

## **2012-2015 STIP Review Draft Criteria – Summary of Proposed Changes**

### **Organization**

- The criteria summary tables have been moved to the front of the Development STIP (D-STIP) and Construction STIP (C-STIP) sections because it is important to consider document as a whole. Information in the early sections affects how the criteria are interpreted and applied.
- The criteria for the three C-STIP programs covered by this document are now merged into one column instead of three. This removes repetition and encourages thinking across program lines for the best solution, even though program constraints still apply.

### **Introduction**

- The introduction has been rewritten. It discusses the roles of the STIP Stakeholder Committee, Area Commissions, and Metropolitan Planning Organizations (MPOs), and STIP criteria development and use.

### **Goal Context**

- This section is similar to information included in the 2010-2013 version; it explains the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) context for criteria.

### **HB 2001 Implementation**

- This section is new. It discusses how the proposed criteria respond to the STIP criteria considerations listed in the House Bill 2001, Section 17. It also addresses the relationship of the criteria to the least cost planning process called for in the same bill.

### **Additional Principles**

- This section is new. It discusses perspectives and two STIP criteria considerations from the bill that should be kept in mind throughout the STIP selection process, even though documentation of these is not required for the 2012-2015 STIP. These include:
  - Long-term perspective
  - The OTP and OHP goal context
  - Cost-benefit comparison
  - Greenhouse gas reduction

## **Documentation**

- This section is new. It explains the expectations for documentation of STIP projects. In prior STIPs, similar information was provided separately in the project reporting “templates”. Now it is included in the criteria document so that the full package of what the criteria are and how criteria can be met is presented.

## **Development and Construction STIP: OTP and OHP Policies**

### Policies 1.1 (D-STIP) and 1G (C-STIP)

- A prioritization factor regarding OTP Policy 1.1 implementation is added for D-STIP projects.
- The existing prioritization factor regarding OHP Policy 1G is strengthened for the C-STIP.
- There is new emphasis on these policies in the proposed criteria because these policies are important to a least cost planning perspective and to addressing several of the STIP criteria considerations provided by the Oregon Legislature. They address cost-efficiency and choosing operational or minor improvements before new capacity construction.
- Projects that will construct new capacity will need to show how other options were considered and/or previously implemented in order to be consistent with the policies.

### OHP Policies Overall

- The prior STIPs’ support of OHP policies factor has been removed. In the past, this factor has proved confusing and difficult to implement due to the many policies in the OHP. Now, the OHP policies overall are addressed in the Additional Principles section and specific OHP policies are called out in the prioritization factors.

## **D-STIP**

- The eligibility criteria for the D-STIP are essentially the same as before.
- The prioritization factor implementing OTP Policy 1.1 is added.
- The Suitability prioritization factor has been changed. It now includes consideration of whether the proposed D-STIP solution will be able to later meet the C-STIP prioritization factors. D-STIP work typically results in a later C-STIP project, so work should be done that will result in a project that can be a high priority for the C-STIP.

- The prior STIPs’ factor “major modernization projects that leverage other funds and public benefits” has been removed. It was determined that leverage ability may not be known when selecting projects for the D-STIP.

### **C-STIP**

- The eligibility criteria for the C-STIP programs are similar to those from 2010-2013.
- The eligibility criteria are now more streamlined and focus on management system identification for State Bridge and Preservation and plan consistency, particularly for Modernization.
- The 1G criterion has been updated and strengthened overall, but moved from the eligibility criteria to the prioritization factors.
- The prior STIPs’ Bridge eligibility criterion: “...improvements or work needed to rebuild or extend the service life of existing bridges and structures...” is removed because it is somewhat redundant with the Bridge Management System identification requirement, and the footnote now explains that a needed Bridge project that is not identified by the Management System will probably fall under the Modernization program.
- There are four new prioritization factors proposed for C-STIP projects:
  - Livability: implements the Land Use and Transportation Policy (1B) of the OHP
  - Economy: supports economic development plans and goals
  - Safety: improves the safety of the transportation system
  - Environment: implements the Environmental Resources Policy (5A) of the OHP
- The Freight Mobility factor footnote is updated to better reflect the HB 2001 consideration regarding freight.
- The Leverage factor is now focused on other funding, investments, and in-kind contributions because safety, environment, and economy now have their own factors.
- The prior STIPs’ completed environmental documents factor is now included as a part of the Readiness factor for 2012-2015.
- The prior STIPs’ Bridge factor regarding the Bridge Options Report is removed because it is now out of date as the OTIA III program is nearing completion.