



# Oregon

Kate Brown, Governor

## Department of Transportation

### Region 2 Headquarters

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**Date:** May 10, 2018  
**To:** Northwest Area Commission on Transportation  
**From:** Lisa Nell, Northwest Area Manager  
**Subject:** ODOT Leverage Program

The Oregon Transportation Commission (OTC) has provided ODOT Regions with a new funding source for adding modernization elements to Fix-It projects on the State highway system. These funds are allocated to a new program called the Leverage Program. Approximately \$23M has been allocated for Region 2's Leverage Program in the Fiscal Year 2021-2024 STIP. Region staff is responsible for identifying potential "leverage" elements associated with our Fix-It project activities and determining the cost and feasibility of those elements through the upcoming scoping process scheduled to take place this summer.

As part of this process, Region 2 would welcome your ideas for possible leverage opportunities that might be added to our Fix-It project list. To be clear, this is not a project application process like the previous two rounds of the discontinued Enhance Program. Region 2 and the OTC are solely responsible for deciding which project elements will be added to our Fix-It projects and funded through the Leverage Program. We simply are looking for any ideas that you might have about Leverage-eligible activities that could be added to our potential Fix-It projects before we begin our field scoping in July. A guideline/summary of the Leverage Program, with an overview describing which project elements are eligible for Leverage funding, is provided with this memo. Also included with this correspondence is a table showing the potential Fix-It projects in your Area and corresponding location maps specifying where these potential projects are located. Do keep in mind that, at this point, the Fix-It projects listed are on our 150% list, meaning not all of these projects will be selected for implementation. ODOT will decide which projects to advance to our 100% list after each project is scoped and we have a better idea of costs and other project challenges. Based on these guidelines and your local knowledge, if there are any improvements that you think may be added to one of the Fix-It projects in the accompanying table, please share your ideas with me or our Area Planner, Ken Shonkwiler, by June 27, 2018. Our contact information is provided below.

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## **2021-2024 STIP – OTC Approved Leverage Program Guidelines for ODOT Staff, April 2018**

### ***These Guidelines are Applicable to the 2021-2024 STIP Leverage Programs***

- State Highway Leverage
- Safety Leverage HB 2017
- Active Transportation Leverage

### **Principles of Leverage Programs**

- Improving the State Highway System
- ACT engagement
- Meeting community needs not addressed by Fix-It projects
- Maximize resources by leveraging priority improvements
- Allow for flexibility while maintaining transparency
- Projects should be consistent with plans and on a list of identified needs
- Document investments to inform outcome-based Performance Based Planning and Programming

### **ACT Engagement**

Leverage programs will provide ACTs an opportunity to use their knowledge of regional needs on the state highway system to provide input on adding features to Fix-It projects. Regions will develop options for investment of leverage funds and are expected to consult with ACTs in project selection. Each Region will determine its process for engaging ACTs as well as its process for determining leverage priorities.

### **Eligible Activities for All Leverage Programs**

1. Add features to ODOT Fix-It projects on the State Highway System.
2. Add features not already included in state earmarked projects in HB 2017, but only with prior approval by the Highway Division Administrator. NOTE: There is no guarantee of state cash availability, so must assume that this would federalize the project. Leverage funds are not to be used to fill a funding gap in an earmarked project – they must be scope additions/enhancements.
3. In coordination with an ODOT Fix-It project, partner with local jurisdictions to improve the State Highway System. It is anticipated that ACTs would provide feedback on such partnering opportunities.
4. Leverage funds can be exchanged between Regions with clear and explicit documentation of the reasons/outcomes and tracking of funds.

### **Ineligible Activities for All Leverage Programs**

1. No exchanging of dollars between Leverage programs within a region.
2. No bucketing of Leverage funds. They must be allocated to specific projects.
3. Cannot be used for stand-alone projects.
4. Not for ADA curb ramp improvements or Bike Bill (ORS 366.514) required features triggered by the Fix-It project. Those improvements are to be covered by the project budget.

***In addition to the eligible and ineligible activities described above, additional guidance for the specific Leverage programs is provided below:***

### **Active Transportation Leverage (\$6.49M for Region 2)**

- Funds building, repairing or replacing bikeways or walkways on the state highway system not triggered by the Bike Bill or ADA requirement and therefore not otherwise funded by the project being leveraged. Suggestions include, but are not limited to extending the project boundaries to

address a nearby biking or walking need, adding or improving a crossing, installing safety equipment or features, making better connections to public transportation (e.g. bus pullout).

- Must align with policy framework established by the Oregon Transportation Plan and statewide mode and topic plans.
  - a) Oregon Bicycle and Pedestrian Plan
  - b) Oregon Public Transportation Plan
  - c) Oregon Transportation Options Plan
  - d) Oregon Transportation Safety Action Plan
- Must align with ADA Program Guidelines

### **Safety Leverage (\$9.27M for Region 2)**

- The Safety Leverage Funds are meant to help improve the safety of the state highway system where the Agency is planning to make a separate Fix-It program investment. The intent is to improve the most important safety issues that are in the general area of a planned Fix-It project. Investment decisions from this Leverage fund will follow the general priorities outlined in the 2016 Transportation Safety Action Plan (TSAP). The funds should be used for engineering countermeasures that can demonstrate a measurable cost-effective benefit and should generally follow the prioritization guidelines below:
  - Tier 1 - Infrastructure improvements that will reduce serious/fatal crashes within the Emphasis Areas of the 2016 TSAP, such as Intersection, Roadway Departure, Pedestrian, and Bicycle crashes.
  - Tier 2 - Regional safety priority areas, such as top 10% Safety Priority Index System (SPIS) sites, region-wide systemic safety features, or other documented crash locations.
- Safety Leverage opportunities are identified by the following process:
  - Regions review the Fix-It programs 150% lists for Tier 1 and 2 Safety Leverage qualification.
  - Scoping teams review the Fix-It programs 150% lists for project details, including: status of each project, location, noting whether it qualifies as Safety Leverage (identifying safety mitigation as appropriate), or explaining why the project does not qualify in the “Leverage Opportunities” section of the Business Case.
  - The Safety Leverage portion of all projects is prioritized by Regions within Tier 1 and 2.
  - Funding limitations are applied, Tier 1 in priority order first, then Tier 2 if funding allows. The outcome of Safety Leverage prioritization will be documented for each eligible project in the “Leverage Opportunities” section of the Business Case.

### **State Highway Leverage (\$7.36M for Region 2)**

- Add enhanced highway features to Fix-It projects to increase efficiency, address bottlenecks.
- Not for active transportation/public transportation features.