

W. I. T. C.

# SUPPLEMENTAL MATERIAL

## MEMORANDUM

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**DATE:** March 3, 2004

**TO:** Lane County Board of Commissioners

**FROM:** Tom Stinchfield, Transportation Planning Engineer

**SUBJECT:** Supplemental Information for Item #\_\_, March 10, 2004 DISCUSSION/Countywide Priority Setting for the Oregon Department of Transportation (ODOT) 2006-2009 State Transportation Improvement Program (STIP)

We received several items after production of the packet for this work session. There are a series of three attachments from ODOT providing information on the Modernization component of the OTIA III legislation. It is somewhat complicated and we are still working to understand how the process and how it may impact Lane County's strategies and priorities for the STIP and for the Region 2 All-Area meeting in Salem on April 22, 2004. The fourth attachment is a CSTIP project application from the City of Oakridge. We will add this project to the draft list for the public hearing on March 31<sup>st</sup>. It is provided here for your information.

### OTIA III Materials

#### Timing

Through email distribution this week, ODOT has distributed these materials for comment. They will not be formally approved by OTC until April. MPC action on priorities is scheduled for March 11, 2004 and Board approval of countywide priorities is scheduled for March 31, 2004. MPC may need to discuss this again in April.

#### OTIA Modernization

The \$500 million for modernization in OTIA III is split into several pieces. See pages 1 and 2 of Attachment 2 for details. There is \$100 million for freight mobility, industrial access, and job creation. \$200 million is for projects (\$100 million through regional equity and \$100 million for statewide). \$200 million is reserved for ODOT match on federal earmarks.

In the first allocation, there are three groups making recommendations: Freight Advisory Committee, Governor's Economic Revitalization Team (GERT), and the Oregon Community and Economic Development Department (OCEDD). We note that Beltline/I-5 and the West Eugene Parkway are both on the list of statewide projects that are on the state freight route system being reviewed by the Freight Advisory Committee.

#### Local Match Requirement

The current proposal is for a minimum 25% local match requirement for all OTIA III Modernization projects, regardless of category. This proposal will not be finalized until the April OTC meeting. The combination of large statewide projects and 25% match creates a substantial financial obstacle for local governments requesting projects. Please note that LOAC has argued that the criteria should be interpreted broadly, as discussed on page 2 of Attachment 1 (memo to OTC), to include right-of-way donation, jurisdictional transfers, or other proposals. The language so far also says that the match is not limited to these ideas, but is

subject to a "means test." It will be interesting to see how the match requirement is addressed at the All-Area meeting.

### **"Ready for Construction" Priority**

The materials (see Attachment 3) include a proposal to give priority to projects that are "ready for construction.": There is a schedule to adopt an administrative rule in June, 2004 defining "ready for construction". It is a stringent definition. It requires plans, specifications, and estimates to be completed. It also requires FHWA construction approval if required. These two requirements can only be met by projects that are on the verge of construction. Beltline/I-5 has a completed environmental process, but does not currently meet this criteria. It may be that only a few projects will meet it and the discussion will become "who is most ready?" This requirement comes from the intent of the legislation to make an impact with construction on the ground. Given the complexity of moving these large statewide projects along, it is a challenge.

### **Attachments on 2003 Oregon Transportation Investment Act (HB2041) Modernization Project Selection**

Attachment 1 February 18, 2004 memo to LOC and AOC from John Rosenberger, Deputy Director Highway Division with attached 2/18/04 memo to OTC

Attachment 2 February 26, 2004 memo to Local Officials Advisory Committee (LOAC) from Bruce Warner, ODOT Director

Attachment 3 Proposed Administrative Rule on "Ready for construction:"

### **Highway 58 Application**

Attachment 4 is a project application from the City of Oakridge for a \$4.8 million project called "Highway 58 Revitalization". This project will be evaluated and placed on the draft priority list prior to the packet production for the March 31<sup>st</sup> public hearing. The City is in the process of doing the planning work for this proposal. We will be in contact with ODOT staff about this project.



# Oregon

Theodore R. Kulongoski, Governor

**Department of Transportation**

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

February 18, 2004

FILE CODE:

<b>To:</b>	Willie Tiffinay League of Oregon Cities	Bill Penhollow Association of Oregon Counties
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**FROM:** John Rosenberger   
Deputy Director for Highway Division

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

As you will recall from the November LOAC meeting, we discussed the role of match / leverage and the other factors that should play in selection of modernization projects and Projects of Statewide Significance. This followed up on discussions on this topic at the October OTC retreat.

Chairman Foster and Director Warner assured LOAC members that local officials, including the Area Commissions on Transportation (ACT) members would be consulted before any decision was finalized.

Director Warner will raise the topic as part of his director's report (see attached) to re-engage the conversation.

Attachment



# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

**DATE:** February 18, 2004

**TO:** Oregon Transportation Commission

FILE CODE:

**FROM:** Bruce A. Warner  
Director

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

**Requested Action:**

This is an information item. No action is required.

**Background:**

As you will recall from the October retreat, the department sought your advice concerning the role match / leverage and other factors should play in selection of modernization projects and Projects of Statewide Significance. We presented a range of options including bonding, system development charge revenue, tolls, public/private partnerships, and jurisdictional transfers.

You directed staff to do more work. John Roseberger subsequently discussed our ideas for project selection criteria with members of the Local Officials Advisory Committee. The ideas put on the table included:

- Requiring a direct benefit to the state highway system.
- Requiring a minimum 25 percent local match contribution, subject to a means test. Local match contributions could include, but are not limited to, financial participation, right-of-way donation, jurisdictional transfer or other actions that would benefit ODOT or the state highway system.
- Using additional match (over 25 percent) as a ranking factor.

A number of concerns were raised about these concepts. Chairman Foster assured LOAC members that local officials including ACT members would be consulted.

Concerns were also raised at the annual League of Oregon Cities and Association of Oregon Counties conferences.

I anticipate that the February LOAC meeting will be a point to re-engage local officials in this conversation. I anticipate bringing it back to you in April for decision after the Area Commissions on Transportation have had an opportunity to comment.



# Oregon

Theodore R. Kulongoski, Governor

## Oregon Department of Transportation

Office of the Director  
355 Capitol St NE  
Room 135  
Salem OR 97301

Telephone (503) 986-3289  
FAX (503) 986-3432

**DATE:** February 26, 2004

**TO:** Local Officials Advisory Committee

File Code:

**FROM:** Bruce A. Warner  
Director

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

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

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

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

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

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

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

## **2006-2009 Development Responsibilities**

### **Equitable Distribution**

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

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

\* Project selection subject to STIP Stakeholder criteria

\*\* Project selection subject to STIP Stakeholder criteria plus "Ready for Construction" and OTC's criteria for match and leverage

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

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

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

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

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

## **Projects of Statewide Significance**

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

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

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

## **Federal Advanced Construction**

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

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

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

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

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

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

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

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

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



**Statewide Transportation Improvement Program  
State Modernization Program Target Levels**

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

**MODERNIZATION**

Region	2006 Actuals	2007 Actuals	Equity Split for 2008 -2009	2009 Targets	OTIA III Targets
1	\$15,500	\$18,560	38.30%	\$6,626	\$38,300
2	\$18,410	\$18,410	29.16%	\$5,045	\$29,160
3	\$7,262	\$7,262	14.87%	\$2,572	\$14,870
4	\$6,429	\$6,429	10.07%	\$1,742	\$10,070
5	\$3,595	\$3,595	7.60%	\$1,315	\$7,600
<b>Total</b>	<b>\$46,006</b>	<b>\$54,256</b>	<b>100%</b>	<b>\$17,300</b>	<b>\$100,000</b>

**DEVELOPMENT STIP/ACCELERATED PROJECT READINESS**

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

**OTIA III  
PROGRAMS, CRITERIA, RESPONSIBILITY**

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

**2006-2009 STIP DEVELOPMENT TIMELINE**

STATE FISCAL YEAR		2003	2004	2004	2004-2007 STIP in place																																			
CALENDAR YEAR		Mar 2003	Apr	May	June	July	Aug	Sept	Oct	Nov	Jan 2004	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov																			
		Begin 06-09 STIP update, begin data collection	Data collection	Data collection complete, compile information	Develop funding allocation scenarios	Develop funding allocation recommendation	Assemble materials for stakeholder input and OTC	Program goals distributed to OTC, stakeholders, ACTs, MPOs and RCST	<b>OTC/ODOT Management discussions on goals for 06-09 STIP</b>	Stakeholder, ACT, MPO and RCST input to program goals	OTC approves program funding levels for 06-09 STIP	Project selection / scoping	Project selection / scoping	Project selection / scoping	<u>03/07</u> ACTs provide <u>FAC</u> with comments relating to freight mobility projects.	<u>03/15</u> <u>Industrial Access projects identified.</u>	Project selection / scoping	<u>04/15</u> Job Creation site access projects identified.	<u>04/29</u> <u>FAC</u> recommends priority freight mobility projects to OTC.	Regions prepare draft program for review by stakeholders	Regions prepare draft program for review by stakeholders	<u>ODOT staff builds modernization program recommendation for DRAFT STIP drawing from regional, freight mobility, industrial access, job creation, projects of statewide significance and</u>	<u>OTC adopts definition for the term "ready for construction."</u>	ACTs, MPOs, RCSTs and OTC review of Draft STIP	OTC reviews proposed projects subject to Criteria	Print and mail Draft STIP. Begin public review of Draft STIP	Public review of Draft STIP	Public review of Draft STIP	ACTs, OTC and Regions review public input	Adjust program if necessary	Air quality conformity determinations and modeling	Air quality conformity determinations and modeling	Air quality conformity determinations and modeling. Start constraining	Air quality conformity determinations and modeling. Constrain STIP to estimated available revenue	Add MPO TIPs and prepare Final STIP for review	Review of Final STIP by ACTs, MPOs, RCSTs and OTC	<b>OTC approval of Final 06-09 STIP. Submit to Federal DOT</b>	Federal DOT review. MTIPs to governor for signature	Federal DOT review	<b>Federal DOT approval of Final 06-09 STIP</b>
<b>LEGISLATIVE SESSION</b>																																								



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

**731-050-0020**

**Definition of “Ready for Construction”**

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

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

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

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

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

*Projected-2/4/04*

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

**Project Information Sheet for FY 06-09 Construction STIP (CSTIP)  
for projects in Lane County  
March 2003**

**Name:** Highway 58 Revitalization

**Description:** An upgrade and modernization of Highway 58 through Oakridge as the new "main street" of the City.

**Funding/Cost:** 4.8 Million

**CSTIP Funding Category:** Modernization

**Submitted By:** Kevin Urban

**Date:** March 3, 2004

**Agency, Organization, or Affiliation:** City of Oakridge

**Project Information**

**State Highway or Local Facility:** State Highway 58

**Daily Traffic Volume on Facility:** 4400 – 9800 ADT

**Accident or Safety Information:** Not available

**Planning Status:**

The City of Oakridge completed a Transportation System Plan in 2000, and has since entered into early periodic review. While recent legislation is hampering that effort, the City feels that the Comprehensive Plan is so lacking it must be completed. In addition, the City was awarded a TGM grant for the "Hwy 58 Urban Standards Refinement Plan", and that planning project is currently underway. The Oregon Downtown Development Association created a basic vision, and the TGM should complete the planning process.

**Problem Statement:**

Development continues to occur mostly along the highway, with multiple curb cuts for access directly on the highway, the primary venue of circulation. With that the case, the following items present issues that need to be addressed:

- The area lacks bike lanes, a continuous sidewalk system, and adequate pedestrian crossings.
- The area demonstrates a mix of piecemeal and auto-dependent development and inefficient land use patterns.
- Balancing freight movement with pedestrian friendly areas is problematic.

- The area lacks integrated land use and transportation systems.

The Highway 58 Corridor in Oakridge is an area of high pedestrian, automobile, and freight traffic. Presently, none of these functions is optimally met and bicyclist's needs are not met at all. The highway is acknowledged as a primary freight route, so all analyses will include freight mobility as an essential component. The City of Oakridge Highway 58 Urban Standards Refinement Plan defines a system capable of meeting all transportation needs in a manner consistent with sound land use planning practices and community development efforts. In Oakridge, the Highway 58 Corridor has become a "downtown" area and must serve a variety of needs through a broad range of measures.

### **Information on Funding Leverage or Public Benefit:**

The City of Oakridge completed a Transportation System Plan in September 2000 and has been consistently progressing in the formation of a concrete strategy to redevelop the City. In August 2002 a team consisting of representatives from Oregon Economic and Community Development Department (OECDD), Oregon Downtown Development Association (ODDA), Oregon Department of Transportation (ODOT), the Department of Land Conservation and Development (DLCD), the United States Forest Service (USFS), and the United States Department of Agriculture (USDA) met in Oakridge and outlined a plan of action for city revitalization that specifically addresses issues surrounding Highway 58 and its relationship to the city. A design charrette with professional participants as well as community members was conducted to define a conceptual design for the Highway 58 area as part of Oakridge's downtown area. The resulting report titled as part of Oakridge's downtown area. The resulting report titled *Oregon Downtown Development Association's Resource Team Report for Oakridge, Oregon* considered issues including general recommendations for community revitalization; design recommendations for public space and circulation; redevelopment; and an analysis of market dynamics. As recently as May 2003, the City conducted a town hall meeting to follow-up on these efforts and further progress toward community goals.

The City entered the Periodic Review process early in order to expedite economic recovery and stabilization of the town. The City is in the process of refining its Periodic Review Work Plan. Another component of the revitalization effort tied to the Periodic Review process is the code assistance project funded by DLCD and ODOT, which aim to instill Smart Development principles into local ordinances. To travel from their homes to the local pharmacy, seniors are required to walk along Highway 58 next to steep slopes and navigate across the highway to the store at a "safety hot spot". In addition to seniors, children, economically disadvantaged, and bicycle enthusiasts all share a need and desire for a transportation system that addresses their needs and recognizes them as part of the community. Smart Development will take the form of alternative mode/pedestrian friendly improvements in the area of Oakridge from Crestview to Salmon Creek. From Crestview to the west boundary of the UGB, Smart Development will take shape by land use zoning changes and infill. For example, stores will sit adjacent to sidewalk, with parking provided in the rear. Land use zones will be changed to cater to a mix of uses, so that a range of services can be located near housing areas, and thus facilitate more pedestrian and bicycle traffic rather than automobile traffic.

In support of the above elements, the City continues an educational campaign via newspapers and town hall meetings to familiarize the community with concepts and processes relevant to transportation and land use planning in an effort to facilitate a more informed discussion and resolution of the issues facing them. The City is well aware of the importance of providing the community with the tools and opportunities it needs to make such critical and long-term decisions.

### **Eligibility Criteria**

**Modernization may be eligible if they are:**

- **Consistent with the acknowledged TSP, or in the absence of an acknowledged TSP, the acknowledged comprehensive plan, and any new TSP**

The Oakridge Transportation System Plan (TSP) identified four high priority capital improvement projects involving Highway 58: Highway 58 Preservation, Highway 58 Urban Standards, Highway 58 and Rainbow Street Intersection, and Highway 58 and River Road/2<sup>nd</sup> Street intersection. The proposed project contributes to each of the TSP elements, and results in efficient and effective transportation system.

- **Consistent with the OHP policy on Major Investments (Policy 1.G) where applicable**

The Highway 58 Urban Standards Refinement Plan will be consistent with Oregon Highway Plan (OHP) on the following:

OHP Policy 1B: Land Use and Transportation. One of the critical components of the project is laying the foundation for an integrated land use and transportation system in the City of Oakridge in order to enhance livability and the economic vitality of the community.

OHP Policy 1C: State Highway Freight System and OHP Policy 1f: Highway Mobility Standards. The Highway 58 Urban Standards Refinement Plan will address these standards, including freight movement and access management as key components of analysis and selection criteria.

OHP Policy 1G: Major Improvements. (Perhaps the most relevant OHP policy) *It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.* The objectives of the Highway 58 Urban Standards Refinement Plan and related projects aim to accomplish exactly this; improving efficiency and safety of the highway system within the City of Oakridge. The Refinement Plan protects the existing system by adding to the City's existing TSP, Comprehensive Plan, and development ordinances. By including access management components as significant elements of analysis and focusing on alternative modes of transportation (both acknowledged community needs), the City will improve the safety and efficiency of the existing system.

OHP Policy 2A: Partnerships are addressed through the City's consistent inclusion of ODOT representatives as key participants in the Project Advisory Committee, as well as, as advisors on related projects. A number of other state agencies have been involved in the project from the beginning and will continue to play a critical advisory role in all future projects.



OHP Policy 2F: Traffic Safety. Highway 58 presents a number of safety concerns for residents as well as for travelers passing through. In addition to making safety an essential goal of design, a series of public education events will be conducted to raise awareness about the purposes, particularly safety, of Highway 58 Refinement Plan designs and how they can best be utilized by community members regardless of what form of transportation they use.

OHP Goal 3 (And also Policy 4A): Access Management, Efficiency of Freight Movement, are central components to both analysis and design tasks of the Highway 58 Urban Standards Refinement Plan. Balancing freight mobility with local pedestrians, bicycle, and transit needs is a project priority. The City is well aware of the multiple roles the Highway 58 Corridor plays in Oakridge, and that all of these roles are critical to meeting local, regional, and state transportation needs. The proposed Refinement Plan will produce an effective balance of local community and freight mobility needs and make the corridor safer for freight mobility needs and make the corridor safer for freight movement and for the community.

OHP Policy 4B: Alternative Passenger Modes are included in the analysis of local streets and Highway 58, particularly in terms of adequate collectors and LTD services. These are present in related projects such as the City of Oakridge Tourism Action Plan that identifies a local trolley as a long-term implementation project.

**Pavement Preservation projects may be eligible for funding if they are identified through the Pavement Management System process.**

Not applicable

**Bridge replacement and rehabilitation projects may be eligible for funding if they:**

- **Are identified through the Bridge Management System process.**
- **Are improvements or work needed to rebuild or extend the service life of existing bridges and structures (includes replacement of an existing bridge).**

Not applicable

## Prioritizing Factors

### Modernization projects. Priority shall be given to:

- **Project readiness (an assessment of the likelihood of a project proceeding to construction in the timeframe, by 2009)**

The completion of the Highway 58 Urban Standards Refinement Plan this summer will place Oakridge in a project ready state with a comprehensive design and in-depth analyses that will utilize widely accepted transportation analysis methods.

- **Projects that best support the policies of the Oregon Highway Plan (OHP) (summarize)**

As noted above, Oregon Highway Plan Policy 1B (Land Use and Transportation), Policy 1C (State Highway Freight System), Policy 1f (Highway Mobility Standards), Policy 1G (Major Improvements), Policy 2A (Partnerships), Policy 2F (Traffic Safety), Goal 3 and Policy 4A (Access Management), and Policy 4B (Alternative Passenger Modes) are all addressed with this project.

- **Projects that leverage other funds and public benefits**

The City of Oakridge does not at this time, have an assessment of what funds will be available to match with STIP monies, and several options are available. Local improvement districts, City street funds, and tax funding could be available. However, the City does see this project as a huge benefit to the citizens of Oakridge, as described previously.

- **Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI).**

After discussions with ODOT personnel, the City feels the project will be given a Class 2 designation, because there would be minimal if any, environmental disturbance. Oakridge would, of course, have an environmental study done prior to any work to assure compliance.

### Preservation projects. Priority shall be given to:

- **Project readiness (an assessment of the likelihood of a project proceeding to construction by 2009).**
- **Projects that best support the policies of the OHP (summarize)**
- **Projects that leverage other funds and public benefits.**

Not applicable

### Bridge replacement/rehabilitation projects. Priority shall be given to:

- **Projects that support the approved Bridge Options Report**
- **Projects that leverage other funds and public benefits.**

Not applicable