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Region 10
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Seattle, Washington 98174-1002
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December 9, 2010

In Reply Refer To:
HDA-OR

Mr. Matthew L. Garrett
Director
Oregon Department of Transportation
1158 Chemeketa St., NE
Salem, OR 97301

RE: 2010-2013 Statewide Transportation Improvement Program (STIP) Approval

Dear Mr. Garrett:

In accordance with *23 CFR 450.218*, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have jointly reviewed Oregon's 2010 – 2013 STIP, as transmitted by your October 04, 2010 letter. The STIP submittal includes: a listing of projects; self-certification statements certifying that the transportation planning process is being carried out in accordance with *23 U.S.C. 134 & 135*, *49 U.S.C. 5303, 5304, & 5332*; and information on public involvement, air quality conformity, and financial constraint, and all other applicable laws and regulations that support approval.

23 CFR 450.218 requires that the state submit the entire proposed STIP concurrently to FTA and FHWA at least every four years for approval. Once approved by FTA and FHWA, Oregon's 2010-2013 STIP will supersede the State's previously approved and subsequently amended 2008-2011 STIP that was originally approved by FHWA and FTA on January 16, 2008.

FHWA and FTA find that the FY2010–2013 STIP is based on a statewide transportation planning process that substantially meets the requirements of *23 U.S.C. Sections 134 & 135*, *49 U.S.C. Section 135*, and *49 U.S.C. Sections 5303 and 5304*. The finding is based on a review of the Oregon Department of Transportation (ODOT) and Metropolitan Planning Organization (MPO) self-certifications and supporting documentation of statewide and metropolitan transportation planning processes, Federal Certification of Transportation Management Areas and our involvement in the state and MPO transportation planning process, including review, approval, and monitoring of the Unified Planning Work Program and the planning portion of the State Planning and Research work program.



Based on our joint review, FHWA and FTA approve Oregon's 2010-2013 STIP subject to the following comments and conditions:

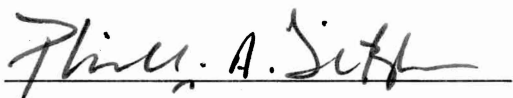
- This approval does not constitute a final commitment of federal funds for any of the projects or programs included in the STIP. Federal funding for those projects is finalized when project authorization is requested of FHWA or upon submission of a grant application to FTA. This joint FHWA and FTA approval of the STIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects. The eligibility of individual projects for funding is subject to the applicant's satisfaction of all administrative requirements.
- At our request, MPOs reviewed the STIP for its consistency with their respective MTIPs. Several discrepancies between the STIP and each metropolitan transportation program (TIP) were identified. Changes that are needed to correct these inconsistencies are included in the enclosed Table 1. Per 23 CFR 450.216 (b), each TIP shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.
- Program changes necessitated after the STIP is adopted by the MPO, and approved by the Governor, and before this federal approval, shall be processed as an amendment to the STIP. We understand that this "transitional amendment" follows directly after the federal approval and will be reflected in the final print version of the federally approved STIP, thus providing the most accurate snapshot of the STIP at the time of federal approval.
- The I-5 Columbia River Crossing project, potentially a multi-billion dollar multi-modal project, currently under environmental review is not listed in the STIP. It is understood that there are many unknowns in how this project could be funded; however, the current funding and any reasonably known funding sources should be identified in the STIP.
- As discussed with the Highway Program Office, and required by 23 CFR 450.216 (h)(2), total project or a project cost range, which may extend beyond the four years of the STIP, will be amended, as needed, for all projects as upgrades are made to the current legacy software program supporting the STIP.
- FHWA and FTA are pleased with ODOT's STIP development process. We look forward to collaboratively working with ODOT and MPOs in an effort to continually improve the process in areas such as: reducing the number of non-administrative amendments, and the STIP implementation success rate.
- This action shall remain valid for a period of four years; however, ODOT may choose to update the STIP at more frequent intervals. Plans and programs (MTIPs) in air quality non-attainment or maintenance areas will expire earlier if any of the applicable regional air quality conformity determinations lapse at an earlier date.



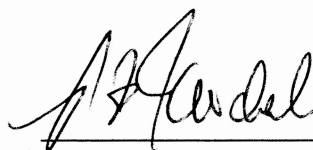
Thank you for your continued effort to improve the STIP process and ensuring a cooperative, continuous, and comprehensive transportation process. We recognize the complexity of assembling this STIP and appreciate the hard work and outstanding efforts of your staff and the MPOs in this matter. We look forward to working with you to advance the projects and programs in the STIP, and to continue to provide the traveling public with a transportation system of the highest quality.

If you have any questions, please contact Satvinder Sandhu, FHWA, at (503)587-4723 or Ned Conroy, FTA, at (206)220-4318.

Sincerely,



Phillip A. Ditzler
Federal Highway Administration
Division Administrator



R. F. Krochalis
Federal Transit Administration
Regional Administrator

Enclosure

cc:

ODOT (Steve Leep, Finance)
(Jill ~~Vesper~~, STIP Coordinator)
Metro (Robin McArthur)
SKATS (Richard Schmid)
CLMPO (Andrea Riner)
RVMPO (Vicki Guarino)
CAMPO (Ali Bonakdar)
BMPO (Tyler Deke)

SS/rm



Table 1: FY 2010-2013 STIP and MTIP Projects Consistency Review			
MPO	Project Key No.	Discrepancy	Action
Corvallis MPO			
	None	None	None
Bend MPO			
	16557, 17022	Total amounts different in MTIP and STIP.	Align TIP and STIP
	Hwy 97/Cooley Rd Project Development NE Bend Transportation Study and ARRA – EECBG Traffic Signal Efficiencies	Projects are included in MTIP but not included in STIP.	Amend TIP and STIP as needed
	17169, 15704	Funding source and dollar amounts are different in MTIP and STIP.	Align TIP and STIP
	15757	Project name is different in MTIP and STIP.	Correct project name in STIP
	17396	Project in MTIP is not included in STIP	Amend Project into STIP
SKATS			
	16587, 14316, 16233, 16232, 14888, 16230, 14886, 14887, 14889, 16231, 14851, 14319, 14333, 15620, 17017, 15535, 14970, 14913, 13884, 16585, 14870,	Total amounts are different in MTIP and STIP.	Align TIP and STIP
	15845	MTIP and STIP funding source is different.	Align TIP and STIP
	15874	STIP construction year - 2012 MTIP construction year - 2011	Correct construction year in STIP
	14846	STIP construction year - 2012 MTIP construction year - 2011	Correct construction year in STIP
	14788	STIP construction year - 2012 MTIP construction year - 2010	Align TIP and STIP
Central Lane MPO			
	15539	STIP does not have all of the project information. All of the phases are not identified. Dollar amount in the Other category is not included. MTIP and STIP discrepancy.	Align TIP and STIP
	15541	STIP does not include a dollar	Align TIP and STIP

		amount in the Other category. MTIP and STIP discrepancy.	
	15542, 16427	Projects are included in STIP but missing in MTIP.	Amend STIP and TIP as needed
	15406	Project is included in STIP but missing in MTIP.	Project is completed. Delete entry from STIP
	15566	Project is included in STIP but missing in MTIP. For FY10, 5307 and 5309 funding is different in MTIP and STIP.	Amend STIP and TIP as needed - Align TIP and STIP
	16705, 16709	Projects are included in STIP but missing in MTIP.	Amend STIP and TIP as needed
	15263, 14305, 13424, 16607, 15393, 16390, 14259, 17226, 17246	Projects are included in MTIP but not in STIP.	Amend STIP and TIP as needed
	17358, 17364, 17030, 17369, 17366, 14314, 13794, 14848, 17336, 17340, 15215, 17345, 17349, 16779, 17354, 17023, 17338	Total amount is different in MTIP and STIP.	Align TIP and STIP
	14763	Construction funding is \$800K (STP-U funding) in MTIP but not included in STIP. STIP identifies \$844K for prior year funding and MTIP does not.	Align TIP and STIP
	15746	STIP includes \$70K for prior year funding but does not reflect MTIP. Other funding differs in MTIP and STIP.	Align TIP and STIP
	17539	STIP does not include local funding. STP-U amounts are different in MTIP and STIP.	Align TIP and STIP
	17365	Construction year in STIP is 2012. However, MTIP construction years identified are 2011 and 2012. STP-U dollar amount is different in MTIP and STIP.	Align TIP and STIP
	16442	Funding source and dollar amount for construction is different in MTIP and STIP.	Align TIP and STIP
	14649	STIP does not include RW and UTIL RELOC. Construction and dollar amounts are different in MTIP and STIP.	Align TIP and STIP
	14559	Funding source and dollar amounts are different in MTIP	Align TIP and STIP

		and STIP.	
	15454	STIP includes \$360K for prior year funding but MTIP does not.	Align TIP and STIP
	16760	Work type is identified as Enhancement in STIP but considered Bike / Ped in MTIP.	Align TIP and STIP
	16861	Funding source is different in STIP and MTIP.	Align TIP and STIP
	16223	Federal match and funding source is different in MTIP and STIP.	Align TIP and STIP
	14655	Prior year funding amount is different in MTIP and STIP. STIP does not include 2010 PE (\$70K). Funding amount is different in MTIP and STIP.	Align TIP and STIP
	16724	MTIP breaks down funding across multiple years but STIP does not.	Align TIP and STIP
	14342	5307 funds are identified in STIP as prior year funding and MTIP does not. Dollar amounts are different in MTIP and STIP.	Align TIP and STIP
	15573	Dollar amounts are different in STIP and MTIP. Tiger funding is not included in STIP.	Align TIP and STIP
	17051	Funding source is different in STIP and MTIP. Project description is not included in STIP.	Align TIP and STIP – Include project description in STIP
	17373	RW funding is not included in STIP.	Align TIP and STIP
	15746	Dollar amounts are different in MTIP and STIP. Prior year funding amount in STIP is \$128 K for construction and only \$10 K for PE in MTIP.	Align TIP and STIP
Metro/TriMet			
	Bus Stop Development and Streamline Program	Project not included in STIP due to Metro error. TIP amendment was transmitted on 11/29/10.	Align TIP and STIP
	17289	Dollar amount is different in STIP and MTIP. This project includes STP funding in the MTIP but not the STIP. Key codes for other affiliated projects with STP funds are included in the MTIP but not the STIP.	Align TIP and STIP
	17294	Dollar amount is different in STIP	Align TIP and STIP

		and MTIP. This project includes STP funding in the MTIP but not the STIP. Key codes for other affiliated projects with STP funds are included in the MTIP but not the STIP.	
	17431, 17159, 17432, 17400	Projects are included in MTIP but not included in STIP.	Amend TIP and STIP as needed
	16973	Dollar amount is different in STIP and MTIP. Tiger funding is identified in MTIP but not included in STIP.	Align TIP and STIP
RVMPO			
	17240	Dollar amount is different in STIP and MTIP.	Align TIP and STIP
	16214, 16215	Project information for both projects is different in STIP. Project information for both projects is the same in MTIP.	Align TIP and STIP
	16717	Project is in MTIP but missing in STIP.	Amend TIP and STIP as needed
Statewide			
	12827	Incorrect project description and anticipated ROW acquisition year.	Correct Project Description. It is only an interchange project now. Correct funding year for ROW
	16354	Incorrect ARRA funding	Correct ARRA funding
	12817	ROW acquisition in 2010 needs to be corrected. Project still in environmental review	Correct anticipated ROW acquisition year
	14987	Project name does not match FMIS authorization	Correct project name.
	13994	Check anticipated CY	Correct CY
		Isthmus Slough EA, Region 3, not in STIP	Check for project Status
	13787	Project listed as EA is currently classified as CE	Correct project designation
	17270	Funding allocation discrepancy	Correct funding allocation to match proposed TIP amendment