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**2012-2015 STIP Criteria Review Draft Overview**

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**Legislative Direction**

- House Bill 2001 passed last year lists 10 “considerations” for use in developing criteria for the STIP
- Some considerations were addressed in prior criteria, some are addressed in other ODOT processes, and others we do not yet have the tools to address well
- The proposed 2012-2015 criteria better address the considerations

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**The 10 Considerations**

- The HB 2001 STIP Considerations address:
  - Relieving congestion
  - Safety
  - Operational effectiveness
  - Reducing need for more highway projects
  - Freight concerns
  - Economic health
  - Cost-benefit comparison
  - Livable communities
  - Environmental stewardship
  - Greenhouse gas goals



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**Least Cost Planning**

- HB 2001 defines least cost planning for Oregon and directs ODOT to work with stakeholders to develop LCP for use in decision-making in development of plans and projects
- Definition:
 

*Least cost planning means 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.*

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**Least Cost Planning Relationship**

- The 10 STIP considerations relate to priorities that LCP will address
- LCP-related considerations address operations, costs and benefits, livability, economy, environment, and greenhouse gas goals
- The proposed STIP criteria reflect the 10 considerations, and start to point the way towards least cost planning for ODOT

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**Proposed Changes for 2012-2015**

- Significant changes include:
  - New organization
  - New sections with new information in the front of the document
  - New emphasis on OTP Policy 1.1 and OHP Policy 1G
  - Updated D-STIP Suitability factor
  - New C-STIP Prioritization Factors for Livability, Economy, Safety, and Environment

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### ***New Organization***

- The criteria summary tables have been moved to the front of the D-STIP and C-STIP sections
  - This puts the explanatory sections in the front to read prior to the criteria
- The C-STIP criteria for the three programs are moved together in one table
  - This emphasizes a cross-program perspective, even though each program's funding requirements still apply

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### ***New Explanatory Sections***

- The new Introduction discusses criteria use, the role of the ACTs and the STIP Stakeholder Committee, and shows where to find more STIP info
- The Goal Context section explains that though some goals are emphasized, all plan goals still apply
- The HB 2001 Implementation section explains how the 10 STIP considerations are addressed

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### ***Additional Principles***

- This section explains:
  - Perspectives to use
  - Items that are not yet criteria, but should be a part of your evaluation
  - What to expect in the future
- Two of the considerations are things that are important, but we do not have tools yet to enable evaluation and reporting
- Cost-benefit comparison and greenhouse gas reduction should be a part of your deliberations, even though you do not yet have to report on them

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### ***Documentation Expectations***

- These are included in each footnote
- They show what is needed to demonstrate that the criterion or factor is met
- No special studies are required
- Descriptions of expected effects are sufficient, but do use data you already have
- Bridge and preservation may be reported as before and address relevant factors
- D-STIP and modernization should address each factor

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### ***Policies 1.1 and 1G***

- These existing policies help implement least cost planning
- They direct us to choose the most cost-effective investments considering different options and emphasize that new capacity construction should be the last choice
- These factors have the most detailed documentation expectations
- Where new construction is the proposed solution, project documentation needs to show how that choice was made given the options emphasized in these policies

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

- D-STIP Suitability now includes whether or not the work proposed would likely meet the C-STIP factors
- Work in the D-STIP in most cases will be completed in the C-STIP
- Investments should be chosen that will likely have priority for the C-STIP



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### ***New Factors - Livability***

- The factor regarding Livability and consideration #8 refers to OHP Policy 1B
- Policy 1B addresses the connections between land use and transportation and discusses elements of livability in its text
- Transportation investments can implement 1B in many ways:
  - Supporting community development, economic, sustainability, or climate change plans
  - Improving transportation choices
  - Improving connections between modes

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### ***New Factors - Economy***

- There are many economic development goals and plans, and this new factor gives priority to projects that support these
- Also consider and document:
  - How likely is it that the economic benefit will be realized?
  - How long is the economic benefit expected to last?



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### ***New Factors - Safety***

- Safety is something that is considered in every transportation investment decision
- The STIP Stakeholders wanted to emphasize that projects should improve safety
- Projects can meet the new Safety factor when they address a documented safety problem
- Often this will be a SPIS site, but it could also be a bike/ped or other problem

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### ***New Factors - Environment***


- The new Environment factor refers to OHP Policy 5A: Environmental Resources
- Policy 5A refers to maintaining or improving the environment
- Projects can meet this factor by:
  - Exceeding minimum requirements
  - Supporting environmental goals
  - Using innovative techniques to reduce impacts



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### ***Other Changes***

- The text of the Freight Mobility factor is expanded to better address consideration 5
- The Leverage factor now focuses on funding, investment, and in kind match
- Completed environmental documents are now a part of the Readiness factor



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### ***Questions or Comments?***

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