

The New ODOT STIP Project Selection Process

Program and Process Overview

ODOT Region 2

July 2012



What's Going On?

- The process for developing the 2015-2018 State Transportation Improvement Program (STIP) is changing
- Moving from program-based selection to project value-based selection
- The overall objective is to take care of existing assets while make STIP decisions that will move us towards a more integrated multimodal transportation system



What is driving this change?

- Limited/declining Federal, State, and Local transportation funding
- ODOT “right-sizing” and functional reorganization to better adapt to funding realities and business-related changes
- Need to balance maintenance with investments in high-value, multimodal transportation system enhancements
- Need to select most effective projects rather than those that fit into prescribed funding categories



What is driving this change?

- Process improvement direction from the Governor
 - Early collaboration to define and solve problems
 - Weigh a wide range of values to meet a wider range of community objectives (jobs, energy, health, livability, etc.)
 - Move towards a more sustainable multi-modal system
 - Use process to leverage investments
 - Consider who should best manage and own transportation system assets
 - Incorporate least cost planning and practical design principles in project selection and development



What is driving this change?

- Direction from the Oregon Transportation Commission (OTC) and the Oregon Transportation Plan (OTP)
 - Maintain and preserve existing transportation system assets
 - Develop a sustainable multi-modal transportation system
 - Provide for effective movement of people and goods
 - Support state and community economic vitality
 - Advance transportation system safety and security
 - Collaborate across all levels of government and with the general public to implement the most effective solutions with the available funding



The New Allocation Process

- The STIP will be divided into two primary funding categories
 - Fix-it
 - Enhance-it
- Fix-it projects will be selected through ODOT management systems and by ODOT staff based on Guiding Principles
- Enhance-it projects will be selected by the OTC based on recommendations from the Area Commissions on Transportation (ACTs) and Metropolitan Planning Organizations (MPOs)



The New Allocation Process

- The Fix-it Guiding Principles are:
 - Balance
 - Leverage
 - Maintenance
 - Safety
 - Regulatory Compliance
 - Economy
 - Cost Effectiveness
 - System Continuity
- Fix-it project lists will ultimately be shared with ACTs and MPOs to optimize opportunities to leverage funding with Enhance-it projects and to better coordinate project timing and outcomes



The New Allocation Process

- Eligible Fix-it project types will include:
 - State Bridges
 - Culverts
 - High Risk Rural Roads
 - Illumination, Signs and Signals
 - Landslides and Rockfalls
 - Operations (including ITS)
 - Pavement Preservation
 - Rail Highway Crossings
 - Safety
 - Salmon (Fish Passage)
 - Site Mitigation and Repair
 - Stormwater Retrofit
 - Transportation Demand Management to Regions (part of Operations)
 - Workzone Safety



The New Allocation Process

- Eligible Enhance-it project types will include:
 - Bike and Pedestrian Funds
 - Flexible Funds
 - Modernization
 - Developmental STIP
 - Protective ROW
 - Construction
 - Recreational Trails (non-parks)
 - Safe Routes to Schools
 - Scenic Byways
 - Transportation Enhancement
 - Transportation Demand Management to Public Transit Division
 - Transit Capital Projects



The New Allocation Process

- Approximately \$1.3 Billion* available Statewide for 2015-2018
- About \$1 Billion recommended for for Fix-it (76% of total)
- About \$320 Million recommended for Enhance-it (24% of total)
- Total funds by category will be distributed by traditional Region splits (roughly)
- 20% of the Enhance-it funds will be allocated directly for OTC discretion
- 2015 projects already identified—may be reconsidered, but only about 75% of the 2015-2018 funds are “new” funds

**Figures are based on recommendations made by ODOT staff to the OTC in June 2012—final funding numbers are subject to change*



The New Allocation Process

- Region 2 share of total 2015-2018 Enhance-it allocation is \$75M (about 30% of state total)
- About \$57M in “new” funds available for Region 2 in 2016-2018
- Direction is to select projects equal to 150% of available funds for scoping
- Region 2 will target about \$90M in “new” projects to scope for 2016-2018



The New Allocation Process

- A variety of projects and programs will be outside the new process
 - Transportation System Planning
 - MPO Planning (PL funds)
 - State Planning & Research (SPR funds)
 - Transportation Growth Management (TGM)
 - Enhance-type activities
 - Congestion Management (CMAQ)
 - Immediate Opportunity (IOF)
 - Recreational Trails (pass thru to OPRD)
 - Public Transit (elderly and disabled)
 - Transportation Management Areas (TMA) pass-through Surface Transportation Program (STP)
 - Fix-type activities
 - Local Bridge
 - Public Transit (FTA) discretionary
 - Rail highway crossings
 - Safety \$TBD through federal legislation
 - STP Allocation to Cities



The New Application/Selection Process

- A single application will be used for all Enhance-it projects
- Projects must be ready to obligate in the year requested
- System Planning projects (TSPs, IAMPs, etc.) not eligible
- Project Planning (NEPA) and project development are eligible
- A government/public agency must be the applicant
- Region 2 staff will be available to assist in the application process



The New Application/Selection Process

- Region 2 staff will review applications for completeness and eligibility after the submission deadline
- Individual ACTs and MPOs will review and submit priority project lists for Region scoping
- Region 2 staff will scope a 150% list based on the priorities agreed to by the ACTs and MPOs
- Region 2 staff will provide initial prioritized 100% scoped project list for “Super” ACT consideration
- Super ACT will recommend 100% list to OTC (where applicable, MPO concurrence should be documented)
- Public Review process conducted
- Adjustments made, as necessary, before finalizing STIP



The New Application/Selection Process

- Review and selection/prioritization process will largely be a qualitative values-based exercise within each ODOT designated Area
- Applications will be prioritized, but will not necessarily be quantitatively scored—final process guidelines are still under development
- Applications will serve as baseline information for ACTs and MPOs to use when deciding which projects to recommend to the OTC for selection



The New Application/Selection Process

- General guidelines and principles for project selection recommendations will be developed by ODOT based on OTP policies and the principles articulated by the OTC and Governor
- Priorities can differ by Area, but rationale for project selection recommendation must be clearly described and documented
- Region 2 will provide a tool for project selection recommendation decision documentation



The New Process Timeline *DRAFT*

- Application process will begin on **July 19, 2012**
- Applications must be submitted to specified Region e-mail address by close of business **October 1, 2012**
- Region will review applications for eligibility between **October 2 and October 17, 2012**
- Applications will be distributed to MPOs and ACTs for deliberation and 150% prioritization **October 18, 2012**
- MPOs and ACTs will submit unified 150% recommendation to Region by close of business **January 10, 2013**
- Region will scope 150% list between **January 11 and April 15, 2013**
- Region will submit initially prioritized 100% list to Area Managers and ACT chairs on **April 16, 2013**
- Super ACT process will produce a 100% project recommendation list for OTC consideration by **June 30, 2013**



The New Process Timeline *DRAFT*

- Draft 2015-2018 STIP available for review by **September 30, 2013**
- Draft STIP Public Review process completed by **November 30, 2013**
- Complete any necessary adjustments based on comments by **January 31, 2014**
- Conduct air quality conformity determinations between **February 1 and May 31, 2014**
- Prepare final STIP for review by **June 30, 2014**
- Final STIP review by ACTs, MPOs, and other stakeholders between **July 1 and September 30, 2014**
- OTC review and approval of final 2015-2018 STIP, **October 2014**