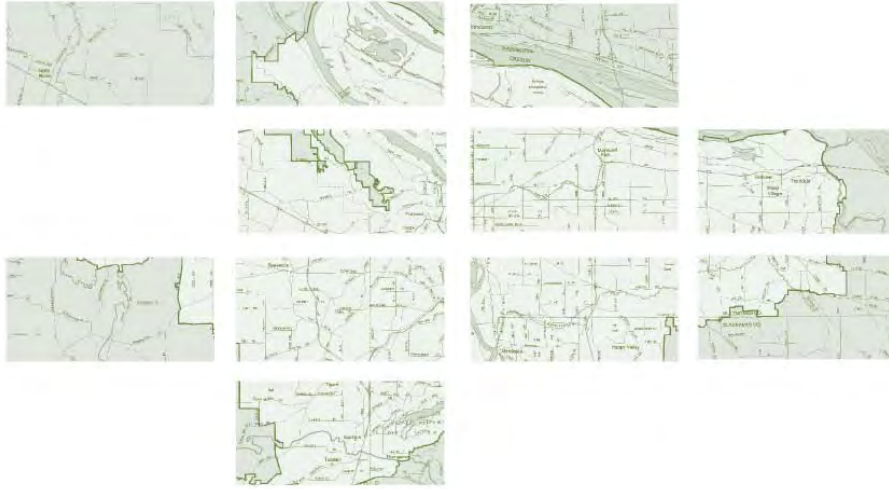


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Metropolitan Transportation Improvement Program

**2012-15**

## **Appendix**

**February 2012**

# **1. Policy Framework & Selection Criteria**

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-2010-13 MTIP Policy Report & adopting resolution

-2014-15 Regional Flexible Fund Allocation – project nomination process & policy adopting resolution

-2012-15 ODOT Criteria

-TriMet – Executive Summary of Transit Investment Plan (TIP)

[www.metro-region.org](http://www.metro-region.org)



## Portland Metropolitan Area Policy Report

March 2008

## 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

## **Metro**

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

### **Your Metro representatives**

**Metro Council President** – David Bragdon

**Metro Councilors** – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

**Auditor** – Suzanne Flynn

**Metro's web site:** [www.metro-region.org](http://www.metro-region.org)

**Project web site:** [www.metro-region.org/rtp](http://www.metro-region.org/rtp)

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

*The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.*

### **Metro**

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## Introduction

**The Metropolitan Transportation Improvement Program (MTIP)** schedules the distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. To be eligible for the MTIP, projects or programs must be in the financially constrained list of the Regional Transportation Plan (RTP).

**MTIP funds are administered in the Portland metropolitan region by four agencies:** the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. Each agency receives its own pot of funds from specific federal sources. Most of the funds administered by ODOT and the transit agencies are dedicated to investments that fall into specific categories. The funds administered by Metro are more flexible. These funds—dubbed "Regional Flexible Funds"—may be invested more broadly. Locally administered transportation funds are not programmed in the MTIP, but may be listed for informational purposes.

The table below summarizes the main federal funding sources for each agency and the types of investments they support. A graph on the back of this sheet shows the proportion of federal and state funds invested in different programs and projects as administered by these agencies. The federal funds administered by ODOT are supplemented with state transportation revenues.

**Figure 1**

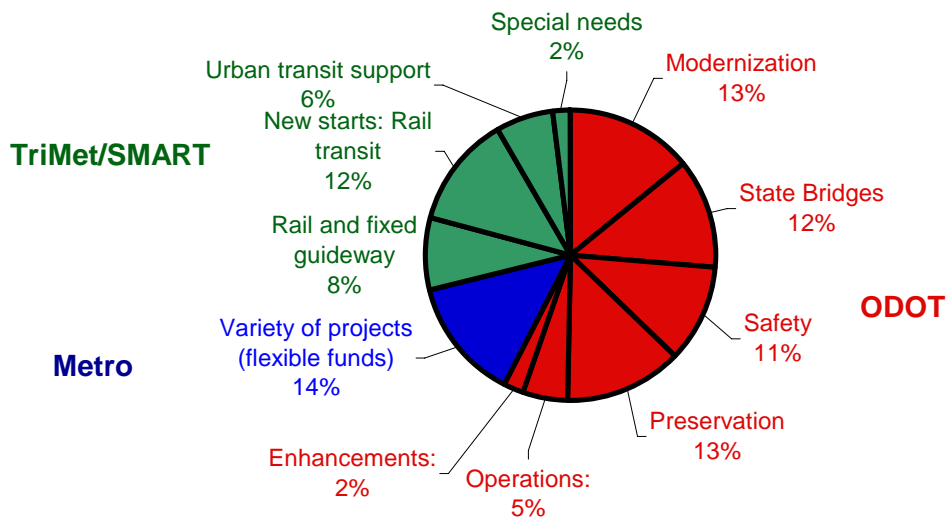
AGENCY	FEDERAL FUND TYPE	USES
ODOT	<b>Federal Highway Administration (FHWA) Trust Fund</b> <ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• Surface Transportation Program</li> <li>• National Highway System (NHS)</li> <li>• Bridge funds</li> <li>• Safety funds</li> <li>• High-Priority Projects (Congressional earmarks)</li> <li>• Transportation enhancements</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation (resurfacing) of the interstate highway system</li> <li>• Highway preservation (resurfacing)</li> <li>• Operations (signs, signals, traffic management)</li> <li>• Highway modernization (widening)</li> <li>• Modernization on NHS designated routes</li> <li>• Reconstruction or preservation on NHS routes</li> <li>• Operational improvements on NHS routes</li> <li>• Building and maintaining state and local bridges</li> <li>• Crash reduction and highway safety</li> <li>• Special projects; highway modernization (widening)</li> <li>• Highway appearance/function; historic preservation</li> </ul>

<b>TriMet/SMART</b>	<b>Federal Transit Administration</b>	<ul style="list-style-type: none"> <li>• New Starts/Small Starts</li> <li>• Transit Formula Funds</li> <li>• Rail and bus maintenance</li> <li>• Special needs grants</li> <li>• New passenger rail or bus rapid transit</li> <li>• Urban transit support</li> <li>• Refurbishing existing passenger rail systems and bus fleets</li> <li>• Transit services for elderly, disabled and low-income people</li> </ul>
<b>Metro</b>	<b>FHWA Trust Fund</b>	<ul style="list-style-type: none"> <li>• Congestion Mitigation/Air Quality</li> <li>• Surface Transportation Program</li> <li>• Projects that improve air quality</li> <li>• Anything but construction of local streets</li> </ul>

### Fund and investment distribution

The graph below shows the relative amounts and general types of federal and state transportation investments that are administered by ODOT, TriMet and Smart, and Metro. Please note that the relative proportions shown in this graph are based on recent historical averages to give a sense of how funding has generally been allocated.

**Figure 2**



**NOTE:** The Metro region covers urban portions of Clackamas, Multnomah and Washington Counties. ODOT funds are for all of ODOT Region 1, which covers those three counties plus Columbia and Hood River counties. The ODOT enhancement portion reflects a statewide total. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA-administered, or local government pass through funding.

## **Regional Flexible Funds**

Two federal funding programs are used to create the pool of funding known as Regional Flexible Funds that are allocated through the Metropolitan Planning Organization decision-making process. Those federal programs are Urban Surface Transportation Program (Urban STP), which can be used for any purpose other than construction of local streets, and Congestion Mitigation/Air Quality (CMAQ) that need to be used on projects that demonstrate an air quality benefit to the region.

The following draft policies are a consolidation of priorities identified by a majority of survey respondents of JPACT and Metro Council members and through consultation of MPAC, JPACT and the Metro Council for guiding the investment of regional flexible funds. See Attachment A for the complete list of RTP policies from which these policies were identified. The source of the policy priorities and how they relate to existing regional flexible fund policies are noted.

### **Existing Transportation Policies Identified as Priorities During Outreach Process**

The following 2008-11 MTIP policies and Regional Transportation Plan goal objectives were identified by a majority of survey respondents of JPACT and Metro Council members, through consultation of MPAC, JPACT and the Metro Council and through a target survey of community stakeholders as priorities for guiding the investment of regional flexible funds.

#### *RTP Goal 1: Foster vibrant communities and efficient urban form*

- Prioritize transportation projects and services that address system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial areas and passenger and freight inter-modal facilities).

#### *RTP Goal 2: Sustain economic competitiveness*

- Prioritize reliable movement of freight and goods on the RTP regional freight system.
- Prioritize addressing gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas.

#### *RTP Goal 3: Expand transportation choices*

- Prioritize addressing gaps in the pedestrian, bicycle and transit networks.
- Ensure air quality Transportation Control Measures for pedestrian and bicycle improvements are met.

#### *RTP Goal 4: Emphasize efficient management of the transportation system*

- Prioritize investments in Transportation System Management and Operations (TSMO) in regional mobility corridors.

*RTP Goal 5: Enhance safety and security*

- Prioritize investments in recurring safety issue areas, including gaps in the bike and pedestrian system.

*RTP Goal 6: Promote environmental stewardship*

- Reduce impervious surface coverage and storm water runoff.
- Prioritize projects and services that lower carbon emissions.

*RTP Goal 7: Enhance human health*

- Reduce noise, impervious surface and other transportation-related pollution impacts on residents.

*RTP Goal 8: Ensure Equity*

- Prioritize investments that provide access to transportation options for people of all ages, abilities and incomes.

*RTP Goal 9: Ensure fiscal stewardship*

- Prioritize investments that achieve multiple objectives.

*Existing Regional Flexible Funding Goals*

- Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
- Prioritize projects and programs that do not have other dedicated sources of revenue available.
- Allow use for project development and local match to support funding efforts from other sources for large projects (for example, Sellwood Bridge, light rail transit projects, I-5/Nyberg interchange) when there is strong potential to leverage other sources of discretionary funding.

**Allocation Policies**

The allocation policies are a consolidation of the *Policy Priorities from Outreach* objective statements as they will be applied to guide the allocation of regional flexible funds (the RTP Policy objectives were written as objectives for the entire transportation system). The allocation policies are subdivided into policies that guide allocation process (*Process policy objectives*) and policies that guide the evaluation of projects and program services (*Project and program services policy objectives*).

**Process policy objectives:** these objectives define how the allocation process should be conducted and what outcomes should be achieved with the overall allocation process.

1. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.

**Project and program services policy objectives:** these objectives define the objectives against which project and program services should be evaluated and prioritized for funding.

8. Prioritize transportation projects and program services that:
  - a. retain and attract housing and jobs by addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial areas and passenger and freight inter-modal facilities) as the highest priority, secondary areas (employment areas, town centers, main streets, station communities and corridors) as next highest priority, and other areas (inner and outer neighborhoods) as the lowest priority (see table 1 below).

**Table 1. 2040 Target Areas and Hierarchy of Design Types**

2040 Target Areas		
Primary land-uses	Secondary land-uses	Other urban land-uses
<ul style="list-style-type: none"> <li>• Central city</li> <li>• Regional centers</li> <li>• Industrial areas</li> <li>• Freight and Passenger Intermodal facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Employment areas</li> <li>• Town centers</li> <li>• Station Communities</li> <li>• Corridors</li> <li>• Main Streets</li> </ul>	<ul style="list-style-type: none"> <li>• Inner neighborhoods</li> <li>• Outer neighborhoods</li> </ul>

- b. address gaps and deficiencies in the reliable movement of freight and goods on the RTP regional freight system, and transit, pedestrian and bicycle access and inter-modal connections to labor markets and trade areas within or between 2040 target areas (Primary areas are highest priority, Secondary areas are next highest priority, other areas are lowest priority).
- c. provide access to transportation options for underserved populations (low income populations and elderly and people with disabilities).
- d. invest in Transportation System Management and Operations (TSMO) in regional mobility corridors.
- e. address recurring safety issues, including gaps in the bike and pedestrian system.
- f. minimize noise, impervious surfaces, storm-water run-off and other pollution impacts.
- g. reduce and minimize energy consumption, carbon emissions and other air pollution impacts.
- h. the project mode or program service type has no other or limited sources of transportation-related funding dedicated to or available for its use.
- i. efficient and cost effective use of federal funds.

### **Policy and Program Administration Implementation Tools**

Metro staff will develop a project solicitation packet and supporting material as described within each administrative tool summarized below. Metro staff will consult with TPAC on the development of these tools to implement both the policy objectives adopted by JPACT and the Metro Council and to implement administrative responsibilities for carrying out federal regulations, Regional Transportation Plan policies and efficient delivery of projects and programs.

### **Eligibility & Screening Criteria**

Eligibility criteria are used to ensure applicant projects meet federal rules for funding eligibility (e.g. projects are in or can easily be amended into the RTP) and meet public involvement criteria. The criteria also ensure applicant agencies are addressing regional planning requirements and that projects from urban growth boundary expansion areas have completed required concept planning. In order to ensure projects are an efficient use of federal funds, minimum costs will be set for project development, final design and engineering and construction as screening criteria. Finally, screening criteria will evaluate projects for their readiness to proceed into final design and engineering, right-of-way and construction or whether the project needs further project development work (Objectives 4 and 6).

Prioritization Criteria and corresponding Technical Measures used to Evaluate Applicant Projects

These criteria and measures are used to evaluate candidate projects and programs against the program policies as adopted by JPACT and the Metro Council. Quantitative measures balance and weight the policy objectives on a 100-point scale. Additional qualitative policy analysis is provided to describe a projects impact on policy objectives that cannot be quantified in an equitable or useful manner.

Previous criteria and measures were developed around 13 distinct modal evaluation categories and weighted the quantitative measures within each category by: 2040 land use objectives: 40 points, project modal effectiveness: 25 points, safety: 20 points, and cost-effectiveness: 15 points.

Technical staff will develop an updated technical evaluation proposal with the objectives of:

1. reducing the number of distinct project evaluation categories,
2. consideration of eliminating modal evaluation categories in favor of policy outcome based evaluation categories, and
3. developing universal measures that can compare all projects against one another for at least some policy objectives.

The evaluation categories and corresponding weighted score of the quantitative topic areas will be brought back to JPACT for approval.

Funding will be allocated in a two-step process. The first step would be to consider an allocation (either a firm commitment or a recommendation that could be reconsidered at the end of the second step) to programs that are administered at the regional level. These could include Metro Planning, High Capacity Transit system completion, the Regional Travel Options program, the Transit Oriented Development program, the Intelligent Transportation Systems program, a Regional Bridge program and a Regional Bicycle/Pedestrian Implementation program.

The second step would be to solicit locally administered projects and program services based on cost limit targets set relative to the remaining funds available.

**Figure 3**

As an example, a first step allocation to regionally administered programs could include: Metro Planning, ITS Program (Objectives 6, 8a, b, d, e, f, g) RTO program (Objectives 8a – g), Transit Oriented Development (Objectives 8a, c, d, e, g), High Capacity Transit system completion (Objectives 8a, b, c, d).

Metro staff will consult with TPAC to develop project evaluation categories and measures to implement adopted policy direction. Examples of policy outcome based categories and quantitative measures could include:

<u>Potential project evaluation categories</u>	<u>Potential quantitative topic areas (and measures)</u>
System reliability:	Travel time reliability, 2040 land-use (use of facility by freight vehicles accessing Metro area industrial lands), Safety
System completeness:	Facility importance to regional system (number/size/use of RTP modal system gaps completed), 2040 land-use, Safety
Mixed-use area implementation:	2040 land-use (existing and forecasted jobs/housing), Safety
Industrial & employment area Implementation:	2040 land-use (existing and forecasted jobs), Safety
Environmental enhancement & mitigation:	Environmental restoration, Emission reduction

### Sub-Regional Application Limitations

This tool is currently used to ensure efficient program administration and to ensure a pool of CMAQ eligible projects are available from across the region. (Objectives 3 and 6)

### Financial Match Incentives

This tool is currently used to promote the location and service function of projects towards priority 2040 land use areas (Objectives 8a.).

### Conditions of Approval

This tool can effectively be used to achieve project design and scope objectives such as consistency with regional street design guidelines and the incorporation of Green Street features (Objectives 4 and 8f).



## **Oregon Department Of Transportation (ODOT) Administered Funds**

ODOT administers many sources of federal funding for transportation purposes. These fund sources each have purposes and eligible activities as defined by federal laws and rules. The Oregon Transportation Commission (OTC) assigns these federal fund sources (along with state fund sources) to one of several ODOT Program activity areas. Assignment of federal funds to projects within an ODOT program activity area must still be consistent with federal eligibility rules.

The allocation of federal and state funding sources to ODOT program area is made after an evaluation of needs across the program areas and an assessment of funding eligibility rules. This action is taken by the OTC and is known as the establishment of funding targets.

Each ODOT program area has unique eligibility and prioritization criteria for the prioritization of projects to receive funding to be reflected in the State Transportation Improvement Program (STIP). Projects to be funded within a Metropolitan area must be defined within a Metropolitan Transportation Improvement Program (MTIP). The programming adopted within the MTIP must be adopted without change into the State Transportation Improvement Program (STIP). ODOT is represented on the Metropolitan Planning Organization (MPO) board that adopts the content of the MTIP but must also ensure that the decision process, project eligibility and prioritization criteria adopted by the OTC is followed.

This section of the policy document outlines how the MPO board will come to a recommendation on the content of the MTIP while following the direction of the OTC policies with respect to the ODOT administered funds.

### **Funding Programs**

Federal and state transportation revenues are budgeted into programs to address transportation needs of the state transportation system: Modernization, Bridge, Preservation, Operations, Safety, Enhancements and the Immediate Opportunity Fund. The Enhancement and Immediate Opportunity Fund essentially operate as a competitive application program with objectives set by the OTC.

The Modernization, Bridge and Preservation programs have eligibility and prioritization criteria adopted by the OTC. Those criteria are summarized in the table below and criteria details are provided in Attachment B. JPACT and the Metro Council will base their recommendations on the prioritization of projects in these programs based on these policies. Technical staff will provide an analysis of candidate projects based on these policies.

**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 support freight mobility.<sup>9</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>10</sup></li> <li>• Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects).<sup>11</sup></li> </ul>		<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>13</sup></li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>14</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>15</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.)<sup>17</sup></li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>18</sup></li> <li>• Projects that support freight mobility.<sup>19</sup></li> <li>• Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>20</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>21</sup></li> </ul>

**Project Eligibility Criteria and Prioritization Factors  
For the 2010-2013 Development STIP and Construction STIP  
Eligibility Criteria**

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

<sup>\*</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.

JPACT and the Metro Council request that the Oregon Highway Plan and the 2012-15 STIP eligibility and prioritization criteria be updated to reflect the new Oregon Transportation Plan, particularly the sustainability policies.

### Modernization

The statewide funding target for Modernization program projects is further sub-allocated to the five ODOT regions of the state. Metro boundaries, which define the extent of the MTIP, is located within a portion of Region 1. ODOT Region staff work with JPACT and the Metro Council to prioritize modernization projects for funding within a portion of the Region 1 target funds, consistent with federal rules and OTC policies.

The OTC has created the policy framework in Attachment B, consistent with the Oregon Highway Plan, for the decision process to prioritize projects from the Regional Transportation Plan to receive funds.

Specific measures to implement state and local prioritization criteria will be developed to evaluate and prioritize projects for the Modernization program.

### Bridge

The OTC has created the policy framework in Attachment B, consistent with the Oregon Highway Plan, for the decision process to prioritize projects to receive funds.

Specific consultation measures with local agencies and the TIP decision process on the scope and schedule of Bridge program projects, as generated by the Bridge management system, is administered by ODOT Region 1 staff.

### Preservation

The OTC has created the policy framework in Attachment B, consistent with the Oregon Highway Plan, for the decision process to prioritize projects to receive funds.

Specific consultation measures with local agencies and the TIP decision process on the scope and schedule of Preservation program projects, as generated by the Pavement management system, is administered by ODOT Region 1 staff.

### Operations

The Operations Program funds projects that improve the efficiency of the transportation system through the replacement of aging infrastructure and the deployment of technology that allows the existing system to meet increased demands.

The Operations Program consists of four sub-categories:

- (1) Intelligent Transportation Systems (ITS);
- (2) Signs, Signals, and Illumination;
- (3) Slides and Rockfalls; and
- (4) Transportation Demand Management (TDM).

- ITS includes ramp metering, incident management, emergency response/traffic management operations centers, and mountain pass/urban traffic cameras. Region 1 sets aside funds to maintain, improve and complete development of its ITS infrastructure. ODOT coordinates with local agencies in their selection of ITS projects to receive Operations funding through participation in the Transport subcommittee of TPAC.
- Signals and signs, slow moving vehicle turnouts, and other operational improvements. The Region sets aside funds for development and upgrades.
- Rockfalls and slides (chronic rockfall areas and slides, not emergency repair work). Priorities for addressing are based on geotechnical assessments.
- TDM Includes rideshare, vanpool, and park-and-ride programs.
- ODOT Region 1 does not receive any funds for TDM - they are paid directly to Metro

### Safety

The OTC has created the policy framework, consistent with the State Safety Action Plan, for the decision process to prioritize projects to receive Safety Program funds.

Specific consultation measures with local agencies and the TIP decision process on the scope and schedule of Safety program projects is administered by ODOT Region 1 staff.

## **Transit Funds**

Transit projects and programs in the region receive federal funding from several different sources. Allocation of these funds are administered through TriMet and SMART in the Metro region and coordinated through activities at their agencies and at the MPO planning and programming process.

### Congressional earmarks

Regional priorities for requests of Congressional earmarks are coordinated through JPACT and principles guiding this process are described in the next section below. TriMet and SMART request earmarks as a part of this process.

### New Starts discretionary grants

Requests for grants from the Federal Transit Administration for new high capacity transit projects such as light rail, commuter rail, streetcar or bus rapid transit are also coordinated through JPACT with planning for implementation of these projects administered through the TriMet Transit Improvement Plan.

The Federal government offers Section 5309 transit development grants through what is called the New Starts program. That program is subdivided into 1) New Starts, 2) Small Starts and 3) Very Small Starts (pending), each with a threshold for project scale and financing needs. Projects pass through a prescribed development process that incorporates NEPA. Projects are ultimately reviewed and approved for funding against a range of criteria, including a cost- effectiveness measure based on travel time savings. The process is highly competitive.

Light rail projects generally fall under the original New Starts program, but streetcar, commuter rail, bus rapid transit or a short light rail extension might also fit into the lower threshold programs. These projects are necessarily grounded in the Regional Transportation Plan, TriMet's 5- year Transit Investment Plan and the upcoming High Capacity Transit Plan. The Region secured an average of \$65 million in Federal funds annually through this program between 1992 and 2011 (projected).

The region will be undertaking a high capacity transit system plan over the course of the next 18 months whose objectives include the adoption of priorities and funding strategies for the region's high capacity transit system. This plan will be considered for adoption by JPACT and the Metro Council.

### Regional flexible fund allocations

TriMet and SMART have received awards of funding through the regional flexible fund allocation process. This includes \$9.3 million per year of regional flexible funds through the year 2015 as a contribution to the I-205/Transit Mall light rail and Wilsonville-Beaverton commuter rail projects, contributions to on-street transit improvements and to

the SMART transit center and park-and-ride facility. TriMet and SMART will continue to compete for project funding from this source in the future.

Operating and Maintenance grants

TriMet and SMART receive federal transit grants, such as the Section 5307 and Section 5309 federal fund programs, to be used for the purposes of transit operations, rail right-of-way maintenance and bus and rail vehicle maintenance. These funds are prioritized to service through the Transit Investment Plan, annual service planning and the annual TriMet and SMART budgets.

Special Needs grants (JARC, New Freedom, Elderly & Disabled programs)

The recommendation for the allocation of special needs transportation funding in the Metro region is developed by the STFAC. Their recommendation is made to the Oregon Public Transit Division of ODOT for allocation of funds. These recommendations must be consistent with the Coordinated Human Services Transportation Plan that in turn is coordinated with the Regional Transportation Plan.

The STFAC recommends the distribution of the New Freedom federal program (Section 5317 funds) for services beyond Americans with Disabilities Act requirements, Jobs Access/Reverse Commute program (Section 5316 funds) to assist low-income households with transportation services to facilitate job access, and the Elderly and Disabled program (Section 5310 funds) to provide transportation services to elderly and disabled populations.

## Federal Congressional Earmarks

Regional priorities for federal earmarks are coordinated through a voluntary process at JPACT. The priority list developed through this process is used only for the purpose of organizing the requests from the region to the Oregon Congressional delegation for each annual appropriations bill and each re-authorization bill. Staff recommended guidelines for the 2009 Appropriations requests include:

1. JPACT should establish a regional program for earmarking requests from the transit program.
2. JPACT should endorse earmarks from non-transportation appropriations bills that help further the regional transportation agenda.
3. JPACT should compile a list of requested earmarks from the federal highway bill as follows:
  - a. All earmark requests should be in the financially constrained portion of the RTP.
  - b. Requests should be limited to a dollar amount and category that is appropriate. Based upon historical experience, this means requests should generally be no greater than \$3-5 million.
  - c. Requests should be only for work that can be obligated within the timeframe of this bill, not simply requests to accumulate over multiple bills for a later date. Only ask for projects and project amounts sufficient to complete the next logical step or a finance plan to complete the phase (i.e. enough to complete PE, right-of-way or construction step). Do not allow requests that are simply a partial payment toward one of these steps.
  - d. JPACT should expect the following interests to limit their requests to one or two priorities:
    - Portland
    - Multnomah County and Cities of Multnomah County
    - Clackamas County and Cities of Clackamas
    - Washington County and Cities of Washington County
    - Port of Portland
    - ODOT
    - Metro
  - e. JPACT should structure its project requests being mindful of the Congressional districts in which they are located.

Projects awarded Congressional earmark funding need to be programmed in the Metropolitan and State Transportation Improvement Programs prior to those funds being eligible for the project.



## **Attachment A**

### **RTP Policies and 2008-11 MTIP Policies provides as Potential Policy Priorities for the Allocation of Regional Flexible Funds**

- 1. Program policy goals and objectives.** Do any of the policy goals and objectives in the 2035 Regional Transportation Plan, summarized below, are there any that warrant prioritization should be priorities for the receipt of Regional Flexible Funds for this funding cycle? Check those that you think should be priorities for these funds relative to the responsibility of other funding sources or agencies. Please check any you believe do.

#### **RTP Goal 1: Foster vibrant communities and efficient urban form**

- ☐ System gaps or deficiencies to improve multi-modal access in primary 2040 target areas
- ☐ Programs that reduce land dedicated to parking

#### **RTP Goal 2: Sustain economic competitiveness**

- ☐ Gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas
- ☐ Intercity public transportation/inter-modal connections
- ☐ Reliable movement of freight and goods
- ☐ Access to industrial areas
- ☐ Multi-modal freight connections (at least two different modes)

#### **RTP Goal 3: Expand transportation choices**

- ☐ Gaps in bicycle, pedestrian or transit access/inter-modal connections
- ☐ Reduction in vehicle miles traveled per capita
- ☐ Access to all modes of transportation for underserved populations

#### **RTP Goal 4: Emphasize efficient management of the transportation system**

- ☐ Investments in Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety in regional mobility corridors
- ☐ Incentives, services and infrastructure that uses the TSMO Concept to increase awareness of travel options

#### **RTP Goal 5: Enhance safety and security**

- ☐ Investments that address recurring safety-related deficiencies on the regional mobility corridor system and gaps in the regional bicycle and pedestrian systems
- ☐ Investments that increase system monitoring, management and security to reduce crime

- ☐ Investments that increase system monitoring, management and security to address terrorism, natural disasters or hazardous material spills

**RTP Goal 6: Promote environmental stewardship**

- ☐ Improvements to fish or wildlife habitat/barrier removal that limits fish or wildlife passage in a habitat conservation area or wildlife corridor
- ☐ Reductions in transportation-related vehicle emissions
- ☐ Reduction in impervious surface coverage and stormwater runoff
- ☐ Reduction in transportation-related energy and land consumption/reliance on unstable energy sources

**RTP Goal 7: Enhance human health**

- ☐ Investments that encourage walking, bicycling
- ☐ Reductions in noise, impervious surface and other transportation-related pollution impacts on residents

**RTP Goal 8: Ensure Equity**

- ☐ Investment that benefit environmental justice communities
- ☐ Investments that provide access to transportation options for people of all ages, abilities and incomes

**RTP Goal 9: Ensure Fiscal Stewardship**

- ☐ Investments and strategies for cost-effective maintenance or preservation of existing transportation facilities and services
- ☐ Investments that achieve multiple goals and objectives
- ☐ Investments that leverage other sources of funding

**2. Funding priority:** Should Metro continue to prioritize Regional Flexible Funds for projects and programs that do not have other dedicated sources of revenue available?

**3. Ensuring compliance with state air quality plan requirements:** The region must build enough new bicycle and pedestrian facilities to meet state air quality plan requirements. (If these requirements are not met, federal funding could be redirected to meet them.) Should Metro continue to ensure that regional flexible funds are used to meet the requirement of funding bicycle and pedestrian facilities?

**4. Supporting large projects that have other potential funding sources:** Should regional flexible funds continue to be used for project development and local match to support funding efforts from other sources for large projects (for example, Sellwood Bridge, light rail transit projects, I-5/Nyberg interchange)?

## Attachment B

# **Project Eligibility Criteria and Prioritization Factors Process Description and Guidance For the 2010-2013 Development STIP and Construction STIP**

## **I. Introduction**

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

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

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

1. Mobility and Accessibility
2. Management of the system
3. Economic Vitality
4. Sustainability
5. Safety and Security
6. Funding the Transportation System
7. Coordination, Communication, and Cooperation

These goals recognize the importance of providing an efficient, optimized, safe, secure, and well-integrated multimodal transportation system that allows for access and connectivity throughout the state to enable a diverse economy while not compromising the ability of future generations to meet their needs. These goals are implemented through the Oregon Highway Plan (OHP) and the other modal plans. This document sets forth criteria in compliance with the OHP to be utilized in the selection and prioritization of transportation projects for the D-STIP, and the C-STIP modernization, preservation, and bridge programs.

## **A. Roles and Responsibilities**

The OTC will make the final selections for all projects included in the STIP. The Commission will consider the advice and recommendations received from ACTs, MPOs, and regional or statewide advisory groups. ODOT will provide tools necessary to enable an ACT to carry out its responsibilities under these criteria. Geographic areas that do not have an ACT must adhere to the same standards of accountability as ACTs (*Policy on Formation and Operation of the Area Commissions on Transportation*, Section VI, Basis for Decision Making) and demonstrate to the OTC that recommendations were developed in accordance with these criteria and factors. ODOT region staff will facilitate this by preparing project summary reports that describe the

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utilization of the criteria in project selection by the region, ACTs, and/or other groups. They may also utilize or include with the summary reports any other information developed for project analysis or comparison. The reports supplied by each region will be provided to the OTC with the draft STIP. In making final project selections, the OTC will ensure that ACTs, MPOs and regional or statewide advisory groups have based their considerations on the criteria and will ensure projects are distributed according to the funding allocations approved by the OTC for the 2008–2011 STIP.

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

### B. Definitions

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

#### Development STIP (D-STIP)

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

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

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

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

#### Construction STIP (C-STIP)

The C-STIP identifies project scheduling and funding for the state's transportation preservation and capital improvement program for a four-year construction period. This program meets the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the federal act that provides funds to states for transportation projects. For application of these criteria and prioritization factors, C-STIP means Modernization, Preservation and Bridge projects.

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### Other STIP Programs

Other STIP programs (examples include Safety, Operations, Bicycle/Pedestrian, Transit, Congestion Mitigation/Air Quality Improvement, Transportation Enhancement, and Scenic Byways) are not addressed in this document. More information about programs funded in the STIP is available in the *Draft 2008-2011 STIP*.

### **C. Project Selection**

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

ACTs, MPOs and regional or statewide advisory groups should use this document as a guide when they evaluate projects for the STIP on the state highway system and for off-system projects that support implementation of the Oregon Highway Plan (OHP), in accordance with Policy 2B: off-system improvements. Projects recommended for funding in the STIP should have consistent application of the project eligibility criteria and prioritizing factors. ACTs, MPOs and regional or statewide advisory groups may use additional criteria to select and rank projects provided the criteria are consistent with the project eligibility criteria and prioritization factors adopted by the OTC. If requested, ODOT staff will provide a model to assist with project ranking. This process recognizes regional differences and is consistent with the *Policy on Formation and Operation of the Area Commissions on Transportation*, Section VI, Basis for Decision-making.

**In MPO areas designated as Transportation Management Areas (TMA)**, all projects using federal regulations title 23 (23 CFR) or Federal Transit Act funds, shall be prioritized for programming in the Transportation Improvement Program (TIP) from an approved Regional Transportation Plan by the MPO in consultation with the State and transit operators. The State, MPO and transit operators jointly program the prioritized projects. Should funding conflicts arise within a program year, projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State, in cooperation with the MPO, from the approved metropolitan TIP. Other projects utilizing federal funds shall be selected by the MPO in cooperation with the State and transit operators.

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

**Outside MPO areas**, transportation projects undertaken on the NHS and projects funded under the Bridge and Interstate Maintenance programs will be selected by the State in consultation with the affected local officials. Other transportation projects undertaken with funds administered by FHWA, other than federal lands highway projects, shall be selected by the State in cooperation with the affected local officials and projects undertaken with Federal Transit

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Act funds shall be selected by the State in cooperation with the appropriate affected local officials and transit operators.

ACTs and MPOs should consult with each other during their STIP and MTIP development processes to achieve a coordination of projects wherever possible. Where ACT and MPO boundaries overlap, a higher level of clearly defined coordination is needed. Where this occurs, the MPO and ACT should jointly agree on a process for maintaining consistency between ACT recommendations and the MPO Plan and MTIP (*Policy on Formation and Operation of the Area Commissions on Transportation*, Section VII. G, Coordination).

### Project Eligibility Criteria

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

### Prioritization Factors

The prioritization factors are to be used to ensure consistent consideration of the relative merits of projects by ACTs, MPOs and regional or statewide advisory groups. With the exception of project readiness which shall have greater weight, the prioritization factors are not listed in any particular order and do not have any implied weight. To provide for regional differences, ACTs, MPOs and regional or statewide advisory groups may use additional factors to rank projects provided the factors are consistent with the factors adopted by the OTC. If an ACT, MPO or regional or statewide advisory group chooses to use additional prioritization factors, they must inform those developing project proposals about the factors prior to the beginning of the project submittal period. When developing a tool to evaluate OHP policies, OHP Appendix A2 provides definitional information to facilitate shared understanding of the goals, policies and actions of the OHP policy element.

## **D. Project Documentation**

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

1. Project description
2. Project justification
  - ◆ Identify the planning history
  - ◆ As applicable, describe information provided from the pavements or bridge management system. If the recommendation varies from the prioritization identified by the management system, describe the process used to reach that recommendation.
  - ◆ Describe how this project supports OHP policies (Table 1).
  - ◆ Provide an assessment of the likelihood of the project getting to construction in the timeframe contemplated
  - ◆ Provide supplementary project information if the project leverages additional funding or community benefit

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### 3. Applicable additional information

## E. Funding

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

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

### Federal discretionary projects

Federal discretionary projects are a part of federal appropriations or transportation funding legislation. The Oregon Department of Transportation, with direction from the Oregon Transportation Commission, developed guidelines to use in deciding which projects should be submitted as earmark proposals in federal legislation for the reauthorization of transportation funding. The projects are categorized as low or medium risk and can be completed over the life of the federal transportation funding bill. ODOT follows these guidelines for earmark projects and submits them to the Oregon Congressional Delegation for consideration during the federal budget process. Local jurisdictions and proponents that pursue earmark funding for projects not submitted by ODOT or supported by the Oregon Transportation Commission (OTC) are solely responsible for the required matching funds or any shortfalls.

The OTC recognizes that there may be unique circumstances in which proponents have been successful in obtaining federal discretionary projects that need to be placed in the STIP. These can be brought to the OTC as possible amendments to the STIP provided they meet the eligibility criteria and the match requirements as noted above.

## II. Development STIP (D-STIP)

### A. Introduction to the D-STIP

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

It will be important to clearly articulate the rationale and need of a D-STIP project in order to help manage expectations and potential next steps. D-STIP projects will be consistent with statewide policies and may be identified by the state management systems or in one or more planning documents. Planning documents may include system-level plans such as

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transportation system plans, regional transportation plans, or comprehensive plans, or facility-level plans such as corridor plans, refinement plans, or interchange area management plans. Appendix B illustrates the process that leads to approval of the Final STIP and where plans fit in the process. Additionally, the OTC may choose to fund development work on projects of statewide significance in the D-STIP. The D-STIP includes projects approved and funded for development through specific milestones for planning, environmental or project development activities and within specific timeframes.

Projects often begin in the D-STIP when they are complex projects that will take more than four years to go to construction or when the appropriate transportation solution is not yet identified. Project choices should address points obstructed by congestion, support regional and local land use plans, and assist in job development or retention.

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

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

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

### Statewide significant projects

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

### Modernization or major bridge replacement projects

Modernization or major bridge replacement projects are projects that have been approved and funded for development through specific milestones but that cannot be constructed within the four-year timeframe of the STIP and/or within the normal Region STIP allocations. These may



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include shelf projects, which are high priority projects developed in anticipation of funding but that have no funding identified for construction in the current STIP. Milestones include planning, environmental and project development.

### D-STIP Project Completion

ODOT and the Department of Land Conservation and Development (DLCD) shall work with affected cities and counties to obtain land use approvals needed to select a specific alignment. The level of land use consistency required will depend on the environmental milestone being completed.

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

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

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

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

## **B. Development STIP**

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

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

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

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

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

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

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

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

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

#### <sup>4</sup>Leverage and Public Benefit for D-STIP 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. Those making project recommendations should pursue an agenda to accomplish leverage or community benefits although specific benefits might not always be known at the D-STIP stage. Examples of leverage and public benefits for D-STIP modernization projects could include where applicable, but are not limited to the following:

- ♦ 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).
- ♦ Environmental enhancement, such as culvert replacement and improved drainage or fish passage.
- ♦ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- ♦ Leveraging additional funds that contribute to transportation system effectiveness, system operations, and revitalization of the downtown or main street, etc.
- ♦ Direct benefits to multiple modes of travel, advancement of modal choice and intermodal activities. This would include local efforts to accommodate non-auto modal opportunities.
- ♦ Local circulation improvements that support and complement the state highway project.

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- ♦ Improvements in Oregon's economy by addressing transportation challenges such as key bottlenecks or improving transportation service delivery.
- ♦ Potential for collecting toll revenues.
- ♦ Projects that implement other innovative finance techniques.
- ♦ Would facilitate public and private investment that creates or sustains jobs.

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

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

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

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

#### B. Modernization

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

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

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

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

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

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

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

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

- ♦ Interchange Area Management Plan or Access Management Plan,
- ♦ Highway segment designations,
- ♦ Needed local street improvements,
- ♦ Traffic management plans,

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- ♦ 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 judgment 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

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

#### <sup>8</sup>Modernization Projects that Best Support the Oregon Highway Plan Policies

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

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

Projects that support freight mobility are modernization projects on freight routes of statewide or regional significance, including:

- ♦ Highways on the State Highway Freight System as designated in the *Oregon Highway Plan*;
- ♦ Highways or local roads designated as National Highway System intermodal connectors;

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- ♦ Other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movement;
- ♦ Local freight routes designated in a regional or local transportation plan.

These projects would remove identified barriers to the safe, reliable, and efficient movement of goods and/or would support multimodal freight transportation movements.

### <sup>10</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).
- ♦ Environmental enhancement, such as culvert replacement and improved drainage or fish passage.
- ♦ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- ♦ Leveraging of additional funds that contribute to transportation system effectiveness, system operations, and revitalization of the downtown or main street, etc.
- ♦ Direct benefits to multiple modes of travel, advancement of modal choice and intermodal activities. This would include local efforts to accommodate non-auto modal opportunities.
- ♦ Local circulation improvements that support and complement the state highway project.
- ♦ Improvements in Oregon's economy by addressing transportation challenges such as key bottlenecks or improving transportation service delivery.
- ♦ Potential for collecting toll revenues.
- ♦ Projects that implement other innovative finance techniques.
- ♦ Would facilitate public and private investment that creates or sustains jobs

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

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

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

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

## **C. Preservation**

The pavement preservation projects list is developed by ODOT's Pavement Management System (PMS) and applied by the pavement management selection committees. The PMS is an

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electronic data management tool used by the department to identify, prioritize and develop needed pavement preservation projects. The role of ACTs, MPOs and regional or statewide advisory groups is to review the timing of the pavement preservation projects as they relate to other local projects or issues; their comments will be considered as part of the process. It is anticipated that these groups will primarily enhance selected projects by leveraging additional funding or collateral community benefit. The interstate preservation projects are selected based on the PMS and a statewide strategy and are therefore not a part of these criteria.

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

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

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

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

### C.2. Construction STIP Prioritization Factors for Pavement Preservation Footnotes

#### <sup>13</sup>**Project Readiness for C-STIP Preservation 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 judgment of a project's readiness is dependent on timeliness of construction expectations not on the number of steps to be completed.

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

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

#### <sup>15</sup>**Leverage and Public Benefit for C-STIP Preservation 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 pavement preservation 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).
- ♦ Environmental enhancement, such as culvert replacement and improved drainage or fish passage.

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- ♦ Transfer of jurisdiction to promote jurisdictional responsibility and coordination.
- ♦ Leveraging of additional funds that contribute to transportation system effectiveness, system operations, and revitalization of the downtown or main street, etc.
- ♦ Direct benefits to multiple modes of travel, advancement of modal choice and intermodal activities. This would include local efforts to accommodate non-auto modal opportunities.
- ♦ Local circulation improvements that support and complement the state highway project.
- ♦ Improvements in Oregon's economy by addressing transportation challenges such as improving transportation service delivery.

### **D. Bridge**

The process of identifying bridge projects for the STIP relies on the Bridge Management System. ODOT maintains a complete inventory of all state (and local) bridges longer than 20 feet. The aggregation of structure inventory, condition data collected on a routine basis, and appraisal data assigned according to national guidelines fulfill the requirements of the National Bridge Inventory (NBI). Data required by the National Bridge Inspection Standards (NBIS) and additional data collected by ODOT bridge inspectors provide the condition and inventory data necessary for the analysis of ODOT bridges. Applying criteria in twelve separate deficiency categories, and considering OTC and program goals and requirements, projects are selected on a statewide basis. After technical review and coordination with the Regions and the statewide Bridge Leadership Team, the State Bridge Engineer recommends a list of projects for inclusion in the STIP. The role of ACTs, MPOs and regional or statewide advisory groups is to review the timing of the bridge replacement/rehabilitation projects as they relate to other local projects or issues; their comments will be considered as part of the process. It is anticipated that these groups will primarily enhance selected projects by leveraging additional funding or collateral community benefits.



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

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

##### State Bridge Project Selection

This criterion applies to bridges on the State highway system only. Through an agreement between the State and the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC), the federal Highway Bridge Program project funds are divided between the State and local agencies based on the percentages of deficient bridges. Local bridge projects are covered through a separate selection process.

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

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

- ♦ Bridges in need of improvements that eliminate load, width or vertical restrictions or poor structural condition.
- ♦ Bridges that preserve freight corridors, detour and other lifeline routes.
- ♦ Other structural, safety and functional considerations.

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

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

Priority will be given to projects that support the Bridge Options Report adopted by the Oregon Transportation Commission. The Bridge Options Report helped to organize the needed bridge repairs that were funded under the Oregon Transportation Investment Act III. As of December 2006, a majority of these projects are under construction or in final design in preparation for construction. By the time of the OTC's adoption of the Final 2010-2013 STIP, this program will be largely complete.

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

The Oregon Highway Plan is available at: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml> and a summary list of OHP goals and policies is provided in Table 1. All projects should be consistent with the OHP and this prioritization factor is to help choose among these projects. Not all projects will advance all OHP policies but a project that is strongly supportive of several OHP policies may be chosen over one that offers less support or supports fewer OHP policies.

#### <sup>19</sup>Projects that Support Freight Mobility

Projects that support freight mobility are bridge replacement and rehabilitation projects on freight routes of statewide or regional significance, including:

- Highways on the State Highway Freight System as designated in the *Oregon Highway Plan*;

## Attachment B

- Highways or local roads designated as National Highway System intermodal connectors;
- Other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movement;
- Local freight routes designated in a regional or local transportation plan.

These projects would remove identified barriers to the safe, reliable, and efficient movement of goods and/or would support multimodal freight transportation movements.

### <sup>20</sup>**Project Readiness for C-STIP Bridge Projects**

Projects that can begin construction within the timeframe of the STIP are considered to be more ready. The overall judgment of a project's readiness is dependent on timely completion of necessary pre-construction steps and not on the number of steps to be completed.

### <sup>21</sup>**Leverage and Public Benefit for C-STIP Bridge Projects**

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Examples of leverage and public benefits for C-STIP bridge replacement/rehabilitation 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).
- ♦ Environmental enhancement, such as culvert replacement and improved drainage or fish passage.
- ♦ Direct benefits to multiple modes of travel, advancement of modal choice and intermodal activities. This would include local efforts to accommodate non-auto modal opportunities.
- ♦ Improvements in Oregon's economy by addressing transportation challenges including improving service delivery.

## Oregon Highway Plan Policies

Table 1

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

## **Attachment B**

### **Appendix A**

#### **Key Website Addresses**

**Draft and Final STIP, Project Summary Reports:**

<http://www.oregon.gov/ODOT/HWY/STIP/index.shtml>

**STIP Users' Guide:** <http://www.oregon.gov/ODOT/TD/TP/stipGuide.shtml>

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

**Bridge Options Report:**

[http://www.oregon.gov/ODOT/COMM/docs/bridge\\_options/bridge\\_options.pdf](http://www.oregon.gov/ODOT/COMM/docs/bridge_options/bridge_options.pdf)

**Policy on Formation and Operation of the ACTs:**

[http://www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml)

**Program Advisory Committees, Community Involvement:**

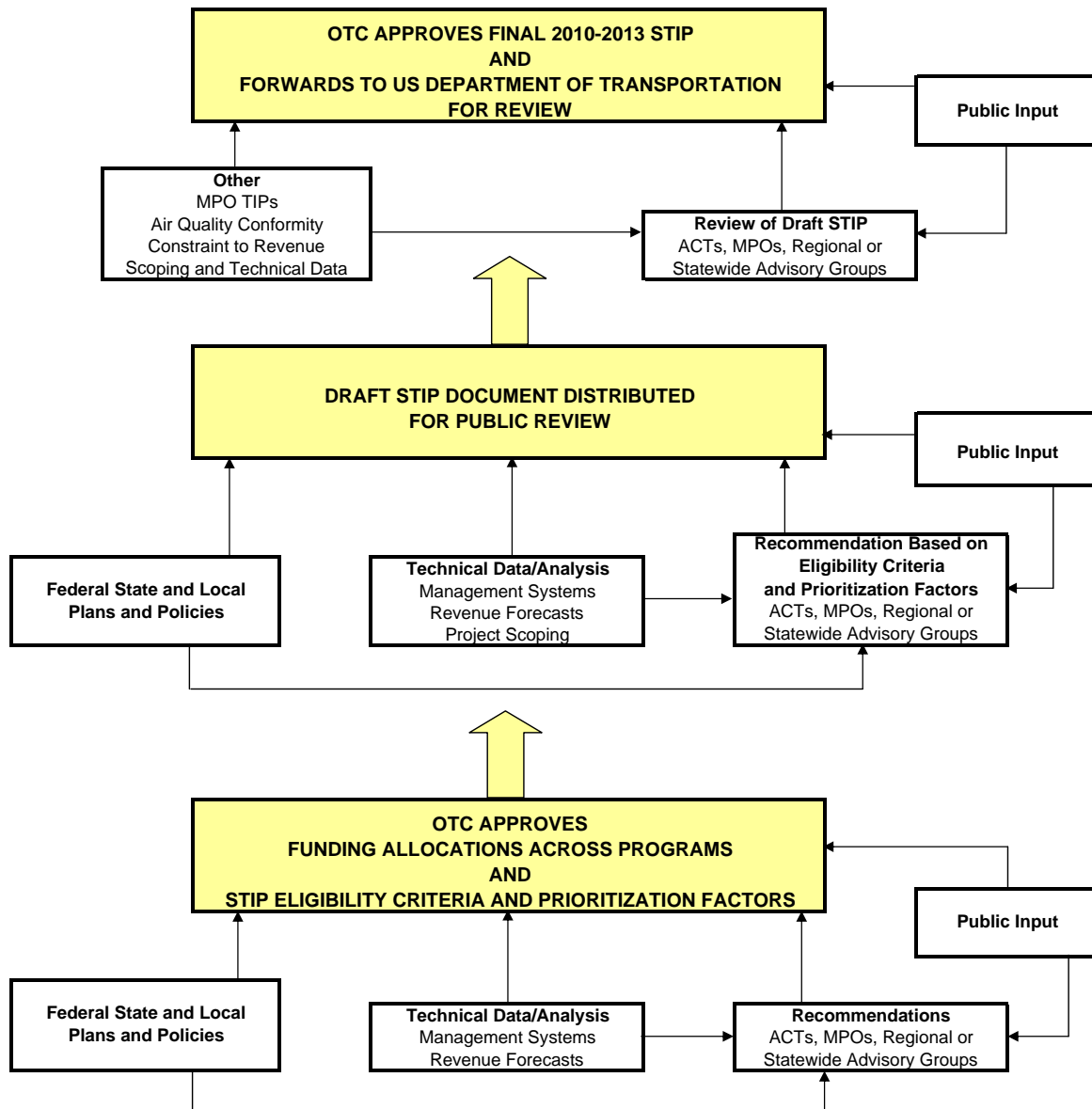
<http://www.oregon.gov/ODOT/involvement.shtml>

**OHP Web site:** <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

**OTP Web site:** <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

Appendix B

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
DECISION PROCESS



KEY

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 08-3916A
POLICY DIRECTION AND PROGRAM	)	
OBJECTIVES FOR THE 2009 REGIONAL	)	Introduced by Councilor Rex Burkholder
FLEXIBLE FUNDING ALLOCATION PROCESS	)	
AND 2010-13 METROPOLITAN	)	
TRANSPORTATION IMPROVEMENT	)	
PROGRAM (MTIP)	)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects in the region through the Regional Flexible Fund allocation process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the MTIP; and


WHEREAS, JPACT and the Metro Council wish to provide policy direction on the objectives of the Regional Flexible Funding process and programming of funds in the MTIP; now therefore,

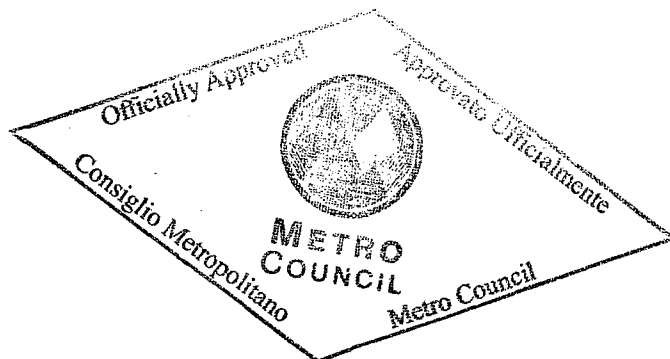
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT for the policy direction, program objectives, procedures and criteria for the 2009 Regional Flexible Fund allocation process and the 2010-13 Metropolitan Transportation Improvement Program as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this 20<sup>th</sup> day of March 2008.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



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[www.oregonmetro.gov](http://www.oregonmetro.gov)

# Regional Flexible Fund Allocation

Project nomination process for  
allocation of 2014-15 funds

April 4, 2011



**Metro** | *Making a great place*

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

**[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)**

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

### **Auditor**

Suzanne Flynn

## About the Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is a 17-member committee of elected officials and representatives of agencies involved in transportation that make recommendations to the Metro Council on transportation needs in this region. [www.oregonmetro.gov/JPACT](http://www.oregonmetro.gov/JPACT)

### **JPACT Members**

Carlotta Collette, Metro Council, JPACT Chair

Kathryn Harrington, Metro Council

Rex Burkholder, Metro Council

Lynn Peterson, Clackamas County

Deborah Kafoury, Multnomah County

Roy Rogers, Washington County

Sam Adams, City of Portland

Donna Jordan, City of Lake Oswego

Shane Bemis, City of Gresham

Craig Dirksen, City of Tigard

Neil McFarlane, TriMet

Jason Tell, ODOT

Nina DeConcini, DEQ

Don Wagner, WSDOT

Bill Wyatt, Port of Portland

Jack Burkman, City of Vancouver

Steve Stuart, Clark County



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## ABOUT THE REGIONAL FLEXIBLE FUND ALLOCATION

The Regional Flexible Fund Allocation is the regional process to identify which transportation projects and programs will receive regional flexible funds. Metro anticipates allocating approximately \$70 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) grant funds.

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process allocate money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this Metro has initiated the development of a new collaborative process for project nomination and involved greater policy development early in the process to give specific direction on the types of projects that can be funded. JPACT and a special task force developed the approach for spending the funds and the criteria for developing and prioritizing projects.

This document explains the policies and framework for the process and the project nomination guidelines.

### 2012-15 Program Schedule

<b>April</b>	Sub-regional workshops
<b>April - August</b>	Local agency development of project nominations
<b>June</b>	Develop project summaries
<b>July</b>	Metro staff, TPAC and RFF Task Force review and comment on project summaries
<b>August</b>	Policy Coordinating Committees action to nominate projects
<b>September</b>	JPACT release of project nominations for public comment
<b>September - October</b>	Regional public comment period
<b>November - December</b>	Action of regional flexible fund allocation (TPAC/JPACT/Council)

### Summary of Transportation Spending

Regional flexible funds represent approximately 14 percent of the on-going state and federal transportation funds that come into the region annually. Additional state and federal revenues enter the region through one-time program allocations. These include the OTIA programs (\$638 million), Connect Oregon programs (\$89 million) federal economic stimulus (\$153 million), state Jobs & Transportation Act (\$252 million), and federal transit New Starts grants (\$683 million for I-205/Mall, WES & Eastside Streetcar, approximately \$650 million anticipated for Milwaukie LRT). Also, there are locally generated sources of revenue such as the employer tax and farebox for

transit operations and local fees such as parking revenues, and local gas tax and vehicle registration fees.

Regional flexible funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

### 2014-15 Regional Flexible Fund Allocation

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Because there is currently no authorization bill, let alone an appropriations bill, for the years 2014 and 2015, a forecast is made to estimate how much funding may be available for projects and programs in this time period. The forecast utilizes an estimated increase of 3 percent annually to the 2009 funding level. The 3 percent escalation rate is based on the historical pattern of funding levels over the life of the past two authorization bills.

Approximately \$70.7 million dollars is currently forecast to be available to the Portland metropolitan region from these two programs during the years 2014 and 2015. Should actual funding levels from federal fiscal year 2011 forward differ from this or previous forecasts, adjustments to the project allocations may need to be made. Changes would be made through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment decision by JPACT and the Metro Council.

### Type of funding available

Regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

**Surface Transportation Program** funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately 60% of the funds available.

**Congestion Mitigation / Air Quality program** funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately 40 percent of the funds available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

### Eligible applicants

Project nominations may be submitted on behalf of eligible sponsors located within the region's Metropolitan Planning Organization (MPO) boundary, including: Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Parks and Recreation Districts.

## **POLICY FRAMEWORK**

The following policies have been adopted for the 2014-15 allocation of regional flexible funds.

### **Recurring process and administrative policies**

These policies define how the allocation process should be conducted and what outcomes be achieved with the overall allocation process.

1. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and to cost effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

### **JPACT and Metro Council adopted policy framework**

This policy framework affirms the two-step allocation process, establishes new project focus areas, sets funding targets, and directs the development of a new collaborative process for nominating projects for funding. The policy was adopted by Metro Resolution No. 10-4160.

#### **Two-step process**

The allocation process involves two steps for allocating the funding. Step 1 is the process to set funding levels for regional programs. Step 2 is the process to allocate the remaining available funds to locally generated projects. The two-step process was used in the previous funding cycle and was approved by JPACT for use in allocating 2014-15 funds as well. The benefit for using this approach

is that it provides more certainty for Step 2 funding levels as funds for the regional programs are “set aside” at the beginning of the process, allowing for a dollar target for Step 2 for local agencies to work with in nominating projects. The following are the amounts set for each step. Please note that both steps will be available for review and comment during the public comment phase of the process and the final decision for both will be made in fall of 2011.

**Step 1: Provide for existing regional programs - \$47.778 million**

- Transit Oriented Development – \$5.95 million
- High capacity transit bond - \$26 million
- High capacity transit development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million
- Establish Metropolitan Mobility Funding Preparedness - \$1 million - Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

**Step 2: Allocate remaining funds - \$23 million**

- Vehicle electrification*: One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development.
- Active Transportation/Complete Streets target*: 75% - This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- Green Economy/Freight Initiatives target*: 25 % - This project focus area supports the development of the region’s economy through investment in green infrastructure and key freight projects or programs.
- Collaborative Process* - Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders. A joint task force will be created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors during the stakeholder engagement process.

**Regional Flexible Fund Task Force Report**

A task force was created to provide specific policy direction for the allocation of the funds in the focus areas developed by JPACT. The task force developed a strategic approach for each focus area and criteria for use in developing and assessing projects. The task force charge and membership can be found in Appendix D. The report was adopted by Metro Resolution No. 11-4231.

## ACTIVE TRANSPORTATION & COMPLETE STREETS

### Recommended approach for developing projects

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

### Recommended criteria for scoping and prioritization of projects

Relative priority	Criteria
High	Improves access to and from priority destinations: <ul style="list-style-type: none"><li>o Mixed-use centers</li><li>o Large employment areas (# of jobs)</li><li>o Schools</li><li>o Essential services for EJ/underserved communities</li></ul>
	Improves safety <ul style="list-style-type: none"><li>o addresses site issue(s) documented in pedestrian/bike crash data</li></ul>
	separates pedestrian/bike traffic from freight and/or vehicular conflicts
	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
High	
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

## GREEN ECONOMY & FREIGHT INITIATIVES

### Recommended approach for developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

#### Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Projects should be assessed for regional impacts such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

#### Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

### Recommended criteria for scoping and prioritization of projects

Relative priority	Criteria
High	Reduces freight vehicle delay
High	Project increases freight access to: <ul style="list-style-type: none"><li>o Industrial lands</li><li>o Employment centers &amp; local businesses</li><li>o Rail facilities for regional shippers</li></ul>
High	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Medium	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter

Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component

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## Nomination framework

This framework provides the direction for Metro to initiate the collaborative project nomination process and lays out the steps that will be taken to get to the decision process. It also provides the criteria developed by the task force and explains how the criteria will be applied. The framework was adopted by Metro Resolution No. 11-4232.

### Regional kick-off meeting

- Process description & instructions
  - i. Sub-regional allocation target at 100% of available funds
  - ii. Project scope direction (see Task Force approach to project focus area)
  - iii. Project cost minimum/maximums
  - iv. Direction on number of construction or PE only applications
  - v. Nomination materials and schedule
    - Data addressing criteria objectives
    - Identification of any areas that cross sub-regional boundaries that should be considered in sub-regional workshops
    - Illustrative project and project development process description

### Sub-regional workshops

- Mapping exercise to identify priority corridors/areas
- Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)

### Project nomination material

- Local/Sub-regional public process to aid in identification of projects to nominate
- Application that solicits information on how the nominated project addresses criteria and process directions
- Assessment of project nomination relative to project criteria (Regional Freight TAC to assist with assessment of Green Economy & Freight Initiatives)
- Lead agency presentation of project nominations to Task Force & TPAC for comment

### Project nomination

- Action by Transportation County Policy Coordinating Committees and Portland City Council to



- nominate project(s) consistent with nomination process instructions
- Action from lead agency Council or board on project nominations

#### **Public comment process (on scope and scale of nominated projects)**

- Metro to provide summary of comments
- Applicants to provide response to comment summary issues

#### **Decision process**

- TPAC recommendation
- JPACT action
- Metro Council adoption

### **ACTIVE TRANSPORTATION & COMPLETE STREETS**

#### **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

Data will be provided to nominating agencies that exemplify the criteria. This information will be made available and discussed at Metro sponsored workshops to aid in the identification of locations that:

- Improve access to and from priority destinations:
  - Mixed-use centers
  - Large employment areas (# of jobs)
  - Schools
  - Essential services for EJ/underserved communities
- Improve safety
  - addresses site issue(s) documented in pedestrian/bike crash data
  - separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Serve underserved communities

#### **Criteria for assessing projects**

Once priority locations have been selected based on the pre-nomination criteria; the following criteria should be used to help define specific projects details.

A well-defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the “last mile”
- Increases use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

## **GREEN ECONOMY & FREIGHT INITIATIVES**

### **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

Data will be provided to nominating agencies that exemplify the criteria. This information will be made available and discussed Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
  - Industrial lands
  - Employment centers & local businesses
  - Rail facilities for regional shippers

### **Criteria for assessing projects**

Once priority locations have been selected based on the pre-nomination criteria, the following criteria should be used to help define specific projects details.

A well-defined project:

- Reduces freight vehicle delay
- Helps green the economy and offers economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Has multi-modal components

## PROJECT NOMINATION GUIDELINES

The following guidelines must be used for determining the cost and number of projects each sub-region is eligible for nominating.

### Active Transportation and Complete Streets

#### Sub-regional cost targets by percent of population

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
% of Population <sup>(1)</sup>	100%	39.25%	17.6%	9.89%	33.26%
Fund Target - 75% of available revenues <sup>(2)</sup> (millions)	\$16.875	\$6.623	\$2.969	\$1.669	\$5.612

<sup>(1)</sup> 2010 population data.

<sup>(2)</sup> Available revenues are a forecast of revenues from the FFY 2014 and 2015 federal urban STP and CMAQ funds after allocation to existing Step 1 programs. The current forecast is for \$22.5 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2011. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds to FFY 2016) or through a comprehensive allocation and project adjustment by JPACT and the Metro Council.

#### Construction project cost minimum

\$3 million total project cost or total sub-region target (less eligible project development nomination), whichever is less.

#### Project development cost minimum

\$200,000, but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

#### Number of nominations

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

## Green Economy & Freight Initiatives

### Sub-regional cost targets, by weighted regional freight system (route miles) and Title 4 land (acres)

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
Allocation % based on freight network miles and industrial land factors (1)	<b>100%</b>	<b>46%</b>	<b>15%</b>	<b>13%</b>	<b>28%</b>
Fund Target - 25% of available revenues (2) (millions)	<b>\$5.125</b>	<b>\$2.363</b>	<b>\$ .790</b>	<b>\$ .659</b>	<b>\$1.312</b>
Potential allocation of unused regional strategy funds based on maximum of \$500,000		<b>\$ .231</b>	<b>\$ .077</b>	<b>\$ .064</b>	<b>\$ .128</b>

(1) Average of Freight System and Land Use Factors as follows

Weighted Route Miles of Regional Freight System

- Local components of roadway (i.e., connectors only) –including proposed connectors (weighting factor of 67%, based on year 2000 percent tonnage moved by truck, per 2035 RTP)
- Main + branch rail lines (weighting factor of 33%)
- Straight Average of Acres of Title 4 Land
- Industrial land (50%)
- Regionally significant industrial land (50%).

(2) Available revenues are a forecast of revenues from the FFY 2014 and 2015 federal urban STP and CMAQ funds after allocation to existing Step 1 programs. The current forecast is for \$22.5 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2011. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds into FFY 2016) or through a comprehensive allocation/project adjustment by JPACT and the Metro Council.

#### Construction project cost minimum

\$1 million or total sub-region target, whichever is less.

#### Project development cost minimum

\$200,000 but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

#### Number of nominations

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

## DATA AND INFORMATION

### Kick-off meeting

Metro will host a kick-off meeting with local agency staff to describe the policy framework for the allocation process, review the data available to aid in project location and definition, and to discuss the project nomination guidelines, sub-regional workshops and decision process.

### Sub-regional workshops

Following the kick-off meeting, Metro will be sponsoring sub-regional workshops to begin the collaborative project nomination process. Metro staff will analyze the regional data and provide findings about potential opportunity areas for projects. The workshops are intended to get the conversation started about potential project nominations.

### Regional data

In order to aid project nominating agencies in identifying locations and define projects that meet the policy direction and criteria, Metro will provide data and findings relative to the project criteria. The following data will be provided through Metro's FTP site for use with GIS software, unless otherwise noted:

- Transportation Equity:

  - Populations:* Environmental Justice and underserved communities

  - Essential Services:* services necessary for daily living

  - Non-auto mobility:* bike & pedestrian infrastructure, transit access

- Elderly and disabled mobility: transit stops with frequent ramp deployment, LIFT service

- Employment: number of employees

- Safety: bike/pedestrian crash locations

- Sidewalk gaps, pedestrian crossings and barriers

- School locations

- 2040 centers, industrial and employment land

- Mobility Atlas excerpts for truck travel, volume to capacity ratios and motor vehicle level of service (Metro web site)

- Container transfer facilities and large distribution centers (table and PDF)

- Previous regional flexible fund project allocations: bike, pedestrian, trail, transit, freight

- RTP projects: bike, pedestrian, trail, freight

**THE FTP ADDRESS IS:** <ftp.oregonmetro.gov/pub/tran/rffa>

### Local data

The regional data available is intended to get the conversation started about where projects can be developed and defined to meet the criteria however, there may be local sources of data that can help "ground truth" the regional data and provide additional information for aiding the nomination process. We encourage the use of additional data in this process.

## LOCAL PROCESS FOR NOMINATING PROJECTS

This involves completing two forms for use in different stages of the process, a short project summary and a longer, detailed project narrative. The summary form is a simplified narrative that is due in June for review by Metro staff, TPAC, and the RFF task force. It may also be utilized in local narrowing efforts if desired. The longer project nomination narrative is for use in nominating projects for funding consideration and for public comments. The following explains the process and timeline for nominating projects:

1. Attend a sub-regional workshop - ***April 4-14***
2. Access data on Metro's FTP site for use in identifying project locations that meet the criteria - ***April***
3. Commence local process for identifying projects to nominate. See Appendix A for minimum public involvement requirements. - ***Starts in April***

***\*Local process concludes with submission of project nomination narratives in August.***

4. Complete project summary form for all projects to be reviewed by Metro Staff, TPAC & RFF Task Force:
  - Download separately <http://www.oregonmetro.gov/regionalflexiblefund>.
  - Submit to Amy Rose via email at [amy.rose@oregonmetro.gov](mailto:amy.rose@oregonmetro.gov)

***\*Project summaries DUE June 17***

5. Feedback on summaries made available to coordinating committees & City of Portland prior to nomination of projects. - ***Available by July 5***
6. Select projects to nominate for funding consideration- ***July-August***
  - Follow nomination guidelines for construction cost minimums, project development cost minimums, and number of nominations (page 13).
7. Complete the project nomination narrative for projects being put forth for consideration.
  - Download form separately <http://www.oregonmetro.gov/regionalflexiblefund>.
  - Develop project shapefiles - use the guidelines in Appendix B.
  - Submit letter from lead agency Council or board approving project for nomination.
  - Submit application materials to Amy Rose via email at [amy.rose@oregonmetro.gov](mailto:amy.rose@oregonmetro.gov).

***\*Narrative & shapefiles - DUE August 29, 5:00 PM***

## REGIONAL PUBLIC COMMENT & DECISION PROCESS

Following the nomination of projects, the public will be able to provide comments on whether the projects as defined meet community needs or need refinement. Lead agencies will be able to receive comments and make refinements to their projects prior to the allocation decision process. The following explains the timeline for public comments and the decision process.

1. JPACT to release project narratives for public comment period -**September 8**
2. Regional public comment period - **September 9 to October 10**  
-Online comment tool
3. Metro staff summary of public comments for use by lead agencies to make final project refinements - **Available October 14**
4. Lead agencies to provide explanation of refinements to project as a result of public comments (if applicable)  
-Submit to Amy Rose via email at [amy.rose@oregonmetro.gov](mailto:amy.rose@oregonmetro.gov)

### **\*Project refinement summary DUE November 4**

5. Metro staff to develop conditions of project approval.
6. TPAC consideration of projects and conditions of funding approval - **November 18**
7. JPACT action on regional flexible fund allocation - **December 8**
8. Metro Council action on regional flexible fund allocation - **December 15**

## PROJECT SUMMARY & NOMINATION NARRATIVE INSTRUCTIONS

### **Project Summary**

Project summaries will be used for review by Metro staff, TPAC and the RFF task force. The feedback received on these summaries can be used to help prioritize which project(s) to nominate if desired. The table below has the maximum number of summaries that can be submitted. A sub-region may want to submit extra summaries if the local narrowing process could benefit from Metro staff, TPAC and task force comments, but are not required to submit extra summaries and may choose to submit projects totaling their target amount instead. The summary form is available at <http://www.oregonmetro.gov/regionalflexiblefund> and includes the following:

1. Project sponsor agency
2. Project extent or area description and how you identified the location as a priority.
3. Purpose and need statement (highlight most relevant criteria).
4. Description of project design elements
5. Map of project area

**\* PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

#### Maximum number of project summaries per sub-region

City of Portland	Clackamas County	Multnomah County	Washington County
7	6	5	6

#### Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. The following is identical to the form available on Metro's website and includes instructions and information for answering the questions. The narrative form is available at: <http://www.oregonmetro.gov/regionalflexiblefund>.

**\*PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT**

#### Active Transportation & Complete Streets projects

##### Process

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*
2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

##### Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). *(See page 11 for criteria relevant to prioritizing project location)*

##### Project definition

##### Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable).



2. Project sponsor agency
3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).
4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. *(Metro staff is available to help design measurement methodologies for post-construction project criteria performance)*
5. Please provide a purpose and need statement for the project you're nominating.  
*(The purpose and need statement should address the criteria as they apply to the project area -e.g. increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area)*

#### Highest Priority Criteria

6. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. *(See maps/data on Metro FTP site)*
7. Identify the safety issues in the project area. How does the project design address safety in the area? *(See bike/pedestrian crash map/data on Metro FTP site)*
8. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. *(See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served)*

#### High Priority Criteria

9. Describe any outreach that has been conducted with EJ/underserved communities to date. *(Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval)*
10. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

11. Does the project design include “last mile” connections? Please explain. *(Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations)*
12. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. *(See Appendix C for design elements that improve the user experience)*
13. Does the project serve a high density or projected high growth area? Please explain. *(For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project)*

#### Priority Criteria

14. Please describe the outreach/education/engagement element of the project nomination. *(Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination)*
  15. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.
  16. Describe how the project may help reduce the need for road and highway expansion.
- 

### **Green Economy & Freight Initiatives projects**

#### **Process**

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *( Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*
2. Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

## ***Location***

1. Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority. *(See page 12 for criteria relevant to prioritizing project location)*

## ***Project definition***

### **Base project information**

1. Corresponding RTP project number(s) for the nominated project
2. Project sponsor agency
3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager)
4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. *(Metro staff is available to help design measurement methodologies for post-construction project criteria performance)*
5. Please provide a purpose and need statement for the project you're nominating. *(The purpose and need statement should address the criteria as they apply to the project area - e.g. reduce freight vehicle delay from and increase freight access to X industrial area or employment center, and helps green the economy by doing Y in the project area)*

### **Highest Priority Criteria**

6. Describe how the project will reduce freight delay.
7. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.
8. Describe how the project contributes to "greening the economy" and how the project helps expand economic opportunities to Environmental Justice/underserved communities. *(For the purposes of this allocation we are defining "greening the economy" to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy)*

### **High Priority Criteria**

9. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts?
10. Does the project help reduce air toxics or particulate matter? Please explain.
11. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain.

12. Describe how the project increases freight reliability.

Priority Criteria

13. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.) or have any other significant sources of funds? Please explain.
14. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.
15. Describe how the project may help reduce the need for highway expansion.
16. Describe any multi-modal elements included in the design of your project.

## APPENDIX A

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### ***MINIMUM REQUIREMENTS FOR LOCAL PUBLIC PROCESS***

- Sub-regional county coordinating committees and Portland to hold at least one public meeting on projects that could be nominated.
- All sub-regions to document how they notified the public and stakeholder groups about the meeting. Contact information for those groups should be forwarded to Metro for use in the subsequent regional public comment period.
- All sub-regions to document the comments received at public meeting(s) and other times during the nomination process.
- Sub-regions to use outreach methods they determine to be appropriate and successful within their communities to publicize the meeting(s) and gather input.

## APPENDIX B

### **GIS SHAPEFILE GUIDELINES**

All applicants should submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

**A. Linear projects:** Projects on roads, sidewalks, or other continuous paths associated with roadways should consist of RLIS street segments. Please use the most current RLIS street centerline file, select the links that make-up the project and export the shapefile titled with the project name. \*

**B. Point projects:** Projects that are in discreet locations (intersection improvements, signal timing, etc.) should be created as a “point shapefile” and snapped to the nearest intersection.

**C. Area projects:** Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent.

If more than one project is contained within a shapefile, please provide the project name for each object in the attribute table.

All project submittals should use the following coordinate system:

#### **Projected Coordinate System:**

NAD\_1983\_HARN\_StatePlane\_Oregon\_North\_FIPS\_3601

Projection: Lambert\_Conformal\_Conic

False\_Easting: 8202099.73753281

False\_Northing: 0.00000000

Central\_Meridian: -120.50000000

Standard\_Parallel\_1: 44.33333333

Standard\_Parallel\_2: 46.00000000

Latitude\_Of\_Origin: 43.66666667

Linear Unit: Foot

Geographic Coordinate System: GCS\_North\_American\_1983\_HARN

Datum: D\_North\_American\_1983\_HARN

Prime Meridian: Greenwich

Angular Unit: Degree

\*If you have any questions about the requirements or need any help with this process, please call Matthew Hampton, 503-797-1748, or email [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)

## **APPENDIX C**

### ***DESIGN ELEMENTS OF ACTIVE TRANSPORTATION PROJECTS THAT IMPROVE USER EXPERIENCE***

- Provides “green” elements (trees/landscaping for on-street routes, off-street trail with views of water/access to nature)
- Provides buffer from noise if needed
- Avoids steep terrain if possible
- Minimizes interaction with traffic (refuge islands, high visibility crosswalks and signals, utilize lower traffic streets if possible or provide physical buffer along high-traffic streets)
- Provides the most direct route possible (avoids unnecessary meandering)
- Provides bicycle storage facilities at transit stops
- Provides way-finding and signage

## **APPENDIX D**

### ***ABOUT THE REGIONAL FLEXIBLE FUNDS TASK FORCE***

#### **Charge of the Regional Flexible Fund Task Force**

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

1. From a user/practitioner perspective, what are the transportation needs in the region for active transportation/complete streets & green economy/freight initiatives?
2. What are the priorities for meeting regional transportation needs with the limited flexible funds available?
3. What strategies should be employed to further the development of active transportation/complete streets & green economy/freight initiatives in the region?
4. What are potential opportunities for collaboration between active transportation/complete streets & green economy/freight initiatives?

#### **Task Force Members**

Carlotta Collette, Task Force Chair

Scott Bricker, America Walks

Gary Cardwell, Northwest Container Services

Jill Fuglister, Coalition for a Livable Future

Steve Ganiere, Alliance Packaging

Alison Graves, Community Cycling Center

Matt Hoffman, Fred Meyer

Chips Janger, Clackamas County Urban Green

John MacArthur, OTREC/Portland State University

Alejandro Queral, Multnomah County Health Dept.

Phil Selinger, Willamette Pedestrian Coalition

Joseph Santos-Lyons, OPAL - Environmental Justice Oregon

Stephen Gomez, Bicycle Transportation Alliance

Ron Russ, Portland & Western Railroad

John Willis, CH2MHill

Philip Wu, MD, Kaiser Permanente

Jeff Marson, Marson Trucking

Pete Lehmann, Oracle Americas

Greg Osnes, SolarWorld

Jim Petsche, Nike

Sheila Martin, Portland State University



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 11-4232
PROCEDURES FOR THE ALLOCATION	)	
OF 2014-15 REGIONAL FLEXIBLE	)	Introduced by Carlotta Collette
FUNDS TO INDIVIDUAL PROJECTS	)	

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council provided policy direction on the objectives of the RFFA and programming of funds in the MTIP; and,

WHEREAS, JPACT charged a Task Force with developing a recommendation on the approach and criteria for allocating Regional Flexible Funds to individual projects within the newly created project focus areas of Active Transportation & Complete Streets and Green Economy & Freight Initiatives; and,

WHEREAS, this Resolution implements the direction provided in Resolution No. 11-4231 that adopts the Task Force recommendation; and

WHEREAS, the Task Force developed a recommendation on the approach and criteria for these project focus areas; and

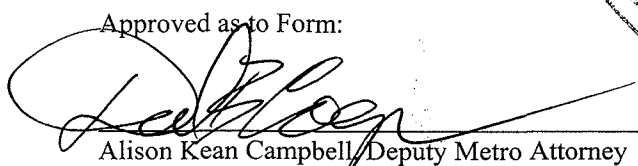
WHEREAS, a process to implement this recommended approach and criteria has been developed and reviewed by the Transportation Policy Alternatives Committee and approved on January 28, 2011; and;

WHEREAS, JPACT approved the process and procedures for implementing the recommended approach and criteria on February 10, 2011; now, therefore

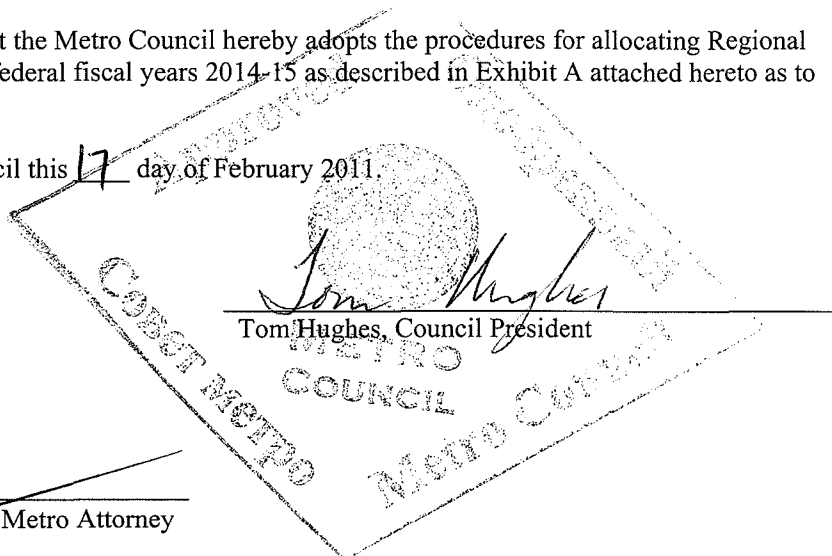
BE IT RESOLVED that the Metro Council hereby adopts the procedures for allocating Regional Flexible Funds Task Force for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.


ADOPTED by the Metro Council this 17 day of February 2011.

Approved as to Form:

  
Alison Kean Campbell, Deputy Metro Attorney

Resolution No. 11-4232





# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

For the Development STIP, Modernization,  
Preservation, and State Bridge Programs

Approved by the Oregon Transportation Commission  
May 13, 2010

# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

### 1 Introduction

2 The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria  
3 and Prioritization Factors to declare expectations for projects that are recommended for  
4 inclusion in the Statewide Transportation Improvement Program (STIP). The STIP is a  
5 listing of Oregon's intended transportation investments over a four-year period. It is  
6 updated every two years and constrained to ensure that estimated expenditures match  
7 expected funds available. This document includes some basic STIP information,  
8 provides guidance for using the included criteria for project prioritization and selection,  
9 and explains expectations for project documentation. The included criteria apply to  
10 projects funded from current revenue sources. If other funding becomes available, it will  
11 be allocated in adherence to any funding or selection criteria attached to those new  
12 funds.

13  
14 The STIP Project Eligibility Criteria and Prioritization Factors apply to the Development  
15 STIP, Modernization, Preservation, and State Bridge programs, which cover most of the  
16 Oregon Department of Transportation's (ODOT's) major transportation investments.  
17 The criteria are renewed with the help of the STIP Stakeholder Committee every two  
18 years. The STIP Stakeholder Committee represents a variety of transportation interests  
19 including freight, public transit, cities, counties, state agencies, Metropolitan Planning  
20 Organizations (MPOs), Area Commissions on Transportation (ACTs), and private  
21 interests.

22  
23 The STIP Stakeholder Committee meets to agree on a draft of the new criteria to send  
24 out for review and comment. After the comment period, the STIP Stakeholder  
25 Committee prepares a revised draft to forward to the OTC for approval. After approval,  
26 the STIP Project Eligibility Criteria and Prioritization Factors (known as the "STIP  
27 criteria") are distributed for use in STIP project selection. The STIP criteria are used  
28 throughout the STIP development process to narrow the list of possible investments.

29  
30 Upon approval, the STIP criteria are used immediately by ODOT and local jurisdiction  
31 staff to decide which projects should be "scoped" in more detail, meaning more  
32 information about the cost and extent of the project is developed. Scoping and project  
33 prioritization and selection continue for about six months until the draft STIP program is  
34 complete. The ACTs, MPOs, and local jurisdictions, in coordination with their respective  
35 ODOT Regions, use the approved criteria to prioritize and select investments to fund in  
36 the STIP. This activity occurs primarily during the six months of scoping and project  
37 selection for the Draft STIP. Steps between the Draft STIP and Final STIP approval  
38 include making sure expected revenues and expenditure totals match, public review  
39 and comment, air quality conformity modeling, and approval and inclusion of the MPO  
40 transportation investment programs in the STIP. Altogether, it is approximately a year  
41 and nine months between the OTC approval of the STIP criteria and the approval of the  
42 Final STIP. The OTC (and the Federal Highway and the Federal Transit  
43 Administrations) must approve the Final STIP before investments in the recommended  
44 projects can go forward.

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

The STIP criteria themselves consist of two parts: Eligibility Criteria and Prioritization Factors. The Eligibility Criteria list requirements that projects must meet for further consideration. If at any time during scoping and evaluation of a project, it is found not to meet the Eligibility Criteria, then it is eliminated from further consideration. Investments that do meet the Eligibility Criteria are then prioritized by ODOT, ACTs, MPOs, and local jurisdictions using the approved Prioritization Factors.

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

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

Further descriptions of the STIP development procedures are provided in various documents available on ODOT's website on the STIP Background Information page. A short summary brochure describes the STIP process in general, and the STIP User's Guide includes more detailed information about the processes and procedures for developing the STIP.

The Policy on Formation and Operation of the Area Commissions on Transportation (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy and other information about the ACTs can be found on the ACT homepage. See Appendix B for links to documents and resources referenced in this document and other STIP information.

### From Plans to Projects

The STIP Eligibility Criteria and Prioritization Factors are used to select transportation investments to fund for development and implementation, and should be considered from when a need is identified to selection of project for the STIP. This decision process is a transitional point in a project's lifecycle. Management system analysis or

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

1 planning processes are where the problem is identified and the general idea for a  
2 solution is developed. Among the programs covered by these criteria, management  
3 system analysis is used for State Bridge and Preservation projects, and planning  
4 primarily applies to Development STIP and Modernization projects. Projects described  
5 in plans are not guaranteed funding in the STIP. Candidate projects must go through  
6 the STIP prioritization and selection process described in this document and be found to  
7 meet the criteria in place at the time of selection in order to be funded in the STIP.

8  
9 Management system analysis and planning steps come before STIP selection and  
10 detailed project design and implementation come after. See Appendix C for diagrams  
11 showing how all these steps flow. The first diagram shows the different levels of  
12 planning that help shape a project from policy to facility level plans and how these feed  
13 into the STIP. The second diagram shows the steps in the project delivery process,  
14 particularly those following the STIP. The others offer information about development of  
15 the STIP itself.

16  
17 The planning processes come first, before the STIP. They start broad and are  
18 progressively refined:

- 19 • The Oregon Transportation Plan (OTP) and its mode and topic plans, such as  
20 the Oregon Highway Plan (OHP), describe the vision, policies, and priorities for  
21 the statewide transportation system
- 22 • Local and regional transportation system plans and ODOT facility plans describe  
23 specific facilities, identify transportation problems or needs, and describe  
24 possible projects

25  
26 The project development processes come after the STIP decisions are made:

- 27 1. Environmental documentation is produced and possible alternative designs are  
28 evaluated in detail in accordance with the National Environmental Policy Act  
29 (NEPA) requirements
- 30 2. Environmental and other permits needed to implement the project are sought and  
31 so is right-of-way needed for the approved design
- 32 3. A detailed construction plan is developed
- 33 4. The project is constructed or implemented

34  
35 Planning and project development are described here as two distinct processes, but  
36 there is overlap between the two. Improving coordination between planning and project  
37 development is an area in which ODOT is continuing to make improvements. For  
38 example, ODOT is looking for ways to include and document the broadest levels of  
39 NEPA analysis during planning so that some decisions can be carried forward into the  
40 detailed NEPA analysis that occurs during project development.

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

### ***STIP Program Funding***

Not included in the plan to project flow diagrams is a very important step that begins the STIP update process and determines how much funding is available to each of the different STIP programs. STIP programs are the categories to which funding amounts are allocated. Each STIP program funds different types of projects and has its own requirements for projects to qualify. The Development STIP, Modernization, Preservation, and State Bridge programs are covered by the criteria and factors in this document. There are state and federal laws and rules that define each program and establish its requirements, and sometimes set a specific amount of funding for that program. For example, the Modernization program is defined and has a minimum amount of funding allocated to it in Oregon statute (ORS 366.507).

Assigning fund levels to programs is actually a process called “program funding allocations” consisting of a few steps:

1. System goals and needs are identified. For example, if the goal is to maintain 78% of state highway pavement in fair or better condition, then the Pavement Management System will help ODOT determine how much work needs to be done to reach for this goal.
2. The amount of funding available to the STIP is determined.
3. ODOT recommends program funding levels to the OTC.
4. STIP participants and ODOT partners review and comment on ODOT’s recommended funding allocations.
5. The OTC approves final program funding allocations.

The OTC’s program funding decisions reflect the goals and priorities adopted in the OTP. These are policy decisions that are made separate from the STIP Eligibility Criteria and Prioritization Factors and are not part of this document. After the program allocation decisions are made, the STIP Eligibility Criteria and Prioritization Factors are used to prioritize and select projects for the Development STIP and Construction STIP (Modernization, Preservation, and State Bridge programs) to the funding levels approved by the OTC.

### ***Discretionary Projects***

The STIP project selection process assigns program funding to specific projects that are then listed in the STIP. Some projects, especially those that are too expensive to fund with the usual level of STIP program funding, may be directly assigned funding in state or federal legislation. These are called discretionary projects or “earmarks”.

Federal discretionary projects are a part of federal appropriations or transportation funding legislation. The OTC has adopted a policy that describes a process to use in developing a coordinated list of projects to be submitted as earmark proposals. ODOT then submits the coordinated list to the Oregon Congressional Delegation for consideration during the federal budget process. Projects that receive funding via this process will be included in the STIP.



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

Local jurisdictions and proponents that pursue earmark funding for projects not submitted by ODOT or supported by the Oregon Transportation Commission are solely responsible for the required matching funds and any shortfalls. The OTC recognizes that there may be unique circumstances in which proponents have been successful in obtaining federal discretionary projects that need to be placed in the STIP. These can be brought to the OTC as amendments to the STIP provided they meet the match requirements noted above.

Similarly, specific projects may receive funding via state legislation. These projects will be included in the STIP as legislated. If additional funds are needed for legislated projects, then these projects will be subject to selection for the STIP using these approved criteria.

### **House Bill 2001 Implementation**

There are at least three aspects of Oregon's 2009 House Bill 2001 that affect the STIP decision process. The first is Section 17 that lists ten considerations for use in developing STIP project selection criteria. The second is Section 6 that defines least cost planning for Oregon and directs ODOT to work with partners to develop least cost planning for use as a decision making tool. These criteria respond to the ten considerations and start to point towards least cost planning, which will be more defined and developed after these 2012-2015 STIP criteria are approved. When the STIP criteria are next updated for the 2014-2017 STIP, they will reflect what has been learned through the least cost planning development process.

The third is Section 19 that requires ODOT to implement "practical design" procedures allowing for "maximum flexibility in application of standards that reduce the cost of project delivery while preserving and enhancing safety and mobility." This is another area where ODOT is currently developing procedures. The new procedures will ensure that practical design is routinely utilized in project development. When the criteria are updated for the 2014-2017 STIP, the new practical design procedures will be developed and the criteria can be made to better reflect the procedures.

### ***The Ten STIP Criteria Considerations***

The ten STIP criteria considerations in House Bill 2001 (HB 2001) are:

1. Improves the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times within high-congestion corridors.
2. Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system.

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

3. Increases the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion.
4. Is capable of being implemented to reduce the need for additional highway projects.
5. Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the state.
6. Supports improvements necessary for this state's economic growth and competitiveness, accessibility to industries and economic development.
7. Provides the greatest benefit in relation to project costs.
8. Fosters livable communities by demonstrating that the investment does not undermine sustainable urban development.
9. Enhances the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity.
10. Is consistent with the state's greenhouse gas emissions reduction goals and reduces this state's dependence on foreign oil.

The 2012-2015 STIP criteria directly address the HB 2001 considerations in the following ways:

- New emphasis and project reporting requirements are added to reflect OTP Policy 1.1 and OHP Policy 1G that prioritize operations, management, and other non-construction improvements first, ahead of capacity construction improvements (considerations 1, 2, 3, and 4).
- Explanations and documentation requirements are included to clarify use of off-system improvements (consideration 4) and to better address the prioritization factor addressing freight (consideration 5).
- New prioritization factors are added to address safety (consideration 2), economic development (consideration 6), the land use and transportation relationship (consideration 8), and environmental concerns (consideration 9).

HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign oil dependency reduction are included primarily as additional principles to consider as STIP selection choices are evaluated. Tools, methods, and procedures are currently under development to evaluate benefits in relation to costs and to evaluate greenhouse gas emissions contributions. These will relate to the procedures developed for least cost planning and practical design implementation. When the criteria are updated for the 2014-2017 STIP, they will further reflect and help implement decisions made during the greenhouse gas planning, least cost planning, and practical design implementation processes.

Another section of HB 2001, HB 2186, and Senate Bill 1059 of 2010 require development of targets and processes for metropolitan area greenhouse gas planning. This work has begun and will be conducted by ODOT and other state agencies working with metropolitan planning organizations, local governments, and other stakeholders. Metropolitan-level targets for greenhouse gas reduction will be set by rule in 2011.

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

Guidelines for developing and evaluating alternative land use and transportation scenarios that may reduce greenhouse gas emissions will be developed. A “toolkit” for use in planning for greenhouse gas reductions is under development and publication is expected by the end of 2010.

In addition, the practical design implementation process has begun and these procedures will also address cost-efficiency. The purpose of practical design is to make sure that what are delivered are the right projects, at the right time, at the right cost, and in the right way. Practical design will help direct available funds toward activities and projects that optimize the transportation system, develop solutions to address the specific purpose and need of the project, and design projects that meet but not necessarily exceed the defined purpose and need.

### ***Least Cost Planning***

Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will turn its attention to least cost planning and assist ODOT to develop least cost planning implementation methods as required by HB 2001. Implementing least cost planning will require a broad perspective on possible solutions to transportation problems and methods of comparison to find cost-effective options that respect the goals and policies of the Oregon Transportation Plan as well as state targets such as those for greenhouse gas emission reduction. Also, much of the least cost planning process will likely need to be implemented at the transportation system or corridor planning levels. Selection of possible transportation solutions for funding and implementation, through application of the STIP criteria, is a later process that follows the transportation system or corridor planning stages. How these pieces relate is described above in the From Plans to Projects section and the flow of steps is illustrated in Appendix C. It will be important for least cost planning work to help complete initial steps to set the stage for practical design and project development activities.

The 2012-2015 STIP criteria begin to reflect the priorities of least cost planning and other current concerns by setting appropriate eligibility thresholds and prioritization factors. The HB 2001 considerations reflect priorities that the least cost planning process is likely to address, and these STIP criteria take steps to integrate these considerations in the STIP decision process. The 2012-2015 STIP criteria represent a first step toward a least cost planning perspective.

The least cost planning process will require comparison of possible investments to find the best transportation solutions, ideally without regard to limitations due to program funding rules and “silos” that allow funding for some types of work and not others. However, at this time, the constraints of various program funding limitations do apply. While the 2012-2015 STIP criteria apply across programs, they do not change program funding requirements. The grouping of the Modernization, Preservation, and State Bridge criteria indicate broad concerns that all projects may address, facilitate reading of and reduce duplication in this document, and are intended to encourage prioritizing

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

the best solutions no matter the type of work. However, the application of the criteria does not change the funding sources or their restrictions. The level of funding allocated for each program is determined separately by the OTC and various rules and laws.

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

### ***Practical Design***

New procedures are being developed to ensure that “practical design” is used routinely. Practical design is an approach to improving the transportation system with the resources available by making sure solutions are focused on addressing specific problems and are designed to fit their context. In many places, particularly built-up urban areas, the full solution needed to fix a problem may be too expensive to be feasible or it may not even fit in the right-of-way available. Practical design will allow for targeted improvements to be made that help address the specific problem in that area. (See ODOT’s *Draft Practical Design Strategy*.) Many of the practical design activities that give specific shape to a project will occur during project development. Planning can help set the stage for these later activities by describing the expected function of a facility, transportation problems to be addressed, and the objectives and the agreed scale of the future solutions.

The procedures to implement practical design are being developed by ODOT separate from the STIP Stakeholder Committee activities. Much of the project design aspect of practical design will take place after the STIP funding decisions are made. However, practical design likely relates in some ways to the least cost planning methodology that the STIP Stakeholders will help ODOT develop. Consequently, efforts will be made to ensure that least cost planning and practical design procedures complement and supplement one another.

Also, in starting to develop draft practical design procedures, ODOT has identified a new check-in point at the beginning of the STIP process that is to verify the purpose and scale of possible projects. When the procedures for conducting that check-in are established, this will be another opportunity to ensure that the next edition of the STIP criteria reflect the principles and procedures identified.

### **Additional Principles for STIP Project Selection**

There are principles that should be employed during the selection of STIP projects, in addition to the criteria listed on the following pages. These principles reflect

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

transportation policies described in the Oregon Transportation Plan, the Oregon Highway Plan and in HB 2001, particularly considerations 7 and 10: benefit-cost comparison and greenhouse gas reduction. ACTs, MPOs, ODOT Regions, advisory committees, and local jurisdictions are expected to consider and discuss these principles as STIP selections are made. If any project information is developed to respond to these principles, it should be included in the project documentation.

### ***OTP / OHP Goals and Policies***

One additional principle is the goal context of projects. The Oregon Transportation Plan sets forth policies that guide decisions and actions of the agency, including project and program funding decisions. The OTP's goals are:

1. Mobility and Accessibility
2. Management of the System
3. Economic Vitality
4. Sustainability
5. Safety and Security
6. Funding the Transportation System
7. Coordination, Communication, and Cooperation

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

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

In the past, OHP policy support in general was one prioritization factor, but this proved difficult to apply. For the 2012-2015 STIP, certain policies are called out in the prioritization factors because they contain ideas that will likely prove important as least cost planning is developed or because they list ways of implementing these ideas. These include OTP Policy 1.1 and OHP Policies 1B: Land Use and Transportation, 1G: Major Improvements, and 5A: Environmental Resources. This does not imply that only these policies apply when considering what solutions to fund in the STIP. Rather, the goals of the OTP and OHP overall should be furthered by choices made for the STIP. OTP and OHP goals and policies should be kept in mind during STIP project

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

prioritization and selection and appropriate choices made, even though documentation required will focus on certain policies.

### ***Long-term Perspective***

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

### ***House Bill 2001 Considerations 7 and 10***

Project proponents should expect that these considerations regarding benefit-cost comparison and greenhouse gas reduction will be included as criteria for future STIPs beginning with 2014-2017. Methods and measures for evaluating these will be developed through the greenhouse gas reduction planning, least cost planning, and practical design implementation efforts. Even though formal evaluation procedures are not yet developed, benefit-cost comparison (or cost-efficiency) and greenhouse gas reduction should be considered and discussed as part of 2012-2015 STIP project selection. An appropriate way to consider these would be to try to select solutions that are consistent with and support the ideas described in this document. If interim methods of evaluating and reporting on these have been developed by affected jurisdictions, then any results of project evaluations should be included in the project documentation.

Cost-efficiency should be considered throughout STIP development and project prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or optimum results or return relative to the expenditure. Results considered in a cost-efficiency comparison should not only include funds saved or spent, but also the progress made toward achieving goals with the investment. Various goals that transportation projects may help achieve include economic development, community livability, and environmental sustainability.

For the purposes of a transportation project, cost-efficiency is being defined by the effort to implement practical design. Things to consider in determining the cost efficiency of a project include (from ODOT's March 2010 *Draft Practical Design Strategy*):

- Can any elements of the project be eliminated, phased or separated to a more appropriate project and still address the problem?
- Have we identified the alternatives and the cost/benefit (value) of each in relation to risk?

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

- What is the return on the investment (quantifying time, money, economic growth, etc.)?
- What is the lifespan of the solution?
- What are the future maintenance/operations costs?
- Is there minimal re-work for future projects/needs?
- What is the minimum fix, and what would trigger a larger, more expensive fix?

Greenhouse gas reduction is another priority for the state and is reflected in HB 2001 consideration 10. Project proponents should be aware of the state greenhouse gas reduction targets and any local greenhouse gas reduction plans and are encouraged to select investments that contribute to achievement of the goals described. The state GHG reduction targets are listed in ORS 468A.205:

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

Methods, rules, procedures, and regional targets to evaluate contributions to state greenhouse gas reduction goals are currently under development in response to House Bills 2001 and 2186 and Senate Bill 1059. Possible factors to address greenhouse gas reduction in future STIP solution prioritization processes include the following:

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

Application of the first two possible prioritization factors in this list will recognize that different communities and regions within the state, such as urban and rural areas, will have different capabilities to reduce greenhouse gas emissions and fossil fuel consumption. Such differences will be acknowledged; while also acknowledging that all areas should be capable of reductions of emissions as compared to their historical record.

## STIP Project Documentation

### *Documentation Expectations Overall*

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

Here are some overall principles for documentation for 2012-2015 STIP projects:

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

ODOT staff, stakeholders, and project proponents should develop the information needed to show how candidate projects meet the appropriate criteria and factors ahead of stakeholder discussions to prioritize and select STIP projects. This will provide important information to assist those decisions. ODOT staff, stakeholders, and proponents should communicate and share the project documentation and other STIP-related information as early as practicable to enable timely and informed project prioritization.

ODOT Region staff should share as much of their full STIP programs as is known at the time of the prioritization discussions to enable a broad understanding of the investments planned. This includes projects selected from the Safety Management System list and other STIP funding programs and the level of funding allocated to each program.

### *Eligibility and Prioritization*

This document lists and explains expectations for meeting approved eligibility criteria and prioritization factors for the Development STIP and the Construction STIP (Modernization, Preservation, and State Bridge programs). Project documentation is



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

expected to show how the selected project meets the criteria. The information required to show that the project meets the criteria is listed in this document. There are two types of criteria: Eligibility Criteria and Prioritization Factors.

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

The project documentation must clearly show how all the applicable eligibility criteria are met by providing the information requested. The prioritization factors are designed to be broadly applicable to the different programs, but not all prioritization factors will apply in all cases. This is especially true for Preservation and State Bridge projects that typically maintain the existing system. For prioritization factors that do not apply, “not applicable” is an acceptable response to that factor.

### ***Documentation for Each Program***

Each ODOT Region will submit a cover sheet describing the process for their STIP programs overall. The cover sheet will describe the public involvement and project selection processes, including the process used to “roll-up” area recommendations to the Region-level program. The cover sheet will describe any additional criteria applied by the ACT or similar body and include an overview of ACT or similar body discussions. The description of the discussions should include how cost-efficiency was considered and how this impacted project selection. In addition, if greenhouse gas reduction was discussed, the description should include how greenhouse gas reduction was considered and what impact this had on project selection.

The cover sheet will indicate what other programs’ information was shared with the advisory bodies (such as safety, bike/ped, transportation enhancement, etc.) Projects considered for other STIP programs should be shared with the ACT, MPO, or advisory bodies as much as is feasible during STIP program development so that the advisory body members can understand the full STIP program proposed for their area.

Each ODOT Region will also submit summary tables listing Development STIP, Modernization, and Preservation projects separately to Transportation Development Division Planning staff and Geographic Information Services Unit. For State Bridge Program projects, the Highway Bridge Office will submit the summary table broken out by ODOT Region. The summary tables will be used as an index to the projects and for

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

1 mapping of the projects. Region staff will be responsible for ensuring that maps  
2 prepared by the Geographic Information Services Unit are accurate and submitting the  
3 final maps to TDD Planning staff.

4  
5 State Bridge projects may be reported on a statewide basis. The overall cover memo  
6 prepared by the Region will describe the public input process and advisory body  
7 discussions. The Highway Bridge Program staff will describe how the proposed State  
8 Bridge program meets the appropriate eligibility criteria and prioritization factors. Where  
9 a factor does not apply, the report may indicate that fact.

10  
11 Preservation projects may be reported on a region-wide basis. The region-wide report  
12 will describe how the proposed Preservation program meets the appropriate eligibility  
13 criteria and prioritization factors. Where a factor does not apply, the report may indicate  
14 that fact.

15  
16 Candidate Modernization and Development STIP projects will be documented  
17 individually. Each project's documentation will describe how the candidate project  
18 meets the appropriate eligibility criteria and prioritization factors. Where a factor does  
19 not apply, the project report may indicate that fact.

### 20 ***Conditions of Approval***

21 ODOT staff and project proponents should remember that Conditions of Approval may  
22 be applied to projects. Applying Conditions of Approval should be considered where  
23 they will assist the project to meet these criteria or overall goals. What Conditions of  
24 Approval are applied and what they are expected to accomplish should be included in  
25 the project documentation.

26  
27 Staff and project proponents should consider whether conditions would benefit the  
28 investment in terms of better meeting the approved criteria or in terms of lengthening  
29 the time that the investment successfully resolves the transportation problem. For  
30 example, ODOT regularly requires an Interchange Area Management Plan (IAMP) that  
31 includes binding implementation steps and strategies with interchange improvements.  
32 Would a similar management plan or other type of agreement between affected  
33 jurisdictions and ODOT be beneficial for non-interchange projects? If so, applying such  
34 conditions to the project should be considered.

35  
36 These conditions reflect specific implementation steps that a jurisdiction or ODOT must  
37 take to maintain the integrity of the recommended transportation solution. The  
38 Conditions of Approval are delivered to the OTC for approval as a part of the  
39 transportation solution's final STIP approval. They are considered a part of the  
40 transportation solution and are binding on the jurisdiction and ODOT.

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

### 1 ***Intergovernmental Agreements***

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

### **Development STIP**

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

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

### *Development STIP Eligibility Criteria and Prioritization Factors*

<b>Development STIP Eligibility Criteria</b>
<p>Development work on major transportation solutions 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.<sup>1</sup></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 federal discretionary project.<sup>2</sup></li><li>• Has funding adequate to complete the identified milestone.<sup>3</sup></li></ul>

<b>Development STIP Prioritization Factors</b>
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none"><li>• Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup></li><li>• Is suitable for the D-STIP.<sup>5</sup></li><li>• Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup></li><li>• Is for a solution that has funding identified for development or construction.<sup>7</sup></li></ul>

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

### **Development STIP Eligibility Criteria Explanations**

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

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

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

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

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

*The types of projects that tend to have one or more of the above characteristics include federal earmark or demonstration projects, modernization or major bridge replacement projects, and discretionary projects (projects eligible to receive federal discretionary funds).*

#### **Documentation provided in response to this criterion must:**

- Briefly explain how the candidate project meets this definition

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

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

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

Projects in the STIP are expected to support and implement state, regional, or local transportation and land use plans. Projects selected for further development in the D-STIP should develop specific solutions for needs described in plans, typically transportation system plans or comprehensive plans, or be identified in legislation as a discretionary project. Occasionally, funding for a specific project is included in federal

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

legislation as a discretionary project. If such a project is still under development, it will be a high priority to include in the D-STIP.

### Documentation provided in response to this criterion must:

- Note the federal discretionary project status of the candidate project, if applicable
- Describe the planning history of the solution and the unmet need:
  - Identify the plan that describes the need
  - Describe briefly how the work will meet the need

### **<sup>3</sup>D-STIP Milestone(s) Funded**

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

- Refinement plan completion and adoption (see ODOT's Facility Plan Adoption Procedure for information about plan adoption)
- Land use consistency. This may include land use decisions that establish need, mode, function and general location for a project that is included in the acknowledged comprehensive plan or transportation system plan as a planned facility and that is expected to be constructed within the next 20 years with available financial resources
- Interchange Area Management Plan or Access Management Plan
- Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- Design EIS ROD
- Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- Right of way acquisition
- Advance plans (or any other applicable project development design milestone)
- Plans, specifications and estimates (PS&E)

### Documentation provided in response to this criterion must:

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

### ***Development STIP Prioritization Factors Explanations***

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

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

### **4Implements OTP Policy 1.1**

Priority should be given to Development STIP solutions that meet the intent of OTP Policy 1.1:

*It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.*

In particular, see Strategy 1.1.4:

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

- *Managing the existing transportation system effectively.*
- *Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.*
- *Adding capacity to the existing transportation system.*
- *Adding new facilities to the transportation system.*

This Strategy lists a hierarchy of solution types, giving highest priority to system and demand management solutions, then minor improvements such as including a turn lane, then adding capacity, and finally adding new facilities. Development STIP work should follow this hierarchy by determining if the need may be resolved by a higher priority solution in this list, or by determining if including a mix of listed types of solutions may minimize the new capacity needed.

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

- Describe how the candidate transportation solution meets the intent of this Policy and Strategy with respect to the hierarchy of priorities described in OTP Strategy 1.1.4
- Describe whether the solution can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the transportation solution will include providing additional highway capacity or adding new facilities, documentation should:
  - Describe whether higher priority solutions as listed in OTP Strategy 1.1.4 have already been considered or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long-term need
  - Describe why higher priority solutions would not be effective, or why they do not apply to the situation if system or demand management, operations, or minor improvements have not been implemented



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

- previously, or are not being evaluated for inclusion with the current capacity project
- Describe why a capacity increasing solution is likely to be the most effective solution to address the long term need

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

Candidate solutions recommended for development work should be suitable for inclusion in the Development STIP. Priority should be given to projects for which the milestone funded is expected to be completed during the four years of the STIP.

Also, D-STIP projects are typically completing planning or preliminary milestones for a transportation solution that is intended to be funded for implementation later in the Construction STIP. Therefore, care should be taken to select solutions for development that will likely be able to meet the C-STIP eligibility criteria and prioritization factors. Solutions that will not be able to meet the intent of the C-STIP criteria and factors should not be selected. Where solutions are not yet defined, steps may be taken during development work to help the solution better meet the C-STIP criteria and factors. Remember that future STIP criteria will include factors reflecting what is learned about evaluating greenhouse gas emissions reduction and cost-benefit comparison over the long term, so these should be considered in selecting work for the D-STIP and in shaping the scope of work to be completed in the D-STIP.

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

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

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

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

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

- Indicate any previous milestones completed in a D-STIP

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

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

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

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

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

### 1 **Construction STIP**

2 The C-STIP identifies project scheduling and funding for the state's transportation  
3 Modernization, Preservation and State Bridge programs for a four-year construction  
4 period. This program meets the requirements of the Safe, Accountable, Flexible,  
5 Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the federal act  
6 that provides funds to states for transportation projects. For application of these criteria  
7 and prioritization factors, C-STIP means Modernization, Preservation and State Bridge  
8 projects. Information about other programs in the STIP may be found in the *Draft 2010-*  
9 *2013 STIP* and the *STIP Users' Guide*.

10  
11 The Construction STIP Eligibility Criteria and Prioritization Factors for the three  
12 programs covered are listed together in one column. In earlier versions of this  
13 document, the three construction STIP program criteria and factors were listed in  
14 separate columns. There was an increasing amount of repetition between the columns,  
15 particularly for Modernization and State Bridge; as a result, they are now combined.  
16 This is also to encourage consideration of the best solutions no matter the program.  
17 However, each program is still funded separately and all program requirements apply to  
18 projects funded under each program. In no way is the listing of the Eligibility Criteria  
19 and Prioritization Factors for the three programs together intended to give projects of  
20 any one program priority over projects of the other two programs, and the criteria and  
21 factors should not be applied in that manner.

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

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

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

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

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

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

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

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

### ***Construction STIP Eligibility Criteria Explanations***

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

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

Some STIP programs, particularly Preservation and State Bridge, have management systems to identify needs. Management systems keep data on the condition of infrastructure and may have tools to analyze or predict needs and the adequacy of possible solutions. Management system data shows when pavement or a bridge is falling below acceptable standards and helps identify what solutions are appropriate. Preservation and State Bridge projects must be identified as a need in a management system to be eligible for Construction STIP funding. Modernization projects generally are not identified by a management system, though exceptions may include when a major bridge or safety problem becomes a Modernization project in order to resolve the need or when the project is identified by the Congestion Management Process of an MPO.

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

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

- Show that candidate Preservation and State Bridge projects respond to needs that have been identified by the appropriate management system

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

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

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

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

This criterion is particularly important for Modernization projects. A candidate Modernization project should address the specific needs in the location described in the applicable plan. Preservation and State Bridge needs are usually not described in a plan unless there is a major need that takes significant time to prepare for, such as a bridge replacement.

### Documentation that responds to this criterion must:

- Describe how the project is consistent with the appropriate plan, or
- Describe how and when the inconsistency is to be rectified

### ***Construction STIP Prioritization Factors Explanations***

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

As Preservation and State Bridge projects typically maintain existing infrastructure, fewer of these factors may apply to them. Therefore, Preservation and State Bridge project documentation may respond only to the prioritization factors that apply or were used to help prioritize projects, and use “not applicable” for the other factors. Modernization projects typically make significant changes to the transportation system. Therefore, Modernization project documentation should respond to all of the prioritization factors listed. If a factor does not apply to a particular modernization project, the documentation may note that fact.

### **10Implement OHP Action 1G.1**

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

1. Protect the existing system
2. Improve efficiency and capacity of existing highway facilities
3. Add capacity to the existing system
4. Add new facilities to the system

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

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

- Implementing access management techniques

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

- 1 • Implementing operational improvements (consistent with any systems or
- 2 operations management plans for the area and consistent with the MPO's
- 3 Congestion Management Process in MPO areas)
- 4 • Implementing demand management techniques
- 5 • Using technology or innovative methods to protect the system or improve
- 6 efficiency
- 7 • Making minor improvements such as widening shoulders, adding auxiliary lanes,
- 8 providing improved access for alternative modes
- 9 • Making off-system improvements consistent with OHP Policy 2B (keeping in
- 10 mind that cost-effectiveness should be considered over the applicable planning
- 11 period.) Policy 2B:

12  
13 *It is the policy of the State of Oregon to provide state financial assistance to local*  
14 *jurisdictions to develop, enhance, and maintain improvements on local*  
15 *transportation systems when they are a cost-effective way to improve the*  
16 *operation of the state highway system if:*

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

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

- 37
- 38 • Interchange Area Management Plan or Access Management Plan,
- 39 • Highway segment designations,
- 40 • Needed local street improvements,
- 41 • Traffic management plans,
- 42 • Land use plan designations,
- 43 • Other similar conditions.
- 44

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

Conditions of Approval on projects are approved by the Oregon Transportation Commission with the final STIP and are binding.

### Documentation that responds to this criterion should:

- Describe how the candidate project implements or has met the intent of OHP Action 1G.1 with respect to the hierarchy of priorities described
- Describe whether the project can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the project adds capacity to the existing system or adds a new facility to the system, documentation should:
  - Describe whether higher priority solutions as listed in OHP Action 1G.1 have already been considered or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long term need
  - Describe why higher priority solutions as listed in OHP Action 1G.1 would not be effective, or why they do not apply to the situation if management, operations, or minor improvements have not been implemented previously, or are not being evaluated for inclusion with the current capacity project
  - Describe why a capacity increasing solution is likely to be the most effective solution to address the long term need
- Clearly specify any Conditions of Approval that apply to the project and the process for coordination and adoption of the conditions with the appropriate jurisdiction

### **<sup>11</sup>Implement OHP Policy 1B: Land Use and Transportation**

Projects considered for the STIP should be given priority if they help implement OHP Policy 1B. Policy 1B addresses the integration and interdependence of land use and transportation:

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

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

Projects may implement this policy by:

- Supporting local community development plans



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

- Supporting sustainable urban development
- Improving the quality of life of the community
- Supporting development of transportation mode choices
- Supporting industrial land development near adequate infrastructure
- Improving intermodal connectivity and transfer opportunities
- Supporting other state, regional, or local plans such as
  - Sustainability plans
  - Climate change adaptation plans
  - Economic development plans
  - Other local approved plans, strategies, or similar documents

### Documentation that responds to this criterion should:

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

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

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

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

Ways in which a candidate project may support economic development plans and goals include:

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

### Documentation that responds to this criterion should:

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

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

### **13Support freight mobility**

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

- Highways on the State Highway Freight System as designated in the Oregon Highway Plan
- Highways or local roads designated as National Highway System intermodal connectors
- Other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movement
- Local freight routes designated in an adopted regional or local transportation system plan

Projects that support freight mobility may:

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

Documentation that responds to this criterion should:

- Specify whether the project is on a designated freight route
- Describe the expected benefit to freight mobility including barriers removed, operational or safety benefits, or enhanced opportunities for improving intermodal connectivity
- Briefly describe the likely duration of the anticipated effects
- Use empirical data when available, such as travel model data to document the long-term outcome of the project and its impact on the transportation system

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

Priority should be given to projects that incorporate improvements to resolve a documented safety problem. Safety is considered in every transportation investment

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

1 decision made by ODOT and most investments are designed to improve safety either  
2 directly or indirectly. An eligible STIP project should be given priority if it:

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

6  
7 Documentation that responds to this criterion should:

- 8
- 9 • Identify the documented safety problem the project will address
- 10 • Briefly describe the improvements incorporated to address the safety problem
- 11 • Briefly describe the overall improvement in safety expected and, where practical  
12 and available, use reported crash data to provide estimates of the potential  
13 reduction in the number of crashes and/or severity of injuries expected by the  
14 improvements

### 15 **15 Implement OHP Policy 5A: Environmental Resources**

16 Projects should be given priority in the C-STIP if they help implement Policy 5A of the  
17 Oregon Highway Plan by exceeding minimum environmental requirements, supporting  
18 environmental goals, or implementing innovative techniques to lessen the  
19 environmental impact of a transportation project. OHP Policy 5A:

20  
21 *It is the policy of the State of Oregon that the design, construction, operation, and*  
22 *maintenance of the state highway system should maintain or improve the natural*  
23 *and built environment including air quality, fish passage and habitat, wildlife habitat*  
24 *and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat,*  
25 *etc.), vegetation, and water resources where affected by ODOT facilities.*

26  
27 There are a variety of different environmental requirements set by law or rule that may  
28 apply to a transportation project and different environmental goals adopted by federal,  
29 state, regional, or local jurisdictions. While all projects are designed to meet any  
30 applicable environmental requirements, a project that exceeds minimum requirements  
31 or furthers environmental goals should be given priority over a project that does not.

32  
33 Environmental impacts considered may include:

- 34 • Air quality
- 35 • Water quality
- 36 • Protected species or habitats
- 37 • Climate change mitigation and adaptation

38  
39 Documentation that responds to this criterion should:

- 40
- 41 • Explain what environmental plan, goal, or target is furthered by the project or
- 42 • Explain how the project will exceed minimum environmental requirements or

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

- Explain any innovative techniques that will be used to lessen environmental impacts and why they are expected to be effective and
- Describe the likelihood of the project being constructed as described

### **16Leverage Other Funds and Public Benefits**

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

Leveraged funds and benefits may include:

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

Documentation that responds to this criterion should:

- Briefly describe the expected leveraged funds, contributions, or benefits
- Identify whether or not an intergovernmental or other formal agreement is in place or intended that specifies the contributions
- In the case of expected additional investment in other infrastructure or the community, describe the likelihood of that investment occurring in a timely manner and the anticipated outcome

### **17Project Readiness**

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

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

- Class 1: Requires draft and final environmental impact statement (EIS) and the final approval issued is called a Record of Decision (ROD)

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

- Class 2: Categorical exclusion (requires documentation sufficient to demonstrate Class 2 status)
- Class 3: Requires environmental assessment (EA) or revised environmental assessment and the final approval issued is called a Finding of No Significant Impact (FONSI) or it may be determined that a full EIS is required

In addition, the hurdles to accomplish each of the following steps (where applicable) must be assessed for major projects that have come through the D-STIP and for which a final ROD for a design level environmental impact statement or a FONSI has been issued:

- 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

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

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

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

Documentation that responds to this criterion should:

- Identify whether the project will be a Class 1, 2, or 3 project
- Identify whether the EA or EIS is complete and a ROD or FONSI issued or whether Class 2 status has been approved
- If a ROD, FONSI, or Class 2 approval has not been issued, identify remaining steps and anticipated timeline to complete the remaining steps
- Briefly describe any major pre-construction steps remaining and when they are expected to be complete
- Identify whether or not the project is likely to go to construction when anticipated

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

### Appendix A: Glossary

Acronym or Word	Definition
ACT	Area Commission on Transportation; advisory organizations chartered by the OTC and found in most of the ODOT highway regions, they assist in recommending and prioritizing projects for the STIP
BMS	Bridge Management System – used to rate bridge conditions and determine priorities for improvements but not necessarily the type of treatment
CFR	Code of Federal Regulations
C-STIP	Construction STIP; includes project schedules and funding for non-development projects included in the four-year STIP construction period
DLCD	Department of Land Conservation and Development
D-STIP	Development STIP; includes projects that require more than 4 years to develop or for which construction funding is not committed
EIS	Environmental Impact Statement
Eligibility Criteria	Criteria that must be met in order for the project to be considered further. All of the eligibility criteria listed must be met or the project may not move on to prioritization. The eligibility criteria are a pass-fail test that a project must pass.
FHWA	Federal Highway Administration
Fiscal Constraint	Or Fiscally Constrained; this means that the planned expenditures outlined in the STIP must correspond to revenue expected to be available at the time of expenditure. A project cannot be included in the STIP without corresponding revenue available.
FTA	Federal Transit Administration
IAMP	Interchange Area Management Plan
IGA	Intergovernmental agreement
ITS	Intelligent Transportation System
Least Cost Planning	A process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies, or both, where the intent of the process is to identify the most cost-effective mix of options

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

Acronym or Word	Definition
Modernization	Modernization program; STIP funding program used to pay for highway improvements that add capacity such as widening a highway
MPO	Metropolitan Planning Organization; the forum for cooperative transportation decision-making for a metropolitan area with more than 50,000 residents and responsible for preparing "fiscally constrained" comprehensive multi-modal regional transportation plans.
NEPA	National Environmental Policy Act; the federal law that requires an evaluation of environmental impacts associated with any improvement project financed in whole or part with federal funds.
OAR	Oregon Administrative Rule
OBDD	Oregon Business Development Department
OBPAC	Oregon Bicycle Pedestrian Advisory Committee
ODOT	Oregon Department of Transportation
OFAC	Oregon Freight Advisory Committee
OHP	Oregon Highway Plan; one of the mode plans that are part of the OTP
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission; the five-person governor appointed commission that oversees ODOT and sets transportation policy for the state
OTP	Oregon Transportation Plan; the comprehensive transportation planning document for the State of Oregon including its mode and topic plans such as the Oregon Highway Plan and the Oregon Public Transportation Plan
PMS	Pavement Management System
Practical Design	Practical Design is a strategy to deliver focused benefits for the State's transportation system while working with the realities of a constrained funding environment. At a minimum, practical design considers safety, economic development, communities if a project passes through them, the environment, the overall transportation system (not just highways) and cost when developing and designing transportation projects.
Preservation	Preservation program; STIP funding program for pavement preservation
Prioritization Factors	Criteria used to choose projects from among eligible projects. Generally, a project that meets more prioritization factors or meets them more fully should be advanced ahead of a project that meets fewer prioritization factors or meets them to a lesser degree.

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

Acronym or Word	Definition
PSMS	Project Safety Management System
PTAC	Public Transportation Advisory Committee, makes funding recommendations to OTC and advises on policy to OTC and PTD
RTP	Regional Transportation Plan; the official intermodal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.
SAFETEA-LU	The latest federal transportation law that was adopted on July of 2005 and replaces ISTEA and TEA-21.
Safety	Safety program; STIP funding program for safety improvement projects usually identified by the PSMS
SPIS	Safety Priority Index System; part of the PSMS that shows crash history by highway milepoint
State Bridge	State Bridge program; STIP funding program for rehabilitation and replacement of bridges on state highways
STIP	Statewide Transportation Improvement Program; The 4-year statewide scheduling and funding program for all areas of the state, including federal lands, tribal lands, MPAs prepared in conformance with 23 CFR 450.216.
TDM	Transportation Demand Management; a program that identifies ways to reduce peak period demand on the highway system, including rideshare, staggered work hours, and company-sponsored transit passes
TMA	Transportation Management Area; an urbanized area (MPA) with over 200,000 residents; eligible for additional federal funding and subject to federal air quality and congestion management standards
TPR	Transportation Planning Rule; Oregon Administrative Rule 660, Division 12 (OAR 660-012), specifies requirements for preparing and complying with local transportation system plans (TSPs)
TSP	Transportation System Plan; comprehensive transportation planning document prepared by city and county governments, including an inventory of the existing system, proposed improvement projects, and other elements required by the Oregon Transportation Planning Rule (OAR 660-012)
Value Engineering	An organized effort to obtain optimum value by providing the necessary function at the lowest life cycle cost



## Appendix B: Internet Resources

Oregon Transportation Plan:

<http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

Oregon Highway Plan: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

Draft and Final STIP: <http://www.oregon.gov/ODOT/HWY/STIP/index.shtml>

STIP Background Information including Citizen's Primer and User's Guide (see prior STIP project summary reports by clicking on STIP dates at top of page):

<http://www.oregon.gov/ODOT/TD/TP/Background.shtml>

Project Delivery Guide: [http://www.oregon.gov/ODOT/HWY/PDU/pd\\_guide.shtml](http://www.oregon.gov/ODOT/HWY/PDU/pd_guide.shtml)

ACT information and Policy on Formation and Operation of the ACTs:

[http://www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml)

Program Advisory Committees, Community Involvement:

<http://www.oregon.gov/ODOT/involvement.shtml>

Earmark Policy:

[http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10\\_FederalReauthorization.pdf](http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10_FederalReauthorization.pdf)

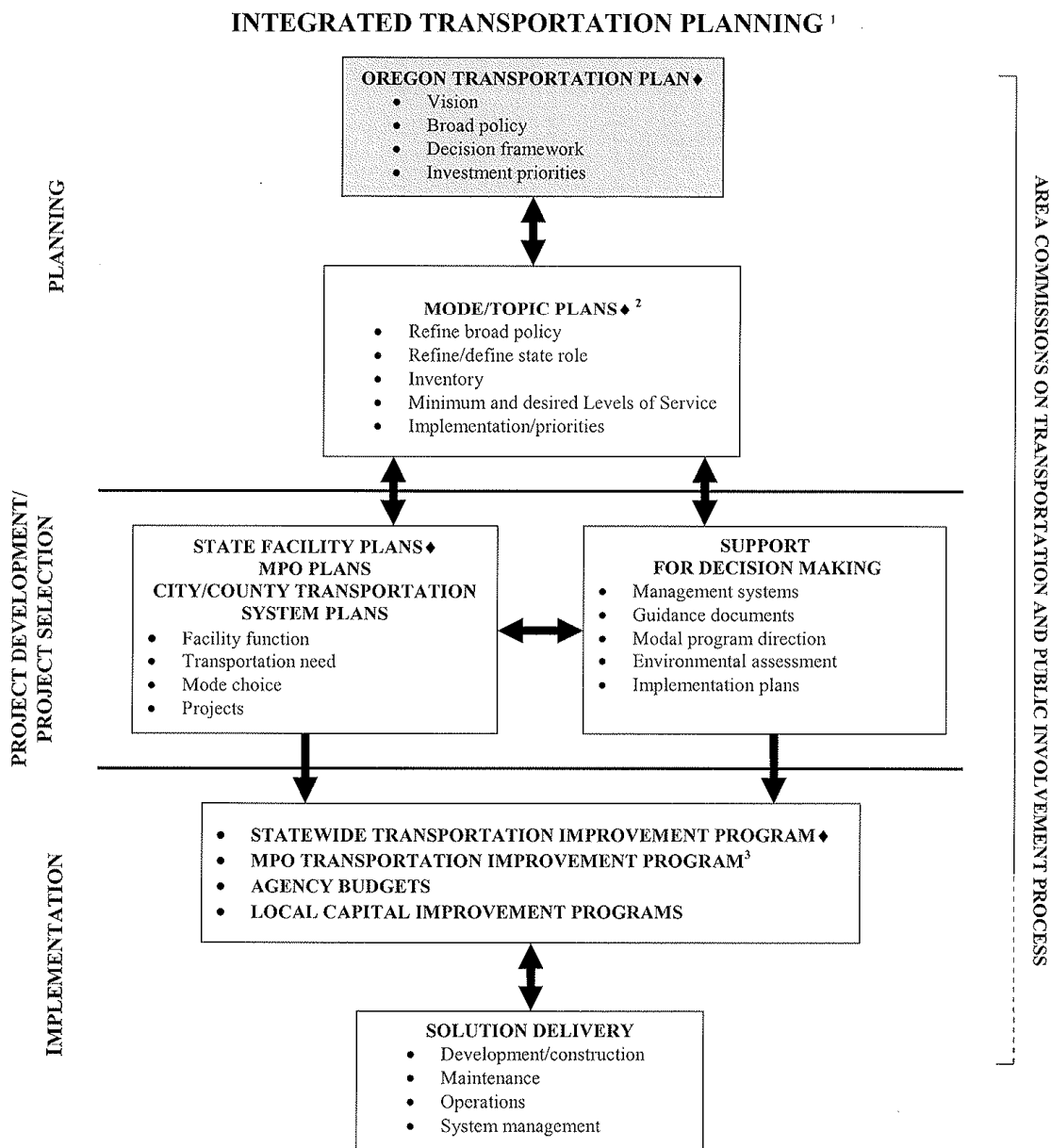
House Bill 2001: <http://www.leg.state.or.us/09reg/measpdf/hb2000.dir/hb2001.en.pdf>

House Bill 2186: <http://www.leg.state.or.us/09reg/measpdf/hb2100.dir/hb2186.en.pdf>

Senate Bill 1059: <http://www.leg.state.or.us/10ss1/measpdf/sb1000.dir/sb1059.en.pdf>

## Appendix C: Plans to Projects and STIP Process Diagrams

### The Integrated Transportation Planning Diagram (or “Planning Hierarchy” diagram)



♦ Oregon Transportation Commission action.

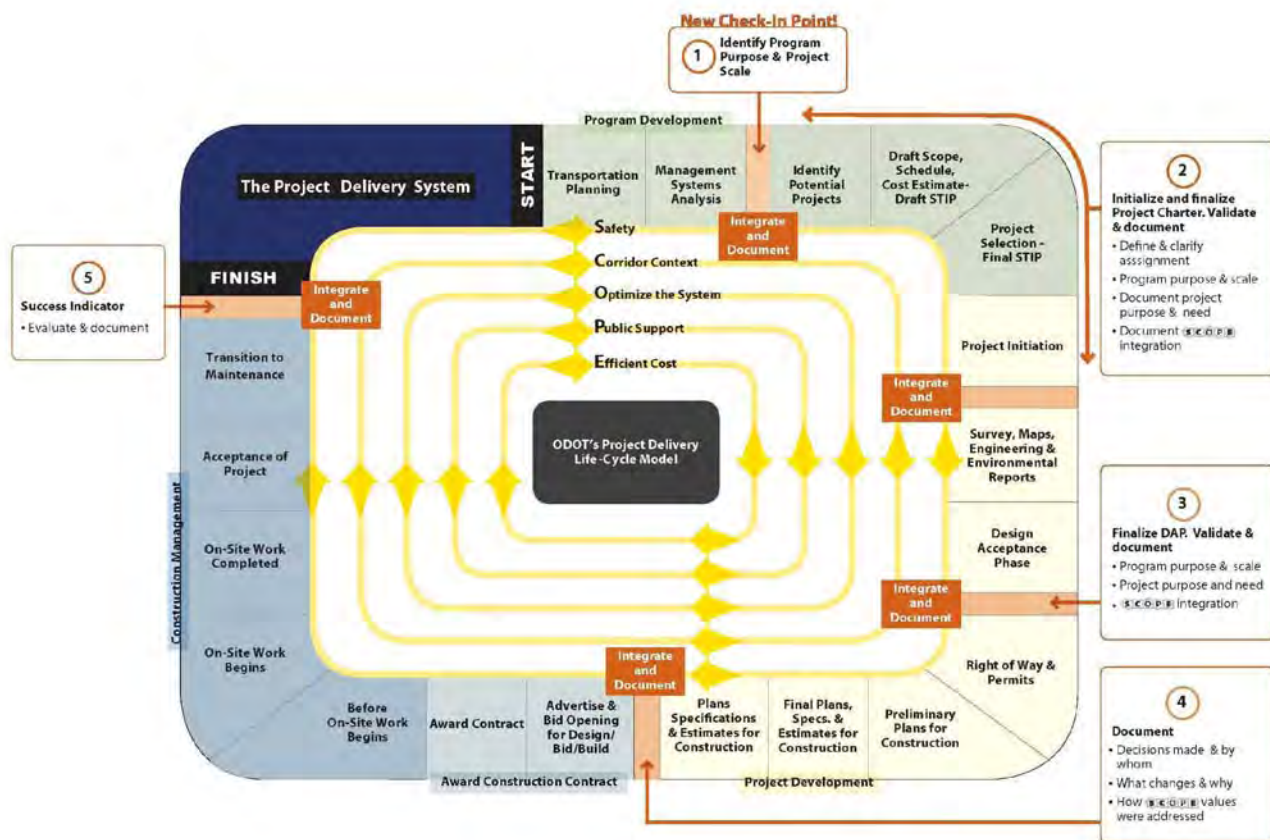
1. Influenced by the Transportation Planning Rule.

2. Aviation, Bicycle/Pedestrian, Highway, Public Transportation, Rail, Transportation Safety Action.

3. MPO TIPs must be included in ODOT's STIP without modification. To ensure state priorities are considered, ODOT must be involved in the local planning project selection process.

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

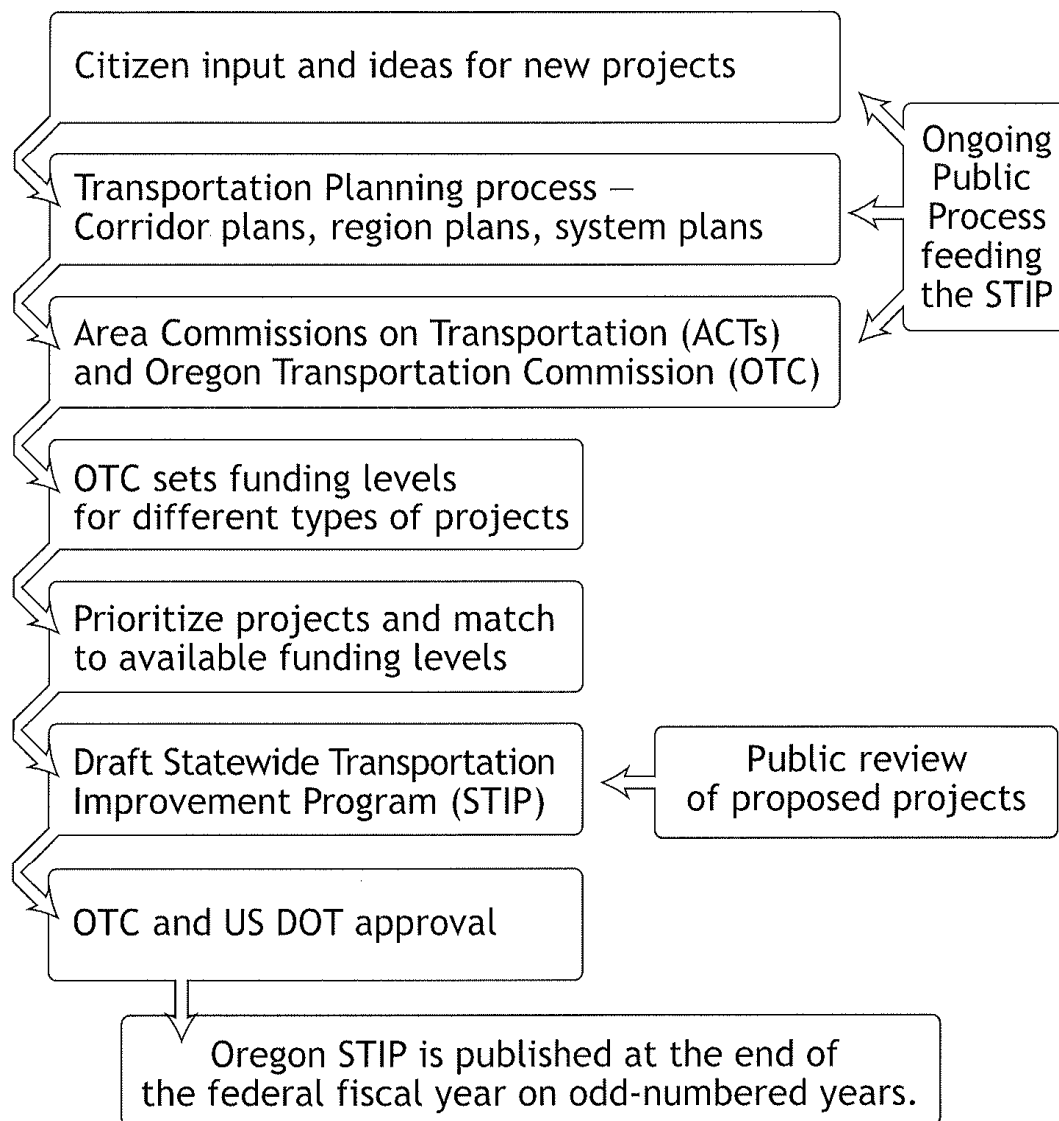
### The Project Delivery System (or “Project Delivery Racetrack”)



### How a Project Gets Into the STIP

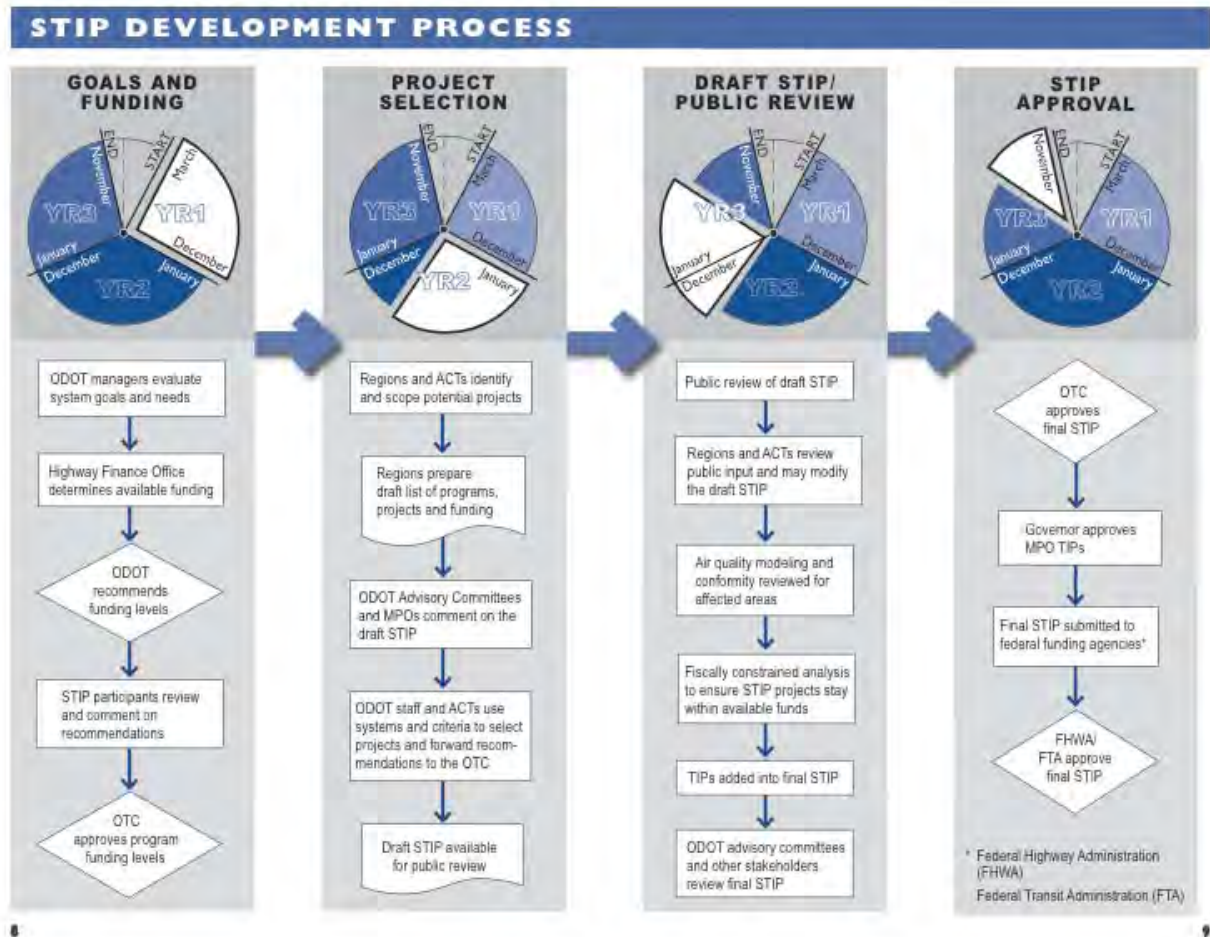
## How a project gets into the STIP

*NOTE: The top three items are ongoing public processes that feed into the STIP process.  
This diagram is not a time line.*



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

### STIP Development Process, from the STIP Citizen's Primer Brochure



## Appendix D: Eligibility Criteria and Prioritization Factors Summary Tables

### Development STIP

Development STIP Eligibility Criteria
<p>Development work on major transportation solutions 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.<sup>1</sup></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 federal discretionary project.<sup>2</sup></li><li>• Has funding adequate to complete the identified milestone.<sup>3</sup></li></ul>

Development STIP Prioritization Factors
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none"><li>• Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup></li><li>• Is suitable for the D-STIP.<sup>5</sup></li><li>• Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup></li><li>• Is for a solution that has funding identified for development or construction.<sup>7</sup></li></ul>

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

### Construction STIP

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

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

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

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

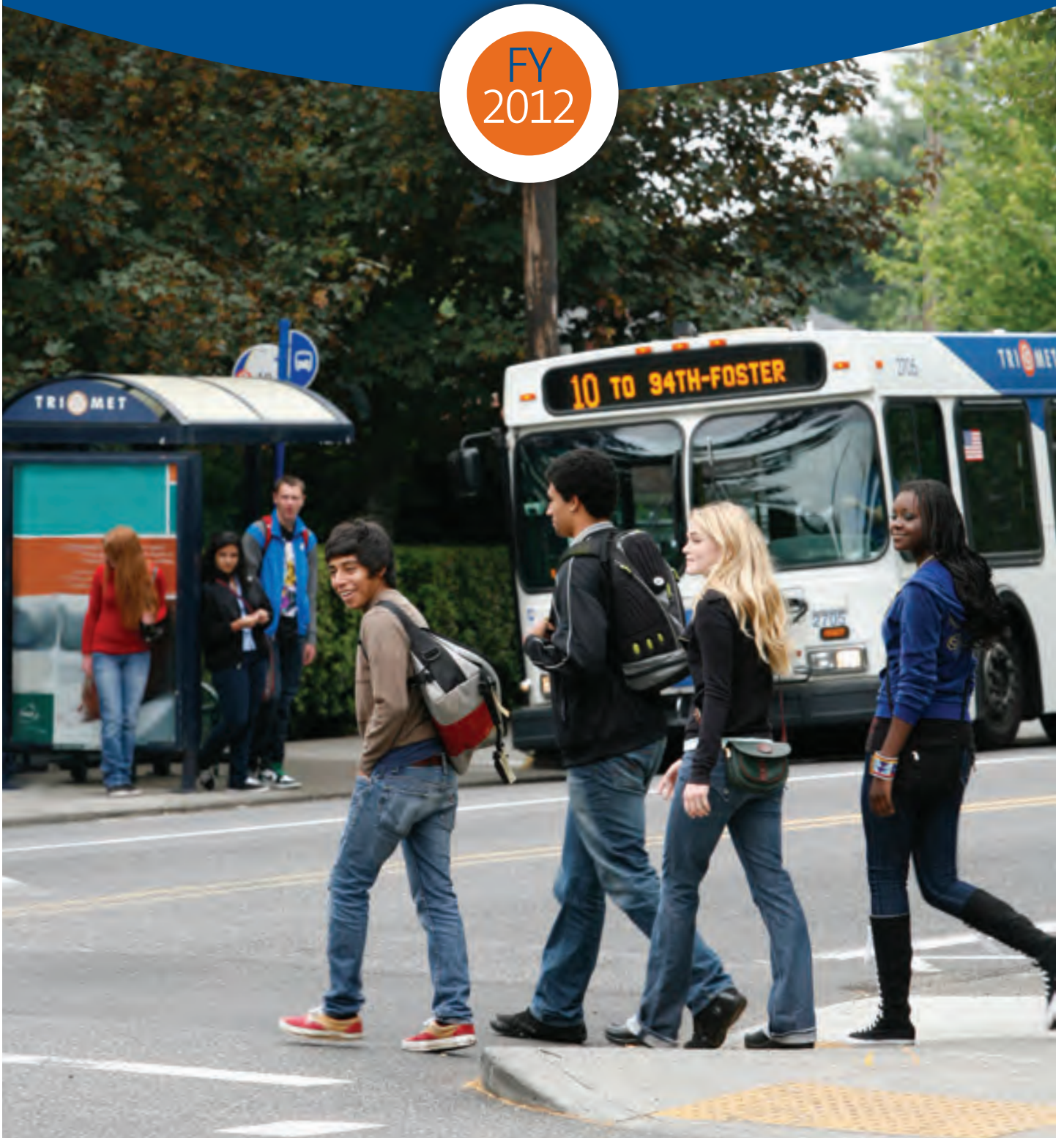
- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and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





# Transit Investment Plan

FY  
2012





# Transit Investment Plan

## FY2012



Tri-County Metropolitan Transportation District of Oregon  
4012 SE 17th Avenue  
Portland, Oregon 97202

*The most current version of this document is available at  
[trimet.org/tip](http://trimet.org/tip)*

# TRI MET System map

Service to Columbia County  
CC Rider  
Info: 503-966-0999

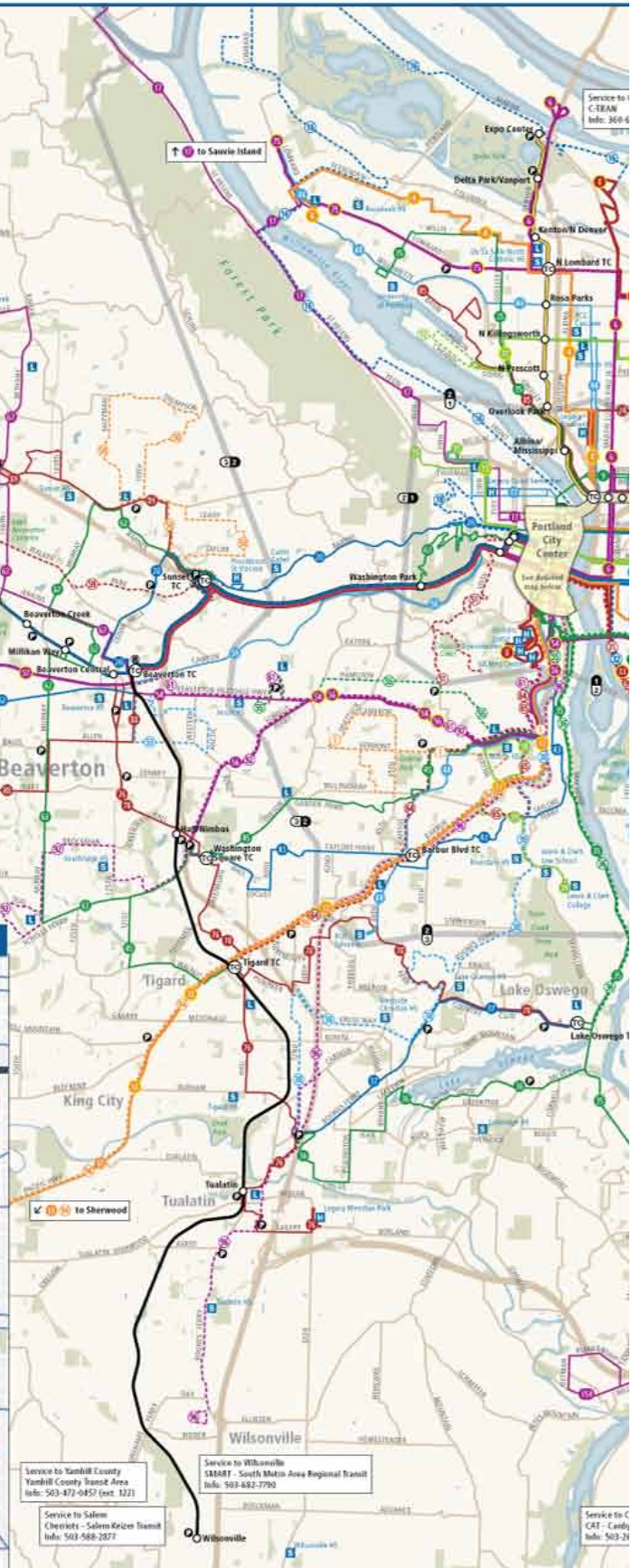
Service to Tillamook County  
Tillamook County Transportation District  
Info: 503-815-8283

Service to  
C-TRAN  
Info: 360-6

## Forest Grove & Cornelius



## Portland City Center and Free Rail Zone



Service to Yamhill County  
Yamhill County Transit Area  
Info: 503-472-0457 (ext. 1221)

Service to Salem  
Chemistry - Salem Krizan Transit  
Info: 503-588-2877

Service to Wilsonville  
SMAART - South Metro Area Regional Transit  
Info: 503-482-7790

Service to C  
CAT - Clatsop  
Info: 503-31

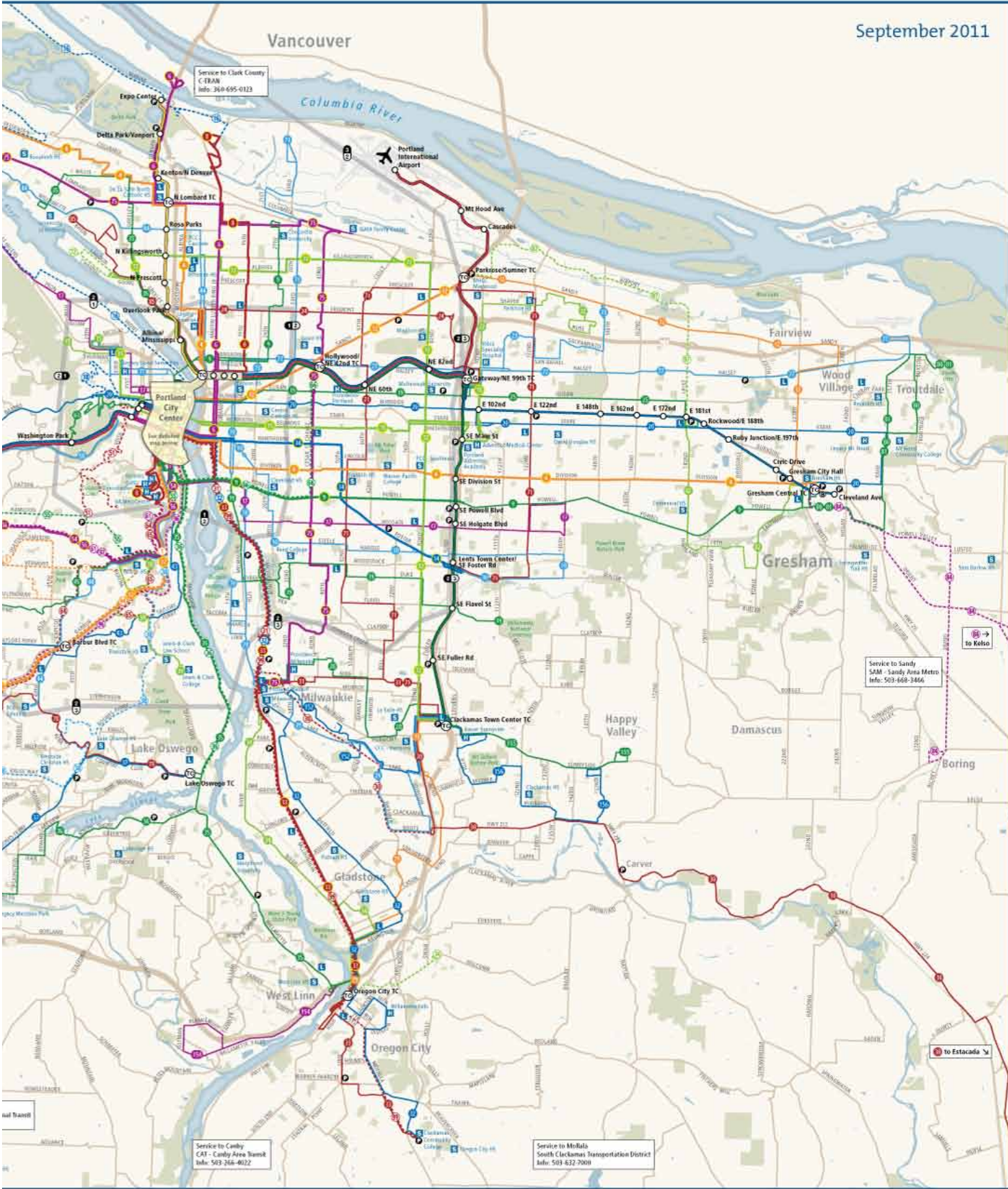
### Bus Service

- Frequent Service
- Standard Service
- Rush-Hour Service
- Bus stop

### Rail Service

- MAX Blue Line: Hillsboro/City Center/Gresham
- MAX Green Line: Clackamas/City Center/PSU
- MAX Red Line: Airport/City Center/Beaverton
- MAX Yellow Line: Expo Center/City Center/PSU
- WES Commuter Rail: Beaverton/Wilsonville





Portland Streetcar

- Northwest Portland/South Waterfront
- Eastside (Opens Fall 2012)

Portland Aerial Tram

- Marquam Hill/South Waterfront

Points of Interest

- TC Transit Center
- P Park & Ride
- B Bike Parking Facility
- Fare Zone Boundary
- Free Rail Zone
- Park

- S High School or College
- H Hospital
- L Library



0 1 2 Miles



Dear Reader,

This update of TriMet's Transit Investment Plan (TIP) comes at a very challenging time in our agency's history. We are still experiencing the impacts from one of the worst recessions in memory. We've made service cuts which have had an undeniable impact on our riders. And we are not out of the woods yet. We continue to face a tough economy and federal budget uncertainties that could further impact our level of service.

With a growing ridership – now over 100 million trips on the TriMet system for fiscal year 2011 – we know that people want more service. That's why in this difficult economic environment, TriMet is working to bring more and better service to the region by focusing on our customers, ensuring financial stability and building partnerships for transit growth. With those three areas of emphasis, we are taking a proactive approach in navigating the changing economic landscape.

As our resources permit, we will use the criteria outlined in the TIP as a guide for where to restore service and how we grow the system. Getting input from you – our riders, the public and our jurisdictional partners – is important as we work together to make these choices.

We recently celebrated the 25th anniversary of the start of our MAX system, the Blue Line between downtown Portland and Gresham. Our Airport MAX Red Line, the product of an innovative public-private partnership, celebrated 10 years and 10 million rides. We couldn't have done any of this without you.

Your support of this region's transit system is crucial to our economy, our environment and the quality of life we all cherish. For that, I want to say thank you and ask you to continue this vital partnership in making this place great.

Sincerely,

A handwritten signature in black ink that reads "Neil McFarlane". The signature is fluid and cursive, with a long horizontal line extending from the end.

Neil McFarlane  
TriMet General Manager



# Executive Summary

The Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TriMet Board of Directors first adopted the TIP in June 2002.

The TIP relies on long-term policies and investment priorities developed by Metro with input from the entire region, including the 2040 Growth Concept, the 2040 Framework Plan and the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors and call for supporting transit investments. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

## The Total Transit System

The Total Transit System is TriMet's term for the elements that make transit an attractive choice for riders. The Total Transit System includes: safe, secure trips on frequent, reliable service during all times of the day and every day of the week; clear customer information; easy access to stops; comfortable places to wait for transit and modern, well-maintained vehicles. TriMet and its partners are investing in the Total Transit System to not only meet the current demand for service, but to support regional development described in the 2040 Framework Plan and to attract the level of ridership called for in the RTP.

## Regional partnerships and focused investments

TriMet partners with local, regional, and state governments and agencies to provide many of the important elements that enhance access to transit such as roadways, sidewalks, safe pedestrian crossings, priority treatments for transit vehicles, education and development standards that promote and enhance pedestrian-friendly areas. Only with such combined and coordinated efforts can the region realize the full potential of its significant transit system investment. The TIP provides the framework for forming partnerships among TriMet and other agencies to improve access to transit and encourage transit-oriented development. For example, TriMet worked with local jurisdictions to develop criteria for expanding transit service.

## TIP priorities

Within available financial resources, TriMet and its partners balance needs to guide where, when and how to invest transit-related dollars. Over the long term, the TIP priorities are to:

1. *Build the Total Transit System*—safe, secure trips on frequent, reliable and convenient service, easy access to transit, amenities at stops and stations, and clear customer information.
2. *Expand high-capacity transit*—Invest in MAX Light Rail, Commuter Rail, Bus Rapid Transit and Streetcar service along key corridors to connect Regional Centers.
3. *Expand Frequent Service*—Add to TriMet's network of bus lines that run every 15 minutes or better, every day.
4. *Improve local service*—Work with local jurisdictions to improve transit service in specific local areas.

Figure ES.1 summarizes recent, current and future implementation features for each of the TIP Priorities.

TIP Priority	FY2011 July 2010–June 2011 <i>Past fiscal year</i>	FY2012 July 2011–June 2012 <i>Current fiscal year</i>	FY2013 to FY2016 July 2011–June 2015 <i>Program of investments, pending improved revenue</i>
1. Build the Total Transit System Chapter 3	<ul style="list-style-type: none"> <li>• Safety and Security Executive hired to lead agency effort to create a culture of safety</li> <li>• Completed revitalization projects along the Eastside MAX Blue Line, including safety and security improvements and station upgrades</li> <li>• TransitTracker by phone/text provides real-time bus and MAX arrivals to more than two million calls per month</li> <li>• Opened high-capacity, controlled access Bike &amp; Rides at Gresham Central, Beaverton and Sunset Transit Centers, using ARRA funds</li> <li>• Stop IDs for use with TransitTracker displayed in more than 70 percent of bus stops</li> <li>• Installed amenities at 90 bus stops</li> <li>• Installed three TransitTracker digital displays at Gateway Transit Center</li> <li>• 38 third-party software applications providing customer information developed using open source TriMet data</li> </ul>	<ul style="list-style-type: none"> <li>• Implement Safety Management System to create a culture of safety</li> <li>• Purchase 55 new buses, providing automated stop announcements, air conditioning and low-floor boarding on 66 percent of fleet</li> <li>• Test four next-generation hybrid buses on Line 72-Killingsworth/82nd</li> <li>• Complete installation of new signs and stop name decals, and optimize bus stop spacing</li> <li>• Implement bus stop pavement enhancements at 30 locations</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to sustain culture of safety through ongoing training, employee engagement, strategic data sharing and partnerships</li> <li>• Deploy 40 new buses annually to improve fleet reliability, convenience and efficiency</li> <li>• Develop and launch open source multi-modal trip planner to allow users to interactively explore and plan trips combining walking, biking and transit</li> <li>• Enhance financial stability through reduced costs and heightened revenues</li> </ul>

**Figure ES.1:** *TIP Implementation Features*



TIP Priority	FY2011 July 2010–June 2011 <i>Past fiscal year</i>	FY2012 July 2011–June 2012 <i>Current fiscal year</i>	FY2013 to FY2016 July 2011–June 2015 <i>Program of investments, pending improved revenue</i>
<b>2. Expand high-capacity transit</b> <a href="#">Chapter 4</a>	<ul style="list-style-type: none"> <li>• Due to budget constraints, reduced frequency on MAX Blue, Green and Yellow lines during non-rush hours</li> <li>• Entered Final Design on Portland-Milwaukie Light Rail project</li> <li>• Opened new Civic Drive MAX Blue Line station for service</li> <li>• Opened redesigned Rockwood/E 188th Ave station</li> </ul>	<ul style="list-style-type: none"> <li>• Restore some service hours on crowded MAX trains to relieve over-crowding</li> <li>• Prepare for Portland Streetcar Loop opening</li> </ul>	<ul style="list-style-type: none"> <li>• Increase frequencies on existing lines to meet long-term policies and serve demand</li> <li>• Continue analysis and planning on HCT corridors including possible MAX Light Rail extensions (Southwest Corridor) and/or Bus Rapid Transit (Powell-Division, I-205)</li> </ul>
<b>3. Expand Frequent Service</b> <a href="#">Chapter 5</a>	<ul style="list-style-type: none"> <li>• Due to budget constraints, made additional reductions in frequency during non-rush hours on Frequent Service lines</li> <li>• Frequent Service lines served 58 percent of bus riders on 48 percent of bus service</li> </ul>	<ul style="list-style-type: none"> <li>• Restore some service hours on crowded buses to relieve over-crowding</li> </ul>	<ul style="list-style-type: none"> <li>• Increase frequencies on existing lines to meet long-term policies and serve demand</li> <li>• When budget allows, restore service hours on Frequent Service lines to ensure 15-minute or better service all day, every day</li> </ul>
<b>4. Improve local service</b> <a href="#">Chapter 6</a>	<ul style="list-style-type: none"> <li>• Due to budget constraints, discontinued two bus lines (Lines 27 and 157) and service on low-ridership portions of four bus lines</li> <li>• Reduced weekday frequency of service on 26 bus lines and reduced weekend frequency on 15 bus lines</li> <li>• Reduced span of service on 11 lines</li> </ul>	<ul style="list-style-type: none"> <li>• Restore some service hours on crowded buses to relieve over-crowding</li> </ul>	<ul style="list-style-type: none"> <li>• Continue leveraging regional flexible funds for access and amenity improvements, in coordination with jurisdictional partners</li> <li>• Evaluate and implement service restoration, improvements and/or extensions within available resources, based on ridership productivity potential, prior commitments and future development</li> </ul>



Figure ES.2: TriMet's Transit Investment Plan



## **2. Allocation of Regional Flexible Funds**

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-2012-13 projects and programs and conditions of approval

-2014-15 projects and programs and conditions of approval

## 2010-13 Regional Flexible Fund Allocation - Approved Projects

Project name	Award
<b>NE/SE Twenties Bikeway: Lombard - Springwater Trail</b>	\$2,097,850
Bus Stop Development & Streamline Program	\$1,414,000
<b>Westside Trail: Rock Creek Trail - Bronson Creek Trail</b>	\$2,399,337
<b>40 Mile Loop: Blue Lake Park - Sundial Rd</b>	\$2,322,421
SW Rose Biggi: Hall - Crescent	\$2,758,238
102nd Ave: NE Glisan - E Burnside	\$2,000,000
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	\$3,401,868
<b>Red Electric Trail: SW 30th - SW Vermont</b>	\$1,929,183
School Bus Diesel Engine Emission Reduction	\$1,414,000
<b>French Prairie Bridge: Boones Ferry Rd - Butteville Rd</b>	\$1,250,000
<b>Council Creek Trail: Banks - Hillsboro</b>	\$218,044
<b>Willamette Greenway Trail: N Columbia Blvd - Steel Bridge</b>	\$444,800
<b>Local project total</b>	<b>\$21,649,741</b>

Program name	Award
Existing High Capacity Transit (HCT) Bond Payment	\$18,600,000
Additional HCT bonding: Milwaukie LRT and Commuter Rail	\$7,400,000
OR-43: Portland to Lake Oswego Transit Corridor EIS	\$4,000,000
Metro Planning	\$2,116,000
Regional Travel Options	\$4,407,000
Transit Oriented Development	\$5,777,000
Transportation System Management and Operations	\$3,000,000
Region travel behavior survey	\$350,000
Next Corridor	\$500,000
<b>Regional program total</b>	<b>\$46,150,000</b>

<b>Grand total</b>	<b>\$67,799,741</b>
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Projects in bold are bike/ped

## **Regional Flexible Fund Allocation: 2010-13**

### **Conditions of Approval**

All projects will meet Metro signage and public notification requirements.

### **Regional Mobility Corridors**

NE/SE Twenties Bikeway: NE Lombard - Springwater Trail; The NE/SE Twenties Bikeway funding is conditioned on resolution of the design conflict and safety concern involving narrower than allowed bike lanes. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Westside Trail: Rock Creek Trail to Bronson Creek Trail; Local agency will need to commit additional local funding or reduce scope and cost estimate if the final allocation of funds is less than the amount requested. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the Asian, elderly and disabled, low- income and Hispanic populations in the area.

40-Mile Loop Trail: Blue Lake Park to Sundial Rd; Project shall include a scope revision for an additional 1,200-foot length of trail between the new Reynolds Trail and Harlow Place. This work shall include Preliminary Engineering and construction if able to fit within the project budget. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

### **Mixed-Use Area Implementation**

102nd Avenue: NE Glisan to E Burnside; City commits to local match adequate to complete project within revised project limits. A revised cost estimate should be completed as soon as possible. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, Native American, Black, and Asian populations in the area.

SW Rose Biggi: Hall to Crescent; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, non-English speaking, low-income, Hispanic, and Hawaiian & Pacific Islander populations in the area.

McLoughlin Blvd: Clackamas River Bridge to Dunes Dr.; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

Red Electric: SW 30<sup>th</sup> – SW Vermont; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, non-English speaking, and Hispanic populations in the area.

### **Project Development**

Willamette Greenway Trail: N Columbia Blvd to Steel Bridge; The scope of the master plan will include consideration of alignment alternatives that avoid or minimize use of Union Pacific railroad property in the vicinity of Albina Yards. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Council Creek Trail: Banks to Hillsboro; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, American Indian/Alaskan native and Non-English speaking populations in the area.

French Prairie Bridge: Boones Ferry Rd to Butteville Rd; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled populations in the area.

**2014-15 RFFA project and program nominations**

<b>Local projects</b>						
<b>Sub-region</b>	<b>Project</b>	<b>Lead agency</b>	<b>Focus area</b>	<b>Phase</b>	<b>RFF request</b>	<b>Total Project Cost</b>
<b>Washington Co</b>	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
<b>City of Portland</b>	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,200,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
<b>E. Multnomah Co</b>	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
<b>Clackamas Co</b>	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
<b>Other</b>	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
<b>Sub-total:</b>					<b>\$22,997,000</b>	<b>\$29,919,420</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
<b>Sub-total:</b>					<b>\$47,733,000</b>	

Notes:

AT/CS: Active Transportation &amp; Complete Streets,

GE/FI: Green Economy &amp; Freight Initiatives,

PD: Project Development, Cons: Construction

**Grand Total: \$70,730,000**

## **2014-15 RFFA conditions of approval**

### **All projects**

1. Project scopes will include what is written in their project narrative and project refinements submitted on November 7, 2011. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2010-13 MTIP amendment procedures are currently defined in Section 1.7).
2. If any project is determined to be infeasible or completed without expending all eligible funding authority, any remaining funding for that project shall revert to the regional pool for the next flex fund allocation (i.e. 2016-17), to be distributed among the region or request to reallocate funds per the MTIP amendment process (1.7)
3. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition), as determined by the Metro Planning Director or designee.
4. All projects will meet Metro signage and public notification requirements.
5. Projects need to include public outreach activities that address the unique outreach needs and opportunities of Environmental Justice and underserved communities.

### **West Fork of the Tonquin Trail-Cedar Creek Greenway Trail**

1. Metro staff to review the project scope after the project development phase of this project. Should issues arise concerning ability to build the project as proposed in the application, the information learned during the project development phase would be used by Metro and the City of Sherwood to propose a modified project scope and phasing strategy that is mutually agreeable to both agencies.

### **Portland Bike Sharing**

1. City of Portland will work with stakeholders from environmental justice and underserved communities and Metro staff to ensure the Portland Bike Sharing project Request for Proposals (RFP) addresses equitable and affordable access to bike share services and workforce development opportunities.

### **Vehicle electrification**

1. Prior to the expenditure of these funds, the Transportation Electrification work group will convene to define the scope of work for each project. JPACT will review and approve the project work scopes.

### **Planning and Region-wide programs**

1. Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:
  - Transit Oriented Development: TOD Strategic Plan
  - Regional Travel Options: RTO Strategic Plan

- Corridor and Systems Planning: 2035 RTP – Mobility Corridor component, 2035 RTP – section 6.3.1, Metro Resolution No. 10-4119
- Transportation System Management and Operations: 2035 RTP – TSMO plan component
- High Capacity Transit development: 2035 RTP - HCT system plan component, Metro Resolution No. 10-4118

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

2. JPACT and the Metro Council must act to provide further policy direction on the use of regional flexible funds for Metropolitan Mobility program activities prior to funds being obligated for expenditure.

### **3. STIP/MTIP Amendment Process**

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## STIP/ TIP AMENDMENTS

Type of Change If it is NOT in the STIP:	OTC Approval	Region 1 or State- wide	Federal Action	Full Amend- ment	Admin- istrative Amend- ment	Financial Plan/ Change only	Region 1 Project Delivery Line Team (RPDLT) Approval	Metro Approval Process (for projects in the MPO)
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the STIP	If on state system	✓	Approval if in first 3 years	✓				MTIP Amendment (see exceptions)
2. Adding a regionally significant project to the STIP (any funding source)	If on state system	✓	Approval if in first 3 years	✓			✓	MTIP Amendment (see exceptions)
3. Adding a federally funded project that is funded with discretionary funds	If on state system	✓	Notification		✓		Notification	MTIP Amendment (see exceptions)
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the STIP	If on state system		Notification		✓		✓	MTIP Amendment (see exceptions)
If it is already in the STIP:								
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the STIP**	If on state system	✓	Approval if in first 3 years	✓			✓	MTIP Amendment (see exceptions)
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding	If on state system	✓	Approval if in first 3 years	✓				MTIP Amendment (see exceptions)
7. Advancing a project or phase of a project from the fourth year to the first three years of the STIP***		✓	Approval	✓				MTIP Amendment (see exceptions)
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP			Notification		✓			Administrative adjustment
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year						✓		Project Selection
10. Adding PE or ROW phase to an approved project in the first three years of the STIP			Notification		✓			Administrative adjustment
11. Combining two or more approved projects into one project			Notification		✓			Administrative adjustment
12. Splitting one approved project into two or more projects			Notification		✓			Administrative adjustment
13. Minor technical corrections to make the printed STIP consistent with prior approvals			Notification		✓			Administrative adjustment
14. Adding FHWA funds to an approved FTA-funded project			Notification		✓			Administrative adjustment
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP			Notification		✓			Administrative adjustment
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP						✓		Project Selection

\*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief fur

\*\*If a program has been delegated certain authority levels, OTC approval may not be required.

\*\*\*The federally approved STIP contains years one to three; year four is informational only.

### Exceptions to Metro JPACT Resolution

New projects (or deletions) within the following types of project categories or with the following conditions can be administratively added to the MTIP at The option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.134) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 ( c ) (2)) to not require additional regional air quality analysis, with monthly notification to TPAC.

Bridge repair or replacement projects - up to \$5 million

Preservation projects on the interstate system - up to \$5 million; on the highway system - up to \$2 million

Operations projects - up to \$1 million

Bicycle or pedestrian projects - up to \$500,000

Transit categories - Appropriations in excess of those programmed

- HPP or other earmarks consistent with adopted regional priorities paper adopted by JPACT

Appropriations for projects/programs previously identified and approved by JPACT and the Metro Council by resolution as regional priorities

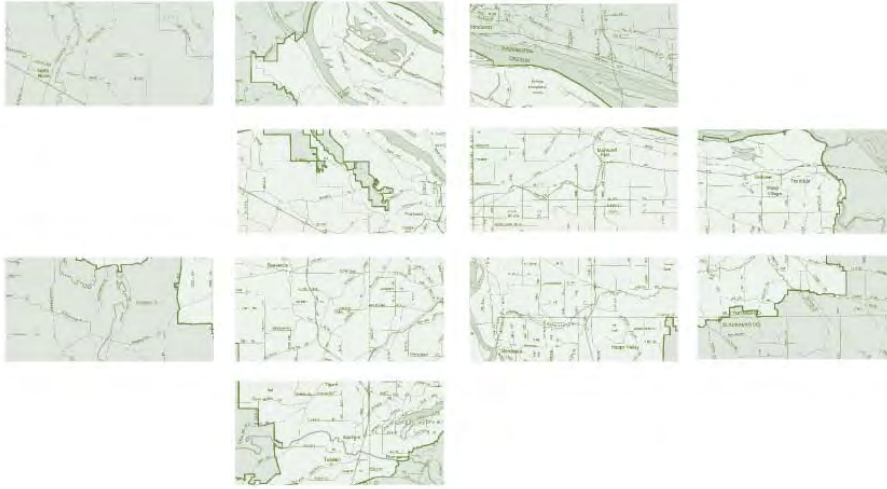
Emergency additions where an immanent safety public safety hazard is involved

Addition of project details to previously approved generic projects such as parts and equipment, street overlays, etc.

## **4. MTIP Burdens & Benefits Analysis**

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[www.oregonmetro.gov](http://www.oregonmetro.gov)



Metropolitan Transportation Improvement Program

# 2012-15

## **Burdens and Benefits Analysis**

**February 2012**



**Metro** | *Making a great place*

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**Metro's web site:** [www.oregonmetro.gov](http://www.oregonmetro.gov)

**Project web site:** [www.oregonmetro.gov/mtip](http://www.oregonmetro.gov/mtip)

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

## 1. INTRODUCTION

Metro is the designated Metropolitan Planning Organization (MPO) for the Portland Metropolitan region and is responsible for developing the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP). Metro undertakes the allocation of two sources of federal funds and documents the allocation of all other federal sources spent in the region by local governments, Oregon Department of Transportation (ODOT), TriMet and SMART and other regional agencies. This document explains how Metro developed an analytical mapping process for understanding where Environmental Justice (EJ) and underserved populations are in the region and how the benefits and burdens of transportation projects in the MTIP are distributed in the region. This analysis is applied to projects resulting from allocation processes for 2014-15 FFY funding that are included in the 2012-15 MTIP.

## 2. TRANSPORTATION EQUITY

Equity has emerged to become an important element of planning activities throughout the country and internationally. Efforts to develop an “equity lens” through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. Metro has attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Projects selected through Metro’s Regional Flexible Fund Allocation (RFFA) were developed at the local level using the demographic and other equity related information to address transportation barriers of residents in meeting daily needs with the desired outcome of additional investment in areas of most need.

Metro’s increased focus on equity in this MTIP cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics

ODOT, TriMet and other agencies using federal dollars integrate equity into their allocation processes and certify that outreach efforts and project selection are consistent with Title VI of the Civil Rights Act of 1964 and other regulations pertaining to equity in transportation planning.

## 3. REGULATORY AND POLICY FRAMEWORK

As the federally mandated, state designated (MPO) for the Portland metropolitan region, Metro works to ensure that the spirit and intent of applicable federal and state regulations and policies are met through our public processes. There are several regulations that Metro and other regional agencies must comply with in order to preserve eligibility for federal funding.

## Federal regulations

- Title VI of the Civil Rights Act of 1964
- The Civil Rights Restoration ACT of 1987
- Executive Order 12898 on Environmental Justice
- Executive Order 13166 on Limited English Proficiency
- Americans with Disabilities Act (ADA)
- National Environmental Policy Act of 1969 (NEPA)
- SAFETEA-LU

The U.S. Department of Transportation outlines three principles for guiding transportation planning activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

## Equity supportive regional policies

**Six desired outcomes:** adopted by Metro Council

- Vibrant communities – *people live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.*
- Economic prosperity – *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*
- Safe and reliable transportation – *People have safe and reliable transportation choices that enhance their quality of life.*
- Leadership on climate change – *The region is a leader in minimizing contributions to global warming.*
- Clean air and water – *Current and future generations enjoy clean air, clean water and healthy ecosystems.*
- Equity – *The benefits and burdens of growth and change are distributed equitably.*

## Regional Transportation Plan (RTP)

The RTP is a federally mandated plan that sets the policy direction for transportation in the region and serves as the policy umbrella for which planning efforts utilizing federal funds must be consistent. The following are the ways equity considerations are expressed in the RTP and help guide the implementation of the RFFA.

**Outcomes based framework** - The RTP uses an outcome based framework to inform transportation planning and investment decisions based on three balanced objectives:

- **Equity** - *The plan calls for an interconnected and multi-modal transportation system that provides safe and affordable travel choices for everyone, equal access to work, education, and nature for the region's residents. The plan must ensure that the benefits and impacts of transportation decisions are fairly distributed to all people regardless of race, national origin, or income, and that they have access to meaningful participation.*
- **Environment** - *The plan should ensure that the multi-modal transportation system protects and enhances the region's unique setting and natural environment, planned urban form and cultural legacy.*
- **Economy** - *The plan should provide a multi-modal transportation system that supports a healthy regional economy and helps the region's businesses and industry remain competitive. Moving forward, the region must sharpen its efforts to quantify, assess and consider economic return on public investments in transportation infrastructure, in order to spend public funds wisely in support of the regional economy.*

### **RTP Goals, objectives and targets for a 21st century transportation system**

A number of goals and objectives in the RTP support equity. The most relevant ones have been excerpted below.

#### **Goal 1:** Foster vibrant communities and efficient urban form

- Objective 1.3 Affordable housing - Support the preservation and production of affordable housing in the region.

#### **Goal 2:** Sustain economic competitiveness and prosperity

- Objective 2.5 Job retention and creation - Attract new businesses and family wage jobs and retain those that are already located in the region.

#### **Goal 3:** Expand transportation choices

- Objective 3.3 Equitable and barrier free transportation - provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

#### **Goal 8:** Ensure Equity

- Objective 8.1 Environmental Justice - Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- Objective 8.2 Coordinated human services transportation needs – Ensure investments in the transportation system provide a full range of affordable options

- for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan.
- Objective 8.3 Housing Diversity – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
  - Objective 8.4 Transportation and housing costs – Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

## 4. 2014-15 ALLOCATION PROCESSES

### **Metro RFFA process**

While there has long been some consideration of equity in the RFFA process, the 2014-15 cycle marks the greatest effort to date to integrate equity as a foundation of project proposal development. The process was designed to further integrate equity through a number of steps explained in this section.

### **Focus on Environmental Justice and underserved communities**

The terms *Environmental Justice* and *underserved* are used to describe populations that have historically experienced a lack of consideration in the planning and decision-making process. The following are the definitions used for describing Environmental Justice and underserved populations. These are the communities of concern that were considered in the design of the process and targeted for additional stakeholder input, and whose populations were mapped and analyzed for consideration in the project nomination process.

#### **What is Environmental Justice?**

*Environmental justice* describes populations of people protected under Title VI of the Civil Rights Act of 1964 prohibiting discrimination based on race, income, or national origin. The Environmental Protection Agency describes Environmental Justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

#### **What is an underserved community?**

In the RFFA process the term *underserved community* is used to describe the communities of concern that are not specifically called out in the definition of Environmental Justice. These populations are the elderly, persons with disabilities, children and any other population of people whose needs have historically not been fully considered in the planning process. Consideration of underserved communities were included in the development of RFFA policy as they are not covered in the definition of Environmental Justice, but are also typically underserved and underrepresented in policy making and funding decision making.



## **Public outreach and participation**

In general, Metro uses a range of communication methods and engagement techniques to provide for meaningful participation from interested parties, including:

- Communication by email, phone, mail and person to person contact;
- Metro's website containing documents, key dates, opportunities for comment, detailed project information and process updates;
- Input at public hearings held at accessible times and a centralized location
- Communication with community, civic, and business groups
- Distribution of public notices and press releases;
- Visualization techniques;
- Consultation with agencies in the region on planning activities,

## **RFFA participation and outreach activities**

A number of specific activities were undertaken for the 2014-15 RFFA process. These are described below.

### **EJ/underserved working group**

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was a key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group. The group met twice, participated in a survey on needs, and helped refine the mapping and analysis methodology.

### **Regional Flexible Fund Task Force**

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

### **Regional Public Comment Period**

After projects were submitted by local jurisdictions for funding consideration, Metro held a 30-day public comment period from September 13th to October 13th 2011. Comments on the local projects and regional programs were solicited through a web comment tool, email, mail,

and fax. Rather than asking whether people liked the projects or not, we asked a series of questions aimed at improving the quality of the projects in meeting community needs. Community members could share their views about the projects, but were also able to specify if the project could better connect them to places they need to access or other ways the projects could be improved. Metro staff provided these comments to applicants and encouraged refinements to be made to the projects whenever possible. All of the comments were published in a comment report and made available to the decision makers to consider while approving the final allocation of funds to projects.

- **Online comment tool**

The main vehicle for obtaining feedback on projects and programs proposed was an online comment tool. The tool provided access to the applications submitted, a summary of project elements, maps of the projects, and a form for people to write comments. The majority of comments submitted were via this online tool.

- **Underserved community outreach**

One of the things we did differently this cycle is to develop a brochure targeting underserved communities to help get more people from communities in need to provide feedback. The brochure provided information on the projects and how to comment. We distributed the brochure in electronic format to a list of organizations that work with underserved communities and offered to provide hard copies to anyone who wanted to distribute them to community members. In addition, we offered to work with any groups or individuals that have participation or communication barriers, such as language, no access to computers, etc.

## **ODOT STIP process**

ODOT's Public Involvement Policies and Procedures document (May 2009) describes how the State provides opportunities for public input consistent with Title VI of the federal Civil Rights Act, and the Executive Order pertaining to Environmental Justice:

- The Department will provide a 45-day public review period for the draft STIP,
- and a 45-day public review period for a major revision of the approved STIP;
- The Department will provide statewide opportunities for public comment on the draft STIP by scheduling at least two public meetings in each of ODOT's five regions prior to adoption of the program by the OTC; and
- The Department will consider all public comments on the draft STIP prior to adoption of the program by the OTC.

ODOT certifies compliance of the STIP to Title VI including Environmental Justice requirements with the USDOT.

## TriMet Transit Investment Plan

The TIP lays out TriMet's strategies and programs to meet regional transportation and livability goals through annual investments in service improvements, capital projects and customer information. The TIP contains a five-year plan of service approaches and includes key long-range system enhancements. The TriMet Board of Directors adopted the first TIP in June 2002. Public involvement, TriMet Board meetings and discussions with jurisdictional partners provide a basis for annual revisions of the TIP.

TriMet is committed to providing high-quality service to low-income and minority communities. TriMet uses transit equity and environmental justice considerations in decisions about:

- Transit service to low-income neighborhoods and communities of color
- Placement of bus stops and shelters
- Allocation of new low-floor buses
- Service for non-English-speaking populations.

The Environmental Justice analysis for proposed improvements is included as Chapter 3 of the TriMet 2012 Transit Investment Plan.

## 5. GIS DEMOGRAPHIC ANALYSIS METHODOLOGY

Metro staff undertook a mapping and analysis process for the region during the RFFA. The resulting maps were made available to local jurisdictions for use in developing projects for the RFFA and used in this analysis of the 2012-15 MTIP. The maps and data are posted on Metro's RFFA webpage at [www.oregonmetro/regionalflexiblefund](http://www.oregonmetro/regionalflexiblefund). The methodology for how the maps and information were completed is described in this section and the maps are located in the appendix. To see the methodology for the complete Transportation Equity Analysis completed by Metro, see the regional flexible fund webpage.

### Data Definitions

**Study Area:** Census tracts that intersect Metro's urban growth boundary define the study area for this analysis. While the scale of the analysis is based on census block group geometry, the chosen study area boundary gives flexibility with respect to integrating various datasets. Different datasets considered for use in this equity analysis include data from the Oregon Department of Education and the Department of Environmental Quality however to retain consistency, federal compliance and equal distribution of data coverage, federal census boundaries are used. The beginning of this analysis precluded the availability of 2010 census data so 2000-era block group geometry is used to conform to the American Community Survey (ACS) 5-year trend data. ACS data is replaced by 2010 census data when and where available. Best practices from the U.S. Census Bureau guided the decision to join 2010 block group centroids to 2000 block group geometry to maintain consistent geographic boundaries.

## Demographics Composite Map

**Data sources:** U.S. Census Bureau

**Data description:** The 5 demographic indicators are derived from the 2010 U.S. decennial census and the 5-year (2004-2009) American Community Survey (ACS). 2010 census data include elderly populations (over 65), youth populations (under 18) and non-white populations. The non-white indicator is a composite from the following census populations Asian, Hispanic, Black, Pacific Islander, and American Indian/Alaska Native. The demographic indicators derived from ACS data include low-income and populations lacking English proficiency. Low-income populations for this analysis are defined by households that earn less than 80% of the poverty level as determined by the ACS. The English proficiency indicator is an aggregate of ACS respondents who spoke English not well and not at all.

**Data geoprocessing:** Centroids of 2010 block groups are defined and joined to 2000 block group geometry to retain consistency across datasets. Percentages for each indicator are calculated for each block group and a z-score is computed from the regional average within the study area. The z-score represents an indicator's deviation from the regional average (mean) for that particular population.

**Results:** Choropleth maps of census block groups are derived for each demographic indicator by assigning each block group a z-score for that indicator. The non-white map represents the average of z-scores from the following census populations: Asian, Hispanic, Black, Pacific Islander, and American Indian/Alaska Native. The Demographic Composite map is a choropleth map of census block groups that represent an overall average of z-scores from the total of 5 demographic indicators. Images of the results can be found in Technical Appendix A.

## Data statistics

### Z-Scores

- Composite: Mean = 0, Max =2.97, Min = -1.00
- Non-white: Mean = -0.13, Max =3.34, Min = -1.37
- Elderly: Mean = 0, Max =9.91, Min = -1.24
- Youth: Mean = 0, Max =10.0, Min = -2.43
- Low Income: Mean = 0, Max =3.58, Min = -1.69
- Low English Proficiency: Mean = 0, Max =8.36, Min = -0.67

### Raw percentages

- Non-white: Mean = 25.2%, Max =86.4%, Min = 3.32% (Normalized to 2009 population)
- Elderly: Mean = 10.4%, Max =90.9%, Min = 0% (Normalized to 2009 population)
- Youth: Mean = 21.3%, Max =41.4%, Min = 0.1% (Normalized to 2009 population)
- Low Income: Mean = 25.0%, Max =81.0%, Min = 0% (Normalized to 2009 population)

population)

- Low English Proficiency: Mean = 4.3%, Max =57.7%, Min =0% (Normalized to 2009 population)

### **Disability map**

Census data was not available for disability. The following data sources were used to understand where people with disabilities are using paratransit and fixed route transit services.

**Data sources:** Census 2000 block groups, TriMet LIFT Service Fall 2010, TriMet transit stop count fall 2010

**Data description:** The disability indicator is derived from TriMet's Fall Paratransit LIFT service locations of pick-ups and drop-offs, indicating census block groups with high concentrations of LIFT service. Also shown on the maps are transit stops with number of bus ramp deployments aggregated to the stop location.

**Data geoprocessing:** Trimet's Paratransit LIFT service pick-ups and drop-offs are counted within each 2000 Census block group. This count is divided by the area of the block group, normalizing the data in order to account for disparity between block group sizes. The z-scores (standard deviation) was then calculated for each block group and mapped.

**Results:** A choropleth map of census block groups is derived for the disability indicator by assigning each block group a score relative to the mean z-score for that indicator. TriMet ramp deployments are displayed over this data as graduated circles based on the number of monthly ramp deployments per transit stop.

## **6. BURDENS AND BENEFITS ANALYSIS FINDINGS**

The transportation equity analysis described in the previous section was used to assess the benefits and burdens of MTIP projects relative to locations of EJ and underserved populations. Metro looked at the spatial distribution of projects identified as regionally significant from the RFFA, ODOT, and TriMet processes to determine if they meet the US DOT's principles listed in section 3 of this document.

### **Spatial distribution of EJ and underserved population**

**Non-white populations** – The significant populations of non-white residents are concentrated primarily in jurisdictions in Washington County, such as Hillsboro and Cornelius, on the east side in outer Portland and east Multnomah County, including the City of Gresham. There are still some block groups of significant non-white populations in historically non-white areas in North and Northeast Portland.

**Over 65** – There are few block groups in the region with significant concentrations of elderly residents (approximately two standard deviations above the regional mean). There is a fairly

even distribution of block groups throughout the region that have above average concentrations of elderly people.

**Under 18–** There are numerous block groups with significant and above average concentrations of young people, particularly in the jurisdictions surrounding the City of Portland.

**Low English Proficiency (LEP) –** Significant concentrations of LEP populations are mostly found near Beaverton, Hillsboro, and on the outer east side of the Willamette River along I-205 and in the Rockwood area of Gresham.

**Low Income populations –** The population of low income block groups that are significantly above the regional average are spread more evenly across the region than non-white populations, but get more frequent outside of the inner neighborhoods of Portland. This represents the relatively low affordability of inner Portland versus East Portland and suburban cities in the region.

## **MTIP assessment**

**Metro RFFA projects -** Almost all of the seven projects funded in the active transportation and complete streets category are in moderately to highly underserved areas, meaning that there are concentrations of EJ/underserved populations in the areas where projects have been approved for funding. These projects are intended to help increase bike, pedestrian and transit mobility in the region and more specifically, in areas that have been historically underserved. Only one project approved in this category is in an area that lacks concentrations of EJ and underserved populations.

The four green economy and freight projects are not seen as creating negative externalities in the areas where they will be built. These projects in general are located in EJ and underserved areas. One project will improve freight system operations and will reduce emissions from freight traffic in the area and three others add pedestrian/bike improvements to help balance pedestrian movements and freight movement.

Programs administered by Metro that are listed in the MTIP serve the entire region, but vary in how in depth their processes address the needs of Environmental Justice and underserved populations.

**ODOT projects -** A review of ODOT projects resulting from the 2014-15 allocation did not turn up any regionally significant projects. The reason for this is believed to be large budget shortfalls for modernization projects, and the category is not funded in this cycle. A review of the remaining project categories; Operations, Preservation, and Safety, revealed a lack of major projects in the Portland Metropolitan region. Operations projects are typically Intelligent Transportation Systems (ITS) related and do not involve large construction project impacts.

Preservation projects involve pavement improvements and are selected based on roadway conditions. Safety projects are identified using crash data. The bulk of safety projects are in areas with EJ and underserved communities and these projects add bike and pedestrian safety elements where they are needed.

**TriMet projects** – The significant transit projects listed in the MTIP are for bus and rail preventative maintenance, light rail bond repayment (in terms of amount of funding) and Portland to Milwaukie light rail. Bus and preventative maintenance keeps these systems operational throughout the region to provide reliable service. The Portland to Milwaukie light rail project once completed will benefit cities along the corridor, but will also be another connection in the light rail system that enable people from all over the region to use rail to access these areas. Transits being an affordable mode of travel, these investments are considered to provide positive benefits to underserved communities.

## **Steps for continual improvement**

### **Metro RFFA retrospective**

Metro conducts retrospectives on the RFFA and MTIP process after each funding cycle to determine what worked well and things that need work. This process will reveal a set of recommendations that the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council can consider for making changes to the policies and procedures for these two programs. The retrospective for this cycle will begin in Winter/Spring 2012.

### **Public outreach**

Efforts to enhance our outreach and participation activities are ongoing. The following are areas where improvements will be sought for future cycles:

- Conduct retrospective of process to identify areas for improvement and enhancement;
- Further identification of and consultation with interested parties;
- Development of plan for addressing LEP community involvement;
- Evaluate effectiveness of Public Participation Plan
- Consider the formation of additional committees or working groups to advise on use of equity lens in process and decision-making.

### **Review of MTIP burdens and benefits**

A more robust analysis of MTIP projects is needed to truly assess the spatial distribution of benefits and burdens resulting from projects on EJ and underserved communities and non-EJ and underserved communities. More coordination with ODOT and TriMet will be proposed for additional improvements to this analysis. Additional visualization techniques and comprehensive data analysis are a likely outcome of future cycles.

## **Conclusion**

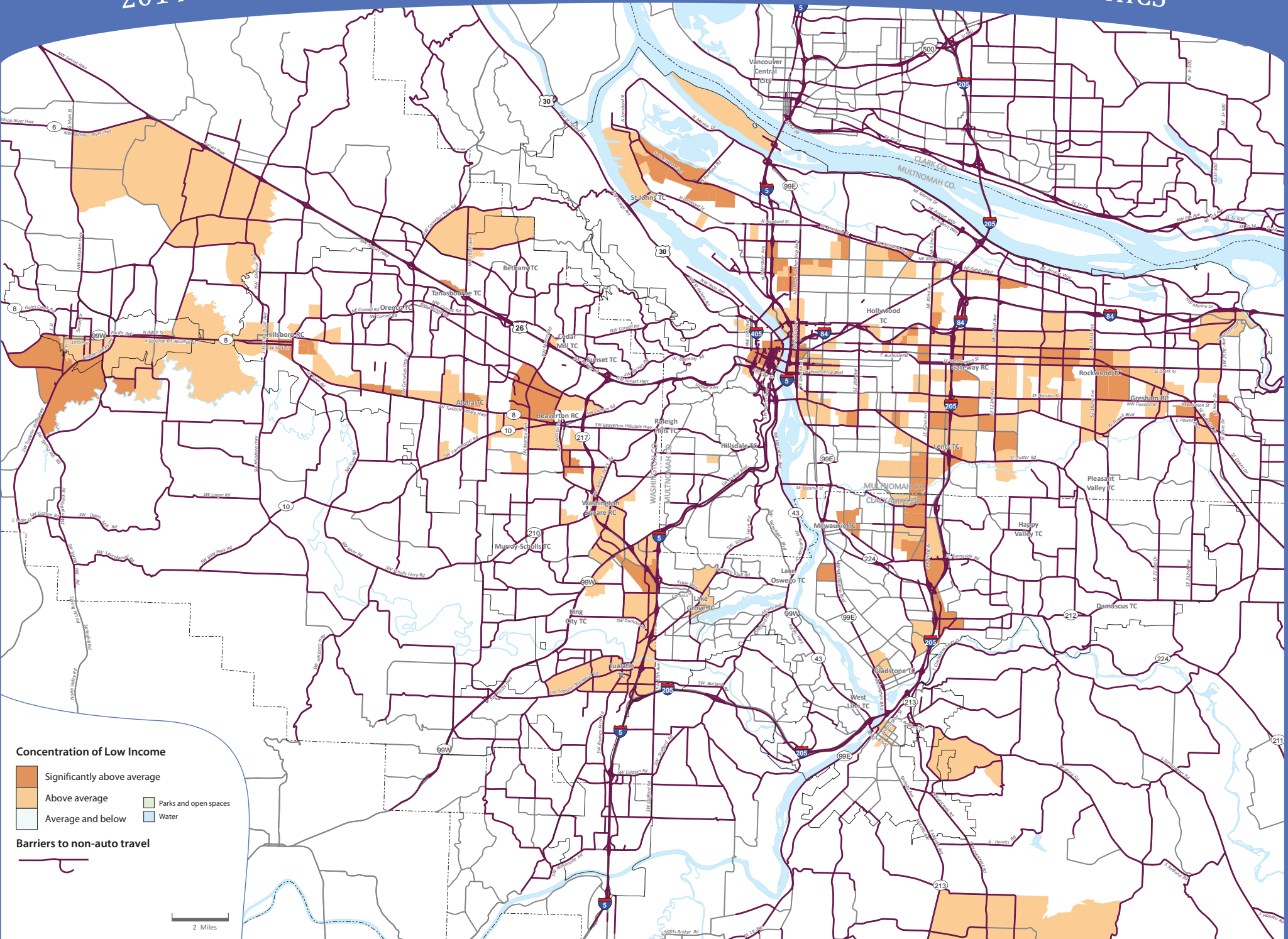
The MTIP represents the incremental implementation of projects in the RTP and as such, the projects are not completely geographically equitable. The list of projects however supports US DOT's three principles for transportation planning activities by mitigating safety issues, increasing access of underserved communities to affordable modes of biking, walking and transit, and do not include projects anticipated to cause negative externalities to these communities, such as displacements and increases in exposure to pollutants, thus minimizing the burdens to already overburdened communities and trying to increase the benefits of transportation to these communities. The 2012-15 MTIP includes projects that reflect local priorities and help implement the projects prioritized in the RTP. As with every cycle, Metro and its regional partners will reflect on the processes for developing the MTIP and look for ways to improve and enhance our activities.



## APPENDIX - MAPS



# 2014-15 Regional Flexible Funding Allocation - Equity Analysis - DEMOGRAPHICS





**Concentration of Low English Proficiency**

- Significantly above average
- Above average
- Average and below

**Barriers to non-auto travel**

- Parks and open spaces
- Water

2 Miles

Significantly above average  
Above average  
Average and below

Parks and open space  
Water

2 Miles

**Concentration of Elderly**

- Significantly above average
- Above average
- Average and below

**Barriers to non-auto travel**

**Monthly bus ramp deployments**

● | ● | 1-3 | 4-15 | 16+

2 Miles

**Concentration of Elderly**

Significantly above average

Above average

Average and below

Parks and open spaces

Water

**Barriers to non-auto travel**

**Monthly bus ramp deployments**

1-3 | 4-15 | 16+

2 Miles

Significantly above average  
Above average  
Average and below

Parks and open spaces  
Water

Above average      Parks and open spaces  
Average and below      Water

### Barriers to non-auto travel

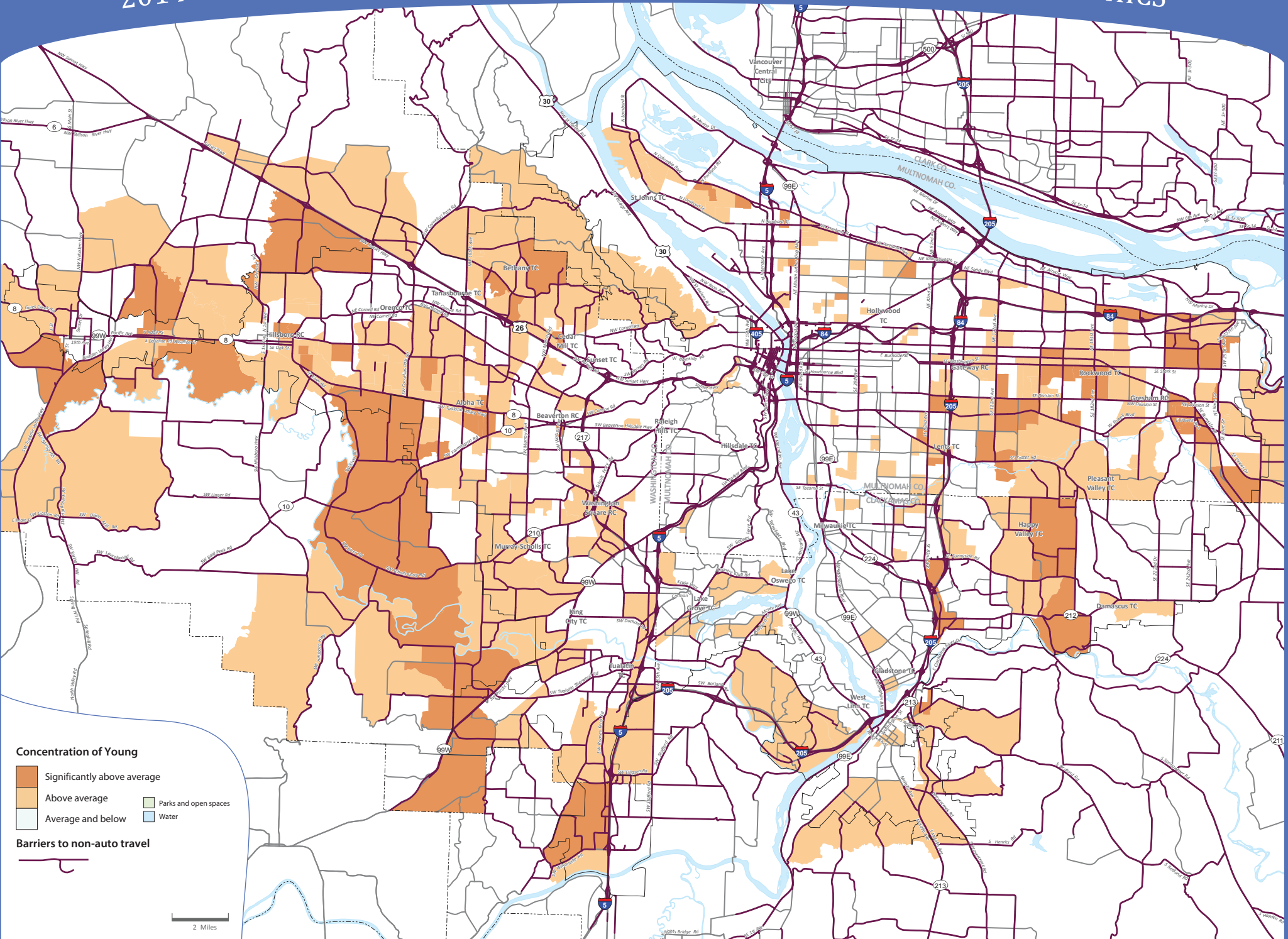
Monthly bus ramp deployments

Monthly bus ramp deployments

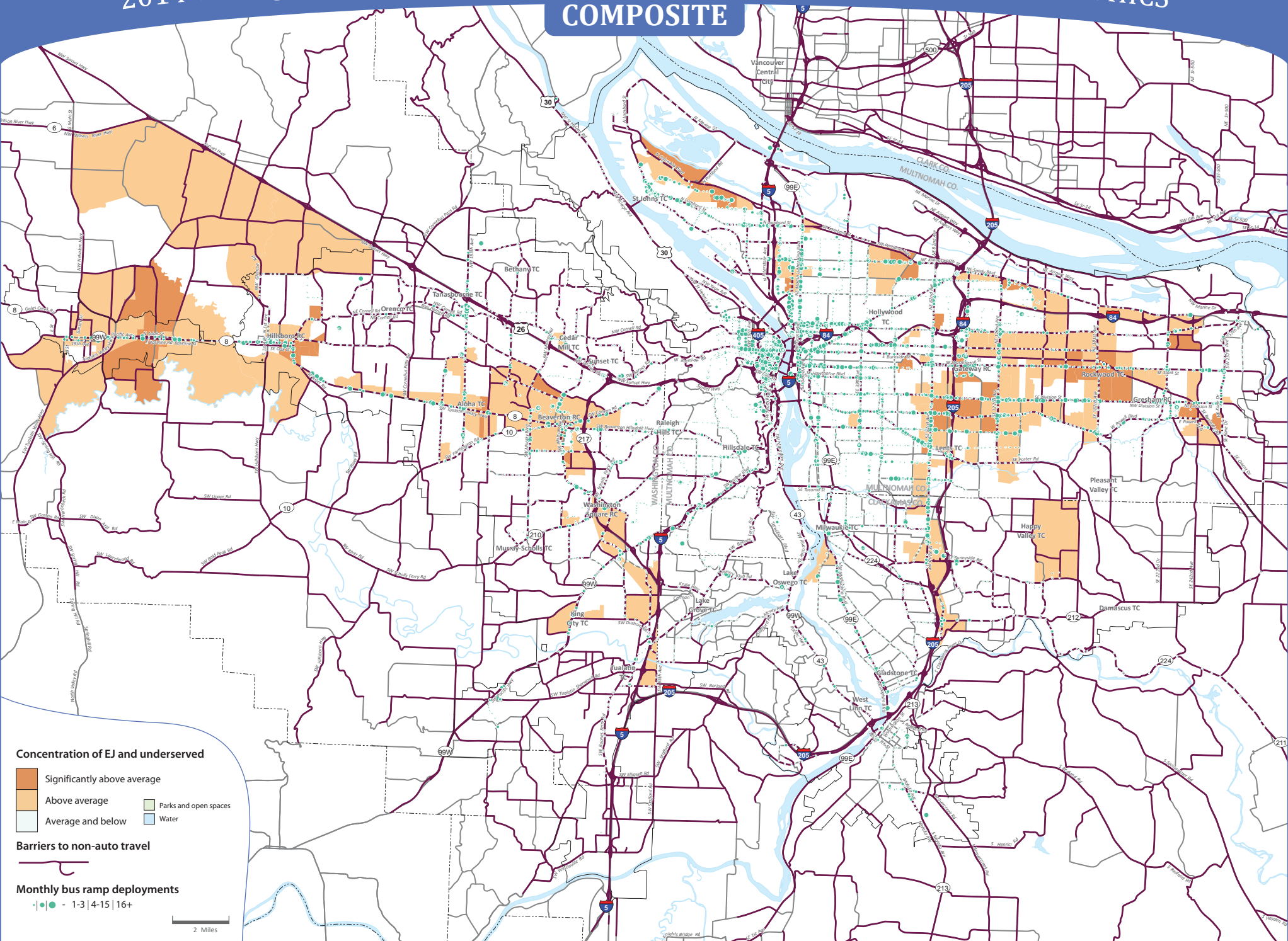
2 Miles



# 2014-15 Regional Flexible Funding Allocation - Equity Analysis - DEMOGRAPHICS



# COMPOSITE



**NONDISCRIMINATION NOTICE TO THE PUBLIC**

*Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.*





**Metro** | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

**Metro representatives**

Metro Council President – Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor – Suzanne Flynn

**Metro**

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

## **5. Approval Documentation**

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-RTP approval Resolution No. 10-1241B

-MTIP approval Resolution No. 12-4332

-Air Quality Conformity Determination Resolution No. 12-4333

### **Pending**

-Governor Approval of MTIP

-US DOT Approval of STIP

-US DOT Letter Certifying Air Quality Conformity

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035 ) Ordinance No. 10-1241B  
REGIONAL TRANSPORTATION PLAN (FEDERAL )  
COMPONENT) AND THE 2004 REGIONAL ) Introduced by Chief Operating Officer  
TRANSPORTATION PLAN TO COMPLY WITH ) Michael Jordan with the Concurrence of  
FEDERAL AND STATE LAW; TO ADD THE ) Council President David Bragdon  
REGIONAL TRANSPORTATION SYSTEMS )  
MANAGEMENT AND OPERATIONS ACTION )  
PLAN, THE REGIONAL FREIGHT PLAN AND THE )  
HIGH CAPACITY TRANSIT SYSTEM PLAN; TO )  
AMEND THE REGIONAL TRANSPORTATION )  
FUNCTIONAL PLAN AND ADD IT TO THE )  
METRO CODE; TO AMEND THE REGIONAL )  
FRAMEWORK PLAN; AND TO AMEND THE )  
URBAN GROWTH MANAGEMENT FUNCTIONAL )  
PLAN )

WHEREAS, federal and state law require Metro to adopt a transportation plan for the region and to revise it at least every four years to keep it up to date; and

WHEREAS, Phase 1 of the Regional Transportation Plan (RTP) update focused on development of the federally-recognized metropolitan plan ("Federal Component") for the Portland metropolitan region that serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the Metro Council adopted the federal component of the 2035 RTP by Resolution No. 07-3831B (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan Update, Pending Air Quality Conformity Analysis) on December 13, 2007, deferring adoption of the state component (required by state law) in order to address outstanding issues identified during development of the federal component; and

WHEREAS, the U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008; and

WHEREAS, Phase 2 of the RTP focused on development of the state component of the 2035 RTP; and

WHEREAS, OAR 660-012-0016 directs coordination of the federally-required regional transportation plan with regional transportation system plans such that the state component of the 2035 RTP must be adopted within one year of the federal component or within a timeline and work program approved by the Land Conservation and Development Commission ("LCDC"); and

WHEREAS, on May 1, 2008, the LCDC accepted the RTP into the periodic review process and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009, pending final review and analysis for air quality conformance; and

WHEREAS, the RTP is a central tool for implementing the 2040 Growth Concept and is part of, and must be consistent with, Metro's Regional Framework Plan; and

WHEREAS, the state component of the 2035 RTP is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the state Transportation Planning Rule, and must be consistent with those laws; and

WHEREAS, the RTP must be consistent with other statewide planning goals and the state transportation system plan as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, central to the 2035 RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the Metro Council accepted the 2035 Regional Transportation Plan ("RTP") and related elements by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, a third and final 45-day public comment period on the 2035 RTP was provided from March 22 to May 6, 2010; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation ("JPACT"), the Metro Policy Advisory Committee ("MPAC"), the Metro Technical Advisory Committee ("MTAC"), the Transportation Policy Advisory Committee ("TPAC"), the Regional Travel Options ("RTO") subcommittee of TPAC, the Intelligent Transportation Systems ("ITS") Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, the Regional Transportation Coordinating Council ("RTCC"), the Federal Highway Administration and the Federal Transit Administration, and other elected officials, representatives of business, environmental and transportation organizations from the Portland-Vancouver metropolitan area assisted in the development of the federal and state components of the 2035 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2035 RTP by the Council; and

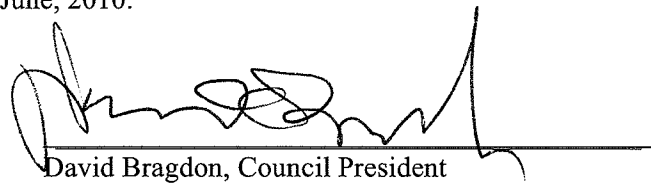
WHEREAS, the Metro Council held public hearings on the 2035 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, Exhibit D, Exhibit E, Exhibit F, Exhibit G, and H on May 6 and June 10, 2010; now, therefore,

**THE METRO COUNCIL ORDAINS AS FOLLOWS:**

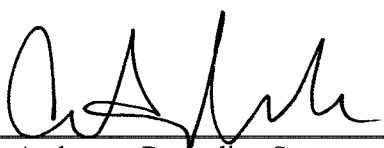
1. The 2004 Regional Transportation Plan is hereby amended to become the 2035 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices, attached and incorporated into this ordinance.
2. The Regional Transportation Systems Management and Operations Action Plan in Exhibit B, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 Regional Transportation Plan.

3. The Regional Freight Plan in Exhibit C, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.
4. The High Capacity Transit System Plan in Exhibit D, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.
5. The Regional Transportation Function Plan ("RTFP"), contained in section 6.4 of the 2004 RTP, is hereby amended as indicated in Exhibit E, attached and incorporated into this ordinance, and added to the Metro Code as Chapter 3.08.
6. Title 2 (Regional Parking Policy) of the Urban Growth Management Functional Plan is hereby repealed as indicated in Exhibit F, attached, and is incorporated into the RTFP, as indicated in Exhibit E.
7. Chapter 2 (Transportation) of Metro's Regional Framework Plan is hereby amended, as indicated in Exhibit G, attached and incorporated into this ordinance, to reflect the new transportation policies in the 2035 RTP in Exhibit A.
8. The "Summary of Comments Received and Recommended Actions," attached as Exhibit H, is incorporated by reference and hereby amends Exhibit A and Exhibit E.
9. The Findings of Fact and Conclusions of Law in Exhibit I, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
10. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC) in the manner of periodic review.
11. The 2035 RTP and its components are hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

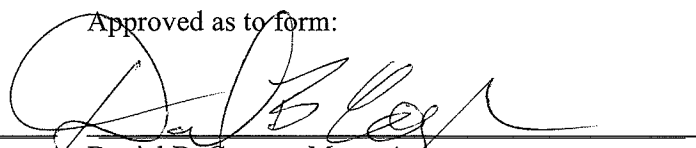
ADOPTED by the Metro Council this 10th day of June, 2010.

  
David Bragdon, Council President

Attest:

  
Anthony Andersen, Recording Secretary

Approved as to form:

  
Daniel B. Cooper, Metro Attorney



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2012-	)	RESOLUTION NO. 12-4332
2015 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM FOR THE	)	Introduced by Councilor Carlotta Collette
PORTLAND METROPOLITAN AREA	)	

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be updated every two years in compliance with federal regulations, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming of the regional flexible funds portion of the federal allocation of transportation funds to this region, and

WHEREAS, the Oregon Department of Transportation has proposed programming of federal transportation funds for projects in the Portland metropolitan area through the State Transportation Improvement Program (STIP), and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds, and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the draft MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules, and

WHEREAS, 2010-13 projects were adopted by Resolution No. 10-4186 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area), and

WHEREAS, the companion Metro Resolution No.12-4333, (For the Purpose of Approving the Air Quality Conformity Determination for the 2012-15 Metropolitan Transportation Improvement Program), demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

WHEREAS, the proposed MTIP is consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 10-1241B.

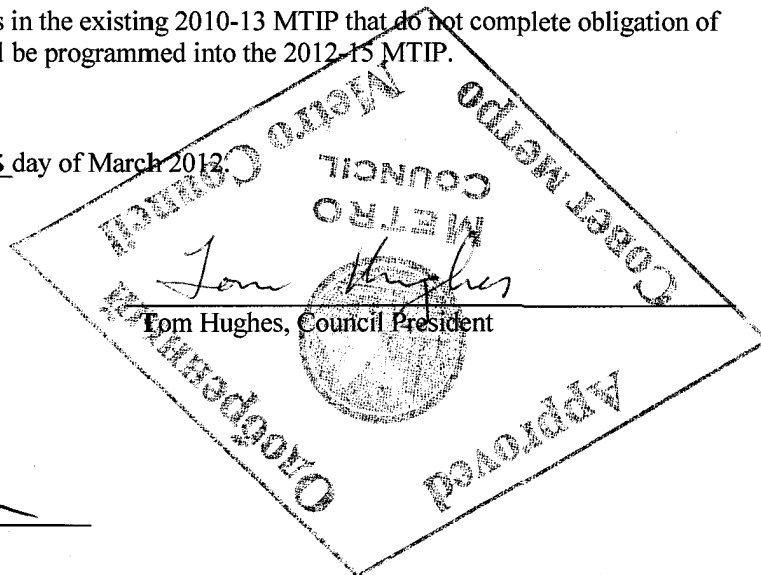
WHEREAS, a public process has provided an opportunity for comments on the programming of federal funds to specific projects in specific fiscal years and whether that programming meets all relevant laws and regulations, in addition to extensive public processes used to select projects to receive these funds,

WHEREAS, on March 1, 2012 JPACT recommended approval of this resolution and the 2012-15 MTIP; now therefore

BE IT RESOLVED that the Metro Council adopt the Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT RESOLVED that projects in the existing 2010-13 MTIP that do not complete obligation of funding prior to September 30, 2012 will be programmed into the 2012-15 MTIP.

ADOPTED by the Metro Council this 15 day of March 2012.



Approved as to Form:

  
Alison Kean Campbell, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR	)	RESOLUTION NO. 12-4333
QUALITY CONFORMITY DETERMINATION	)	
FOR THE 2012-2015 METROPOLITAN	)	Introduced by Councilor Carlotta Collette
TRANSPORTATION IMPROVEMENT	)	
PROGRAM.	)	

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws, including CFR 93.100 through CFR 93.129 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination on any updated Metropolitan Transportation Improvement Program; and

WHEREAS, in March 2012 as a part of companion Resolution 12-4332, the region proposes to update the MTIP for the federal fiscal years 2012 through 2015, subject to air quality conformity determination; and

WHEREAS, on January 9, 2012, Metro staff consulted with state and federal air quality regulatory agencies on the draft Air Quality Conformity Determination for the 2012-15 MTIP and received their input and concurrence as to its meeting state and federal rules; and

WHEREAS, on February 17, 2012, the Transportation Policy Alternatives Committee (TPAC), as the official consultation body within the Metro region for consultation on meeting the transportation elements of the State Implementation Plan for Air Quality, recommended adoption of this resolution; and

WHEREAS, the Air Quality Conformity Determination dated February 17, 2012, included in Exhibit A and attached hereto, demonstrates that the 2012-2015 MTIP can be implemented and the resulting total air quality emissions are forecast to be substantially less than the maximum allowable transportation source emission levels and that other air quality related rules have been met; now, therefore,

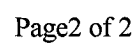
BE IT RESOLVED that the Metro Council hereby:

1. Approves the air quality conformity determination attached to this resolution as Exhibit A.



- ADOPTED by the Metro Council this 15 day of March, 2012.

Alison Kean-Campbell, Metro Attorney



## **6. Calendar of Activities**

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# Calendar

## 2014-15 MTIP and RFFA

**DRAFT**

### 2010

<b>March</b>	JPACT retreat: Direction to modify policy and allocation process.
<b>July</b>	JPACT/Council action on creation of project focus areas, funding targets and creation of task force.
<b>Oct - Dec</b>	Task Force meetings to provide direction on project focus areas and Environmental Justice/Underserved work group review of EJ/Underserved engagement process and technical analysis.
	<i>Metro Planning: region wide program review at JPACT</i>
	<i>HCT: region wide program review at JPACT</i>

### 2011

<b>January</b>	TPAC recommendation on project nomination and assessment procedures. EJ/Underserved work group review and comment on EJ/Underserved analysis methodology.
<b>February</b>	JPACT action on: <ul style="list-style-type: none"> <li>• Task Force report (approach &amp; criteria), and</li> <li>• Project nomination and assessment procedures.</li> </ul> <i>TOD: region wide program review at JPACT</i>
<b>March</b>	<i>TSMO/RTO: region wide program review at JPACT.</i>
<b>April</b>	Workshops on project nominations for project focus areas.
<b>April - June</b>	Local agency development of project nomination proposals.
<b>June</b>	Draft project summaries & assessments: how projects address criteria. Joint TPAC & RFF Task Force review and comment on draft projects
<b>July</b>	Local/Sub-regional public process on draft projects.
<b>August</b>	Policy Coordinating Committees action to nominate projects.
<b>September</b>	JPACT release of project nominations for public comment.
<b>Sept - Oct</b>	Public comment on project nominations
<b>Nov - Dec</b>	Adoption of Regional Flexible Fund allocation (TPAC/JPACT/Council). Air quality conformity analysis begins.

### 2012

<b>January 13</b>	Draft MTIP and Air quality conformity analysis completed – begin 30 day comment period
<b>February 13</b>	Comment period ends
<b>February 17</b>	TPAC recommendation on MTIP

- |                 |  |
|-----------------|--|
| <b>March 1</b>  | JPACT action on MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet/SMART transit programming.             |
| <b>March 15</b> | Metro Council adoption of MTIP   |
| <b>March</b>    | Submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. Oregon Transportation Commission approves submittal of STIP to USDOT. |