanes.	TBD	Statewide (NHS)	126 42,500		Corridor study is on constrained TransPlan list. Construction is on future list.
	LOW		Hwy 126 Florence-Eugene	Veneta-Fisher Road	Modernize, 4 lanes and shoulders. Final EIS.	TBD	Statewide (NHS)	15,100	n.a.	Scoping and development needed. No recent activity.
	LOW		Interstate 5	I-5 @ S 6th Street, Cottage Grove	Planning study for conversion to complete interchange, exit 172	TBD	Interstate (NHS)/County	26,400	So 6th 2,550	UGB plan amendment needed. ODOT/DLCD concern. No recent activity.



# POTENTIAL C-STIP PROJECTS

## DRAFT

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

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

# POTENTIAL D-STIP PROJECTS

## DRAFT

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

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